

MODERN CLASSIC COUPE BARGAINS: ALFA v FIAT v MASERATI

AUTO **Italia**

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FERRARI 250 GTO
55th birthday party
MASERATI QP
Bizarre QP II
FIAT 500
On test



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- *No.1 out of 48 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11
- *No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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Well, we now have almost all the sales figures in for 2017 – and the latest set of numbers shows that the car industry in Italy is in rude health. Sales across the European market were very healthy for Fiat Chrysler Automobiles, with over one million cars sold (a 5.2 per cent increase).

But the most encouraging news of all, for me, was the fact that Alfa Romeo was the number one fastest-growing brand of all in Europe last year, with sales up by 29.5 per cent. Thank the gloriously successful Giulia and Stelvio for that – they sold 24,000 and 17,000 units respectively last year. And I'd confidently expect Alfa's sales to increase in 2018 as the full Giulia and Stelvio ranges come on stream.

Italy's exotic brands are doing very well, too. Bolstered by the Levante, Maserati's UK sales were 18.5 per cent up. Meanwhile, Lamborghini increased sales across the globe by 10 per cent in 2017 – the seventh consecutive year of growth for the Bolognese company. And while, as we go to press, we've yet to hear Ferrari's figures for 2017, the predictions are that it will have had another record-breaking year.

What about Fiat? Good news here, too: sales were 4.5 per cent higher across Europe last year. However, the one fly in the ointment is Fiat's performance in the UK, where sales actually fell by 26 per cent last year.

What Fiat really needs, I reckon, is some of Alfa Romeo's magic being sprinkled across its range. For instance, the Fiat 500 is due for replacement next year – let's hope that it can be a world-beater in the same way that Alfa's newcomers have been in 2017.

Chris Rees
Editor

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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.

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NEWS & VIEWS

WORKS LEGENDS UNDER THE HAMMER

SIX RARE ITALIAN RALLY AND RACE CARS ARE TO BE OFFERED AT THE BONHAMS PARIS GRAND PALAIS SALE ON 8 FEBRUARY



Leading the pack is an original genuine works Lancia Delta S4 Group B rally car from 1986. In use for a mere 13 months, this S4 is believed to be one of only three 'Muletto' (reconnaissance) cars built. Around 80 examples of the S4 are thought to survive today. This example retains its original seats, which bear the names of Markku Alén and Ilkka Kivimäki. Fully Abarth Classiche certified,

it is unrestored and is estimated to sell for £520,000 to £700,000.

A second Lancia is a 1988 Delta integrale Group A 8V, described as an original example of the 'Competition Clienti' Abarth model. It rallied in both Italy and Turkey, and has been maintained by Abarth Classiche. It's fitted with a Group A six-speed R70 transmission and is estimated at £150,000 to £200,000.

An ex-works 16-valve fuel-injected Fiat 124 Abarth Rallye Group 4 Spider from 1975 is one of only seven 'Olio FIAT' works cars. A well-known car, it competed in both the Italian and European championships and finished seventh overall at the Quattro Regioni Rallye in 1977, driven by Cuniolo and Poletti. Its auction estimate is £180,000 to £225,000. A second Fiat 124 Abarth Rallye





Spider is a 1973 Group 2 car, with a £60,000 to £80,000 estimate.

A rare Group 4 Fiat X1/9 Group 4 racer from 1974, also maintained by Abarth Classiche, is offered without reserve, with a £26,000 to £35,000 estimate. Finally comes a 2011 Abarth 500 Assetto Corse, number 9 of 85 produced for the Abarth Challenge Trophy. Never raced, this 200hp track car has £22,000 to £31,000 estimate and no reserve.



Bonhams is also selling four generations of Lamborghini supercar at Paris: 400 GT, Miura, Countach and Diablo. Easily the most valuable is the 1968 Miura P400 S (right), valued at £1m to £1.25m, while the 1975 Countach LP400 'Periscopio' (below), one of only 157 built, is expected to fetch up to £715,000.





ALFA BTCC RACER LAUNCHED

The race-ready new Alfa Romeo Giulietta British Touring Car Championship racer has been unveiled at the Autosport International Show.

British Touring Car Championship team, Duo Motorsport with HMS, revealed its eagerly awaited Alfa Romeo Giulietta racer at the show. Just over four months after confirming its intention to bring the legendary Italian marque back to BTCC, the Swindon-based team's 2018 racer took pride of place on the BTCC stand.

Driver Rob Austin and Team Principal Simon Belcher unveiled the white and green Alfa, which is supported by the Alfa Romeo Dealer Council. "We are so proud to finally be unveiling the new Alfa," said Austin. "Everyone in our team has put in an incredible amount of work. To see the Alfa here today is the result of the hard work and passion of so many people, and also the passion of our fantastic sponsors."

A comprehensive winter testing programme is now taking place to get the set-up of the Giulietta right. The Alfa will see its first action at the BTCC season launch on 27 March at Donington Park in Leicestershire, followed by Brands Hatch (7-8 April).



FERRARI CHALLENGE RACING FOR UK?

Ferrari's Corse Clienti division is evaluating a Ferrari Challenge series for the UK for 2019.

The UK series would run to the same regulations as the Ferrari Challenge European Series, and would be open to any UK clients who own a Ferrari 488 Challenge race car.

Racers would need a National B racing licence, but can use the series to qualify for an International C racing licence (required for the European Series).

Want to register your interest? Contact your local Ferrari dealer, which can provide a full 'turn-key' service. Further details will be announced at the Ferrari Challenge Europe race weekend at Silverstone (27-29 April 2018).

ITALIAN CAR SALES BOOM

New car sales in Italy rose to their highest level in eight years in 2017, with registrations climbing by 7.9 per cent to 1.97 million cars. Fiat Chrysler Automobiles posted a 5.7 per cent increase, with the Fiat brand again leading the charts (one in five cars sold in Italy is currently a Fiat).



All FCA brands, except Lancia, increased their sales in 2017. Maserati led the way with a 42 per cent jump to 2917 units. Alfa Romeo sold 45,328 cars (a rise of 25 per cent), while Jeep sales rose by 22 per cent to 49,491 and Fiat sales increased by 4.3 per cent to 402,355. However, Lancia was 8.1 per cent down at 60,355.


The most popular car for the sixth year in a row was the Fiat Panda, which outsold all other brands, let alone models. The Lancia Ypsilon was number two, while the Fiat Tipo appeared on the podium for the first time. The Fiat 500 (fourth), 500L (sixth) and 500X (seventh) filled out a top ten dominated by Italian cars.

Across Europe, FCA sold 1,045,000 vehicles, a 5.2 per cent increase. Alfa Romeo posted the largest increase of any brand in Europe with sales up 29.5 per cent, boosted by the Giulia (24,000 sales) and Stelvio (17,000). Fiat sales were 4.5 per cent higher across Europe.

ALFA ROMEO HEADS UK SALES CHARGE

Alfa Romeo led a sales surge for Italian cars in the UK in 2017, selling almost 5000 units over the year, an increase of 2.38 per cent. With the Stelvio and the full Giulia range now on stream, that's expected to grow in 2018.

Abarth sold 4441 cars in the UK in 2017, up by nearly 12 per cent, while Maserati's 1701 UK sales represented an 18.5 per cent uplift. However, Fiat sales declined by over 26 per cent last year, to 44,475 units.



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LAMBORGHINI BREAKS SALES RECORDS

Lamborghini increased worldwide sales by 10 per cent in 2017, rising from 3457 to 3815 deliveries. It's the seventh consecutive year of growth for the Bolognese supercar maker.

Both model lines posted record sales. The Aventador V12 sold 1173 units (6.0 per cent up) while the Huracán V10 sold 2642 units (12 per cent up). At 1095 units, the USA remains the largest market, followed by Japan (411), UK (353), Germany (303) and China (265). The arrival of the Urus SUV in summer 2018 should see further growth for the brand.



FERRARI DOMINATE AT AUCTION

RM Sotheby's has released its Top 10 sales of 2017, with Ferraris occupying six of the 10 places. The chart is topped by an Aston Martin (the DBR1 at \$22.5m) but the other top five slots are all Ferraris: 1959 250 GT LWB California Spider Competizione (\$17.99m), LaFerrari Aperta (\$10m), Ferrari 250 GT LWB California Spider (\$9.5m) and 250 GT SWB Berlinetta (\$8.3m). Also in the top 10 were the Ferrari F2001 F1 car (\$7.5m) and 1955 Ferrari 121 LM Spider (\$5.7m).

SELLING MR BEAN'S THEMA 8.32

A Lancia Thema 8.32 owned by comedian Rowan Atkinson is to go under the hammer at Silverstone Auctions' Race Retro sale on 24-25 February.

The 1989 Thema 8.32 is a rare Series 1 model, one of fewer than 20 examples currently taxed in the UK. It's finished in red with beige velour upholstery. Atkinson has owned it for seven years, spending "a considerable sum" maintaining and improving the car. For more information, visit www.silverstoneauctions.com



URUS GETS PIRELLI RUBBER

Pirelli has developed no fewer than six different tyre choices for Lamborghini's new Urus SUV. The range includes tyres of 21 to 23 inches diameter and encompasses P Zero (for road performance), P Zero Corsa (for on-track use) and Scorpion (for off-road). It says this makes the world's fastest SUV capable performing on snow, gravel, sand racetracks and road.

With a more open pattern by leaving out some tread blocks, Pirelli's tyres for the Urus are able to perform well on gravel, while offering dry and wet handling on conventional surfaces in safety.



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LUST FOR LUSSO

Although it's not my normal job, I really enjoy reading *Auto Italia* and seeing the Ferrari 250 GT Lusso feature in the February 2018 issue, I have to send you this picture which I took at the Modena test track when I sneaked away from holiday in Italy in around 1963. Mike Parkes was systems-checking the cars that day. I only got to know Mike later when he started working in rallying.

Martin Holmes

HOMAGE FOR HOMAGE

Having received the December 2017 issue today, I want to thank you for the great homage to the Delta integrale heritage. By the way, your Italian Rally Legends special edition book is great as well!

Thomas Mönks,

www.IsoRegistry.com



ON THE DINO

I greatly enjoyed reading about the Stelvio, Mistral (one of my original dream cars) and particularly the Fiat Dino (another). Your correspondent got the engine and production facts on the latter absolutely correct, something usually corrupted by the delicious propensity for Italians/enthusiasts to intersperse fact with fable.

Permit me to add a couple of extra bits about the Dino engine story. After the deal was struck with Ferrari, Fiat allocated the number 135 to the whole project, but you will see how that in itself it became a trifle confusing. Fiat was sent a very small batch of Maranello-built 65-degree V6 alloy blocks, which Fiat lined and stroked up to 1987cc, a relatively easy job as that capacity had been already extensively used before by Ferrari. These engines were given the code 135A, but sadly, or perhaps predictably, the prototype engines suffered from chronic overheating, leaks, block distortions and numerous other gremlins, so a radical rethink was ordered, and this is where

ex-Ferrari engineer Aurelio Lampredi enters the story, as he was being employed by Fiat as a consultant at the time.

Lampredi oversaw the considerable redesign of the alloy block with, amongst many improvements, a lot more structural webbing and this became the production 2.0-litre 135B unit, confusingly with the car chassis numbers being prefixed with 135A and -S for Spider and -C for Coupe. When the B-series engines proved not entirely as long-lived and reliable as hoped for, the decision was taken to upgrade the whole drivetrain with

independent rear suspension from the Fiat 130, a stronger ZF dogleg five-speed gearbox and a new cast iron block. Again, the 2418cc capacity was that of a former Ferrari unit, Chris Amon's Tasman series-winning car from years earlier. The block was much easier to produce. The 2.4 engine bore the code number 135C, with the chassis prefix 135B. You can see where confusion continues, particularly when the whole 135 engine series are frequently referred to as Ferrari engines. Perhaps 'Ferrari-based' is more accurate.

As a codicil to all this, mention should be made of the Fiat 130, whose engine was designed completely by Lampredi, but its 60-degree design is no relation whatsoever to the 65-degree Dino. Lampredi himself stated that the Dino and 130 blocks were chalk and cheese. However, he did apparently mention that the 130 was very loosely based on a 60-degree

Ferrari V6 engine with which he had played a major part several years earlier. As we know, early Dino engines were indeed 60-degree V6s, and those in the know think that the 1.8 V6 used in the gorgeous but sadly aborted Innocenti 186GT could have been the inspiration for the 130. Sadly, I doubt we will ever know for certain.

By way of digression, one curiosity about the 130 is the size of the engine bay, and rumour has it that the Fiat type 140 pushrod 4.0-litre V8 was destined to be used but Italy's punitive car tax laws probably killed the idea. However, many have heard period tales of ministerial 130 saloons moving very rapidly with unmistakable V8 noises. I saw a Lancia quad cam V8 at Lancia's Chivasso plant in 1974 and was told it was a 4.1-litre prototype unit. I never discovered if it was related to the 140, but I hope they retained it for the museum anyway.

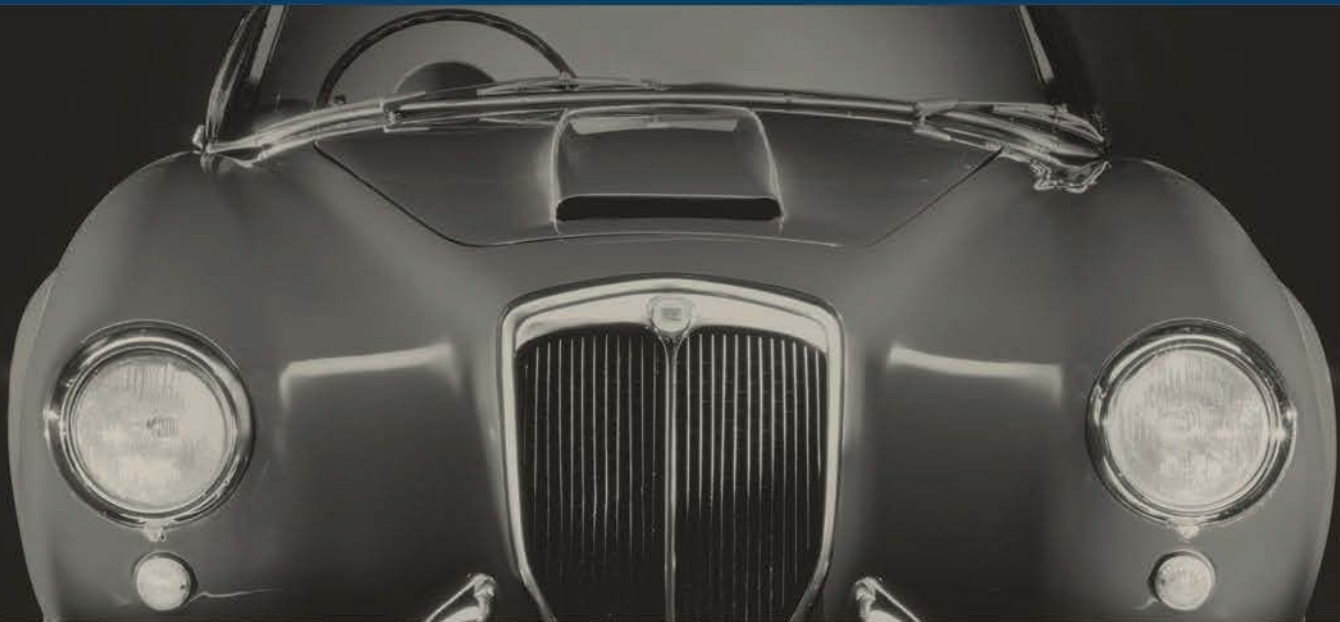
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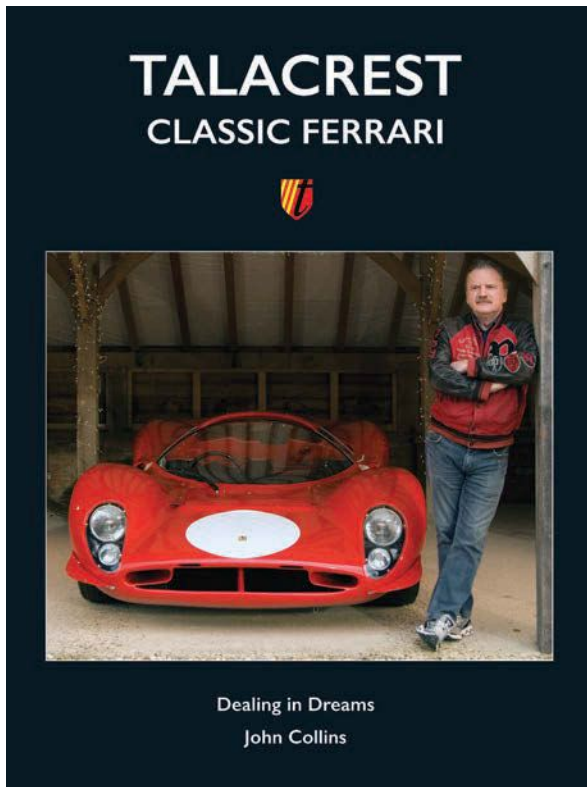


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REVIEWS OF THE LATEST TITLES

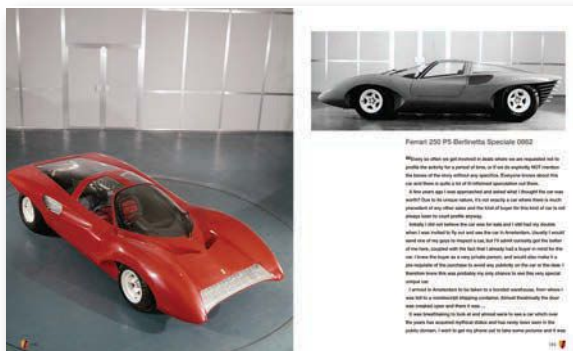


Talacrest Classic Ferrari: Dealing in Dreams
By John Collins
Talacrest £100
ISBN 9781527214583

The Ferrari enthusiast is more than well catered for on the book front, but here's something a bit different to the usual coffee table experience. It's an insider's view of dealing in Ferraris, written by classic car dealer John Collins of Talacrest.

This book could easily be called "The F Word" –

not only because of its subject, classic Ferraris, but also because of the candidly fruity language. That reflects perfectly the character of its author, classic car dealer John Collins, who has made waves and a fortune in the classic Ferrari market over the last 30 years. From humble origins (Collins grew up in Glasgow and started his business by borrowing money from local pub mates), he has become a classic car colossus –



included, for instance, in the *Sunday Times* Rich List. Over 30 years, he has bought and sold more than 1600 Ferraris, valued in excess of £1 billion.

Over 350 beautifully laid out pages, there are fascinating insights into the cars' histories, what they're like to drive and, above all, how the deals were done. On that score, anecdotes abound, such as bidding for a 250 GTO thinking it was at £1 million when in fact it was £10 million. Or the very start of the business, funding the purchase of a 365 Daytona with 'shares'.

Part of the book's appeal is that it's a catalogue of top-end Ferrari cars – and we do mean 'top'. You won't find many mainstream models, but there's loads on the rare stuff.

The story of the mythical 250 P5 Berlinetta Speciale is especially fascinating, while racing rarities abound.

The book is prolifically illustrated with vast numbers of images (from *Auto Italia* and Marcel Massini, among others). All profits are to be split between two charities: The Thames Valley Air Ambulance and The Racehorse Sanctuary.

Carrozzeria Motto
By Alessandro Sannia
Societa Editrice Il Cammello 39.90 euros
ISBN 9788896796535

Having read this book, I think that Motto might now be my favourite Italian coachbuilder. Motto's huge variety of projects makes for an utterly fascinating read – including bodies on Jaguar, Austin-Healey, Delahaye, Nardi, Moretti, OSCA and Siata.

Of particular note is the mystery of the very first Ferrari, the 125 S chassis number 01C, which Rocco Motto said that he created. We may never know if this was true but it shows the level he was working at.

Motto often worked behind the scenes and therefore never achieved the same level of fame as Farina or Bertone, but at the height of his powers, he was a master to rank alongside them. He specialised in aluminium fabrication, making countless coachbuilt sports cars and racers, then moving increasingly into wonderful GT cars. As with so many *carrozzerie*, Motto ended its days making caravans and motor homes.

The book's text is in both English and Italian and there are plenty of



good illustrations over the 131 pages, both black-and-white and colour, many of which have never been published before.

Touring:
Masterpieces of Style
 By Luciano Greggio
 Giorgio Nada Editore £48
 ISBN: 978-88-7911-677-0

This 192-page book, part of Nada's series that has already covered many Italian *carrozzerie*, is a fitting tribute to Touring, one of the pre-eminent names in high-class Italian coachbuilding.

From the early 1930s until 1966, Touring's works of art included the Alfa Romeo 6C 1750 GS Flying Star and the Isotta Fraschini Type 8. Told with great aplomb is Touring's unique 'Superleggera' method of creating lightweight cars. Touring's body of work is not only elegant but pioneering aerodynamically.

From the Ferrari 166 barchetta to Maserati's 3500 GT via Aston Martin DB4, Lancia Flaminia and Lamborghini 400 GT, it's a tour de force of delights.
Chris Rees



Alfa Romeo
Giulia GT & GTA
 By Johnny Tipler
 Veloce £30
 ISBN 978-1-787112-26-1

Previously only available in hardback form, this new large-format edition of Tipler's Veloce book on the Giulia GT and GTA is a paperback. Over the course of 224 pages, it covers the full range of Giulia coupe models, including the lightweight GTA racer. It tells the

story of the Giulia from Giugiaro's drawing board to the end of production, including the car's many racing exploits.

Also here is practical advice on buying, restoring and caring for your car. Data sections include production figures, road test results, homologation papers, clubs and specialists, and contemporary ads and brochures. The book is printed on matt-finish art paper, which is trendy but not perhaps always conducive to the best colour reproduction.

Chris Rees
Inside Track
 By Doug Nye
 GP Library £635
 ISBN 978-0-9954739-1-1

Strengthen your bookcase! After a long gestation period, the Phil Hill 'Inside Track' two-volume book, all 10kg of it, has been published. Supplied in a cloth-covered slipcase, the volumes are divided chronologically into two phases of his career: 1951-1956 and 1957-1962. These were essentially the years that he drove Ferraris,

both privately and as a works driver, culminating in him becoming the USA's first F1 World Champion in 1961.

The mammoth project has been brought to fruition with the close cooperation of the late Phil Hill and his family, who worked with the author, Doug Nye, and collaborator, Steve Dawson, who digitised the original slides and had countless interviews with Phil whilst he was alive.

This is not only a tribute to Hill's driving career but also to his great work as a photographer, his depth of knowledge of the racing scene and the automobiles throughout his racing career, coupled with his ability to communicate it in an entertaining and informative manner.

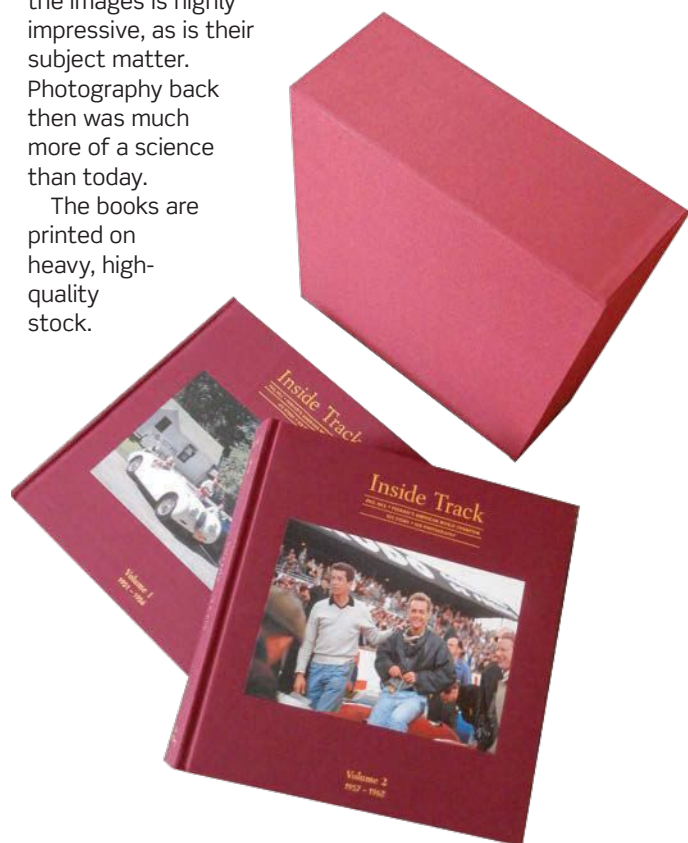
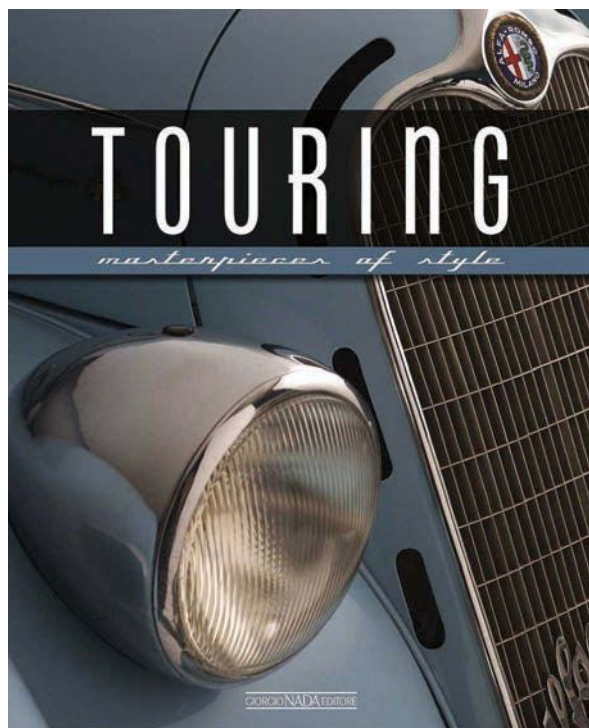
Apart from a few early images, most of the photography is in colour, mostly taken by Phil Hill himself with his trusty Leica M3 camera and Kodachrome slide film. The number and quality of the images is highly impressive, as is their subject matter. Photography back then was much more of a science than today.

The books are printed on heavy, high-quality stock.

Volume 1 comprises 484 pages, Volume 2 some 476 pages. You can run through it either in a chronological order (if you have a few hours to spare) or just open it at any race or season, and you will be treated to a delight of evocative imagery and equally captivating text.

It's not cheap. Some may balk at the asking price, but it's such a rare and colourful insight into racing of the period that it's a very worthy addition. Looked at another way, it works out at £63.50 per kilogramme, which is in line with what one would expect to pay for any number of motoring books. There will be a third volume to make up the trilogy – the Racing Autobiography – due to be published in March 2018. This will cover Phil's early years, his racing and later life with Hill and Vaughan, and will be illustrated with period photographs from many photographers.

Keith Bluemel



Petrolheads

Testing the 2018 model year Maserati range in right-hand drive, it's clear that the Trident's Ferrari-built petrol engines are rightfully back in the driving seat

Story by Chris Rees
Images by Maserati



Diesel Maserati – no, sorry, it still doesn't sound right. Now that nitrous oxide fumes are over newspaper headlines on a weekly basis, there's something malodourous about diesel, too. So it's with great pleasure that I can say: Maserati's future is petrol.

At least for now, anyway. Electrified Masers will be coming soon but in the meantime, I've been sampling the latest UK-spec 2018 Maserati range, in which petrol power reigns supreme. Which is a Good Thing, since

Maserati's high-octane engines are among the best in the world.

Let's start with the Levante S, which just gone on sale in the UK. Praise be: its Ferrari-built 430hp twin-turbo V6 petrol engine is a delight – and not just because it packs 155hp more than the diesel. It sounds like a proper Maserati, even at tickover. Open the throttle and the fireworks really start to crackle, especially when you flick the 'Sport' button. Maserati's sonic magic mix of basso profundo and delicate soprano sparkles with delicious pops as you take your foot off the gas.

There's so much torque at low revs that you don't need to rev the turbo V6 hard, especially as throttle response is so eager at all speeds (in 'Sport' mode particularly). This is a genuinely fast car, too, capable of 164mph and hitting 62mph in 5.2 seconds.

The Levante's brilliant air ride system can raise or lower the ride height by up to 45mm in either direction, and with perfect 50:50 weight distribution, it handles like a Maser should. The strong rear-wheel drive bias means you can really hustle it into corners, with torque vectoring acting hard to tighten



TECHNICAL SPECIFICATIONS

MASERATI LEVANTE S

ENGINE:	2979cc V6-cylinder petrol turbo
POWER:	430hp @ 5750rpm
TORQUE:	428lb ft (580Nm) @ 1750rpm
TRANSMISSION:	8-speed auto, four-wheel drive
BRAKES:	Drilled, ventilated discs, 380mm (f), 330mm (r)
TYRES:	265/50 ZR19 (f), 295/45 ZR19 (r)
DIMENSIONS:	5003mm (L), 2158mm (W), 1679mm (H)
WEIGHT:	2109kg
TOP SPEED:	164mph
0-62MPH:	5.2 seconds
FUEL CONSUMPTION:	25.9mpg
PRICE:	£70,755



your line. It's way better than you'd ever expect of an SUV. And 2018's swap to electric power steering (replacing hydraulic) is not the retrograde move you might fear: it's actually one of the best electric systems I've ever tried.

One test I haven't yet done in a Levante is serious off-roading (apart from very specialised desert terrain). Luckily our test route includes a hair-raising rough-road course, tackled in full 'Off Road 2' mode. The single most impressive moment comes when I descend a slope to test the hill descent control, which worked perfectly. Only afterwards was it revealed that the gradient I'd just descended was 60 degrees. Yup, steeper than 1-in-1 – truly amazing!

GRANDDADDY GRANTURISMO

From one refreshed Maserati to another: the GranTurismo. A bigger contrast between models you might not conjure up, but the GT has at least one thing in common with the Levante S: a corker of a petrol engine.

Would you believe that Maserati's four-seat GT is now over 10 years old? But even as it celebrates its decade, it's so easy to make a case for the GranTurismo coupe and convertible GranCabrio sister. Mainly that's down to the incredible naturally-

aspirated V8 engine (one of the very last GT cars to be so fitted).


The MY2018 GT range has seen the hard-edged MC Stradale axed, alongside 4.2-litre engines – it's strictly 4.7-litre V8 now. No complaints here: the hand-built V8 motor, with its 7200rpm redline and 460hp output, is a gem: instant throttle response and an exhaust note that shivers the spine. By the way, you can now choose from two models – Sport or MC – and it's essential to buy the MC version if you want the pukka exhaust note (which engages when you flick to 'Sport' mode): it's simply jaw-dropping.

There are other reasons to buy the hard-edged MC rather than the Sport. You get a carbonfibre bonnet with air vents, extra vents in the front wings, deeper side skirts, rear lip spoiler, centre-exit exhausts and lighter 20-inch forged wheels.

More significantly, the MC has fixed-rate damping (in contrast to the Sport's Skyhook adjustable damping – although you can order an MC with Skyhook if you wish). The GranTurismo just feels better on fixed dampers, rolling notably less through corners and offering a more direct, dynamic cornering feel (if perhaps a less resolved ride).

The six-speed ZF automatic gearbox now fitted across the GT/GC range feels a bit

outmoded next to the eight-speed ZF 'box that most rivals now sport; it's geared for grand touring, rather than out-and-out sports car driving. This is a very quick car, nonetheless, capable of 187mph and 0-62mph in 4.7 seconds.

Inside, revisions to the instrument panel and console are a big improvement, especially the excellent 8.4-inch touchscreen (borrowed from the Levante). It's super-clear and comes with Apple CarPlay/Android Auto and a rear parking camera. 



TECHNICAL SPECIFICATIONS

MASERATI GRANTURISMO MC

ENGINE:	4691cc V8 petrol
POWER:	460hp @ 7000rpm
TORQUE:	384lb ft (520Nm) @ 4750rpm
TRANSMISSION:	6-speed auto, rear-wheel drive
BRAKES:	Drilled, grooved, ventilated discs, 360mm (f), 330mm (r)
TYRES:	245/35 ZR20 (f), 285/35 ZR20 (r)
DIMENSIONS:	4920mm (L), 1915mm (W), 1353mm (H)
WEIGHT:	1873kg
TOP SPEED:	187mph
0-62MPH:	4.7sec
FUEL CONSUMPTION:	19.8mpg
PRICE:	£92,320



Family Affair

We catch up with the latest Fiat 500 range, including the newly facelifted 500L, on UK roads

Story by Chris Rees
Images by FCA





Had Fiat called the 500L 'Idea' or 'Multipla' – the models that it succeeded chronologically – this car's fate might have been very different. As it is, the 500L has been warmly accepted as part of Fiat's much-loved 500 family – even though, in seven-seat form, it's almost as big as a Doblo. The 'L' has become a logical step up for young families graduating from the baby 500.

MPVs have been declining in popularity for a while, even though the 500L remains the most popular compact MPV in Europe. Everyone's moving to SUVs, it seems, which is why Fiat is emphasising the 500L's SUV-style slant in its 2018 facelifted guise. The 500L Cross version is more SUV than MPV in style; the regular 500L is renamed 500L Urban, while the MPV seven-seater becomes the 500L Wagon.

It's not easy to spot the facelift at first. The nose has chromed upper headlights and LED lower lights in a reshaped bumper/grille. At the rear, the fog and reversing lights are now slung under the bumper. The Cross ups the SUV factor with new bumpers, skid plates, bi-colour wheels and a 'bull bar' front grille.

I'm keenest to try the SUV-swinging 500L Cross. For

2018, it gets mud and snow tyres as standard, plus a new Traction+ and Gravity Control system. Turning a central knob activates this, increasing grip in slippery conditions at up to 18mph, as well as giving you a form of Hill Descent Control. On a muddy little test track, it certainly coped admirably.

Taller than the Urban by 25mm, the Cross rides better than the regular 500L – which is very well indeed, especially once you leave town. The suspension is set up so softly, though, that there's a lot of body roll and tyre squeal at quite low speeds.

Inside, the refreshed cabin borrows design cues from the Fiat 500X, with a new steering wheel, updated instruments and a 3.5-inch TFT colour display. Easily the best improvement is the new Uconnect central touchscreen (5in or 7in, depending on model) which is superbly clear and easy to use. My phone connected to it via Apple CarPlay with no fuss at all. However, I can't help feeling that something should have had been done to reduce the size of the comically large gearknob and to sharpen rather imprecise gearshift quality. You certainly don't lack for space in the cabin, with super-generous legroom (especially if you slide the rear seats back) and an enormous boot.




TECHNICAL SPECIFICATIONS

FIAT 500L	1.4 T-JET	1.6 MULTIJET
ENGINE:	1368cc 4-cylinder petrol	1598cc 4-cylinder diesel
POWER:	120hp @ 5000rpm	120hp @ 3750rpm
TORQUE:	215Nm (159lb ft) @ 1750rpm	320Nm (236lb ft) @ 1750rpm
TRANSMISSION:	6-speed manual, front-wheel drive	6-speed manual, front-wheel drive
DIMENSIONS:	Urban: 4282mm (L), 1784mm (W), 1658mm (H)	Urban: 4282mm (L), 1784mm (W), 1658mm (H)
	Cross: 4270mm (L), 1784mm (W), 1683mm (H)	Cross: 4270mm (L), 1784mm (W), 1683mm (H)
	Wagon: 4352mm (L), 1784mm (W), 1667mm (H)	Wagon: 4352mm (L), 1784mm (W), 1667mm (H)
WEIGHT:	1245kg	1380kg
FUEL CONSUMPTION:	49.6mpg (combined)	68.9mpg (combined)
CO ₂ :	163g/km	112g/km
TOP SPEED:	114mph	117mph
0-62MPH:	11.0 seconds	10.7 seconds
PRICE:	From £17,445	From £19,175



The engine line-up hasn't changed, with 1.4 (95hp) and 1.4 T-Jet (120hp) petrols and 1.3 (95hp) and 1.6 (120hp) diesels. The best are the flexible 120hp units, with the petrol nudging it because it's quieter and sweeter to drive.

Prices start at £16,195 for the 1.4 Pop Star, rising as high as £22,320 for the Wagon 1.6 MultiJet 120hp Lounge. A lot of the best tech costs extra, though, in option packs called City, Comfort, Safety, Style and Style Plus. The Safety Pack, with its emergency city braking system, is worth having, as is the City Pack with its rear parking camera.

To conclude, the 500L – especially in Cross form – combines the best of the MPV and SUV worlds. It may not be as sharp to drive as the Fiat 500X but for family-friendly duties and sheer value for money, the 500L is more convincing than ever. 



REVISITING THE SASSY 500S

It's been a while since we last drove the sporty member of the Fiat 500 family, the 500S, so we leapt behind the wheel of a 2018 model painted in a marvellous matt green camo colour called Marching Green.

With its 105hp TwinAir engine, it's an absolute hoot to drive. There's eye-popping torque available considering the engine's tiny 875cc capacity. The buzzy wasp soundtrack is fun, too, and the acceleration feels quicker than its 10sec 0-62mph time would suggest. However, as you coax the 500S around its six-speed gate, the rev limiter cuts in too soon and you can all too often find yourself battling turbo lag as a result; better to short-shift before 4000rpm.

I love the Sport button which brings the LCD dashboard to life, including an F1-style g-meter – yum – that lets you know just how hard you're cornering. While the 500S has better grip and poise than other 500s, the traction control intrudes more than I'd like, so I find myself turning it off to increase the fun factor. The 'S' also enjoys the best ride of any 500 and the best brakes, too, as it has standard rear discs.

Yup, overall the 500S TwinAir 105 is the best version of the 500 that Fiat currently builds –and that includes Abarths, in my book.



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White Horse Scorpion

Getting up a gallop in the Abarth 124 Spider in Berkshire's valleys of the horses

Story: Chris Rees
Images: Michael Ward





What better way to sample the delights of Abarth's 124 Spider than to take this white stallion through some of Wessex's most spectacular valleys, overlooked by ancient white horses carved in the hills?

The Abarth Spider is the ideal tool for what I'm about to tackle: a challenging combination of sweeping high-speed A-and B-roads, punctuated by spectacular views of the West Berkshire and Wiltshire downs.

It's one of my favourite southern British drives, starting in Newbury in west Berkshire, just a short hop off the M4. From here the B4494 winds its way north to Wantage, starting off narrow and twisty as it rises out of town, but soon opening up to offer a series of high-speed bends, changes of elevation and challenging cambers.

Almost as soon as I begin on these roads that are not quite dry, I can appreciate the 124's sharpness of turn-in, communicative steering and entertaining handling. Compared to Fiat's 'soft' version of the 124 Spider, the Abarth has tauter Bilstein dampers, stiffer springs and beefier anti-roll bars. The handling balance instantly feels delicate, devoid of understeer and beautifully set up – thank the perfect 50:50 weight distribution for that.

The slender 205/45 R17 rubber provides just enough grip for safety but if you want the rear end to break traction, it will do so, even with the traction control still on. The oversteer is so easy to correct, while the limited slip diff works away to lay the power down on each apex.

Reaching Wantage, the B4057 heads west to pick up the B4001 to Lambourn. We're now in the 'Valley of the Racehorse' – so named because an estimated 1500 horses in over 50 racing yards live and train here. Excellent visibility along this road enables you to build speed quickly – something the 124 is pretty good at. It'll do 0-62mph in 6.8 seconds and 143mph, but the 1.4 turbo lump's 170hp and – more importantly – 184lb ft of torque make it so effortless in a car weighing 1060kg. The redline is set at 6600rpm but there's no point being there – just enjoy the turbo wave of torque from around 2500rpm to 5000rpm.

It's best to short-shift the oh-so-sweet six-speed manual gearbox, especially as you can bask in the series of scintillating 'pops' from the Record Monza exhaust on up- and down-changes. What a noise – rorty

TECHNICAL SPECIFICATIONS

ABARTH 124 SPIDER

ENGINE:	1368cc 4-cylinder turbo
POWER:	170hp @ 5500rpm
TORQUE:	184lb ft @ 2500rpm
TRANSMISSION:	6-speed manual (auto option), rear-wheel drive
BRAKES:	280mm vented discs (fr); 280mm solid discs (r)
SUSPENSION:	Double wishbones with anti-roll bar (fr); multilink with anti-roll bar (r); Bilstein springs
TYRES:	205/45 R17
DIMENSIONS:	4054mm (L), 1740mm (W), 1233mm (H)
WEIGHT:	1060kg
MAX SPEED:	143mph
0-62MPH:	6.8sec
PRICE:	£29,620



to the point of being lairy. Boy racer? Me? Pah! But as a gamut of thoroughbred stallions suddenly appears on the road at Lambourn, the noisiness of the exhaust does redden my cheeks somewhat. Time to flip the 'Sport' toggle back and shut off the 'loud' valve in the exhaust. Doing so also softens the throttle, reengages full stability control and lightens the steering.

On the B4000 to Ashbury, it's impossible to resist a detour and head east on the B4057 again, as far as the turnoff for Uffington. Heading up this tiny road to the famous white horse carved on the hillside rewards you with stunning views across the landscape below. The rutted track beyond the horse means that, despite the 124's unexpectedly composed ride, it's time to turn around and go back on the B4057 westwards.

Avoiding Swindon by taking a left turn at Hinton Parva signposted Foxhills, I head up a narrow hill and up on to more fabulously open country to pass over the M4, cross the A346 and head towards Wroughton on the B4005. Once at Wroughton, heading south on the A4361 brings more glorious open, lightly trafficked country.

Then Avebury announces its presence with spectacular avenues of stones on either side of the road, imbuing an atmosphere of other-worldliness. The Red Lion here is the only pub in the world built inside an ancient stone circle, a great spot to stop for lunch.

At the A4 it's worthwhile heading west for a couple of miles to see another white horse in the hills before Cherhill. Turning around here and heading back east along the A4, the width of the road and paucity of traffic makes it perhaps a little too easy to wind speed on – be warned! Passing UFO-like Silbury Hill, West

Kennett Long Barrow and another white horse at Manton, I reach the pretty main street of Marlborough. Beyond here, the A4 remains superb all the way to Hungerford and on back to Newbury.

The Abarth 124 Spider has been cracking company on these roads. Its low weight and perfect handling balance allow you to play around virtually everywhere, even on today's damp tarmac. Just two things I'm feel uneasy about. One, the turbo engine is set up for torque-fuelled ease of driving, yet the crisp gearbox feels lost since frequent changes really aren't necessary. And two, the super-loud exhaust (even when not in Sport mode) becomes a little wearing after a few hours. Still, I'm not complaining. Through the valleys of white horses, this white spider has spun its own special web of magic. 🇮🇹

Roads around Avebury show the Abarth's abilities off well. Noise is a bit lairy for the racehorses that frequent these parts though



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Heart of the Matter

Despite having the same Ferrari-designed mid-mounted V6 engine, these two Italian icons – 1974 Dino 246 GT and 1976 Lancia Stratos – have very different characters

Story: Ruoteclassiche/Gaetano Derosa
Images: Ruoteclassiche/Massimiliano Serra

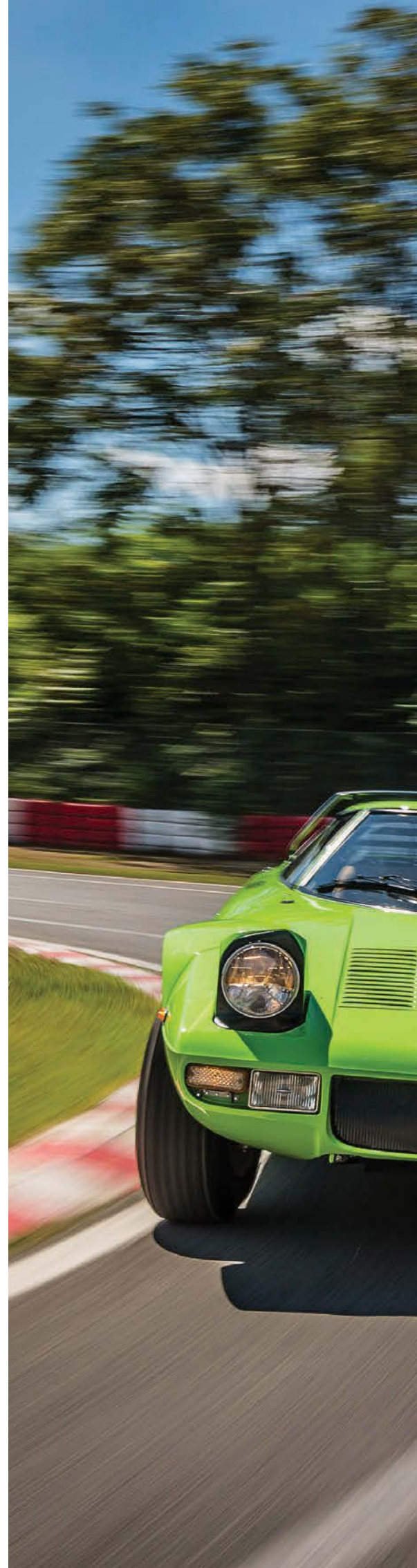
Two cars, one engine. To be specific, a Dino 246 GT and a Lancia Stratos HF fitted with a 65-degree V6 Dino engine conceived by Enzo Ferrari. Yet these two mid-engined 1970s masterpieces are like chalk and cheese to drive. The question is, do you prefer your mid-engined Italian icon in 'Rally' or 'Road'?

Despite the similarities – mid-engined configuration, surprisingly compact dimensions, same basic suspension layout – the contrasts between the two cars are huge. The differences start as soon as you set eyes on them. Each of these cars has an essential beauty, that's for sure, but while the Dino is classically elegant, the Stratos is more brazen, with a definite nod to 1970s sci-fi sensibilities. These cars are also among the highest performers in terms of classic values. If you want one, a Dino will now set you back at least £250,000, and a genuine Stratos more like £450,000.

So how were these two related thoroughbreds born? Answer: from a resolute scribble by Enzo Ferrari: "No, we are not almost there yet!", written in his famous purple ink on the bottom of attachment number 17, at 10pm on a gloomy Monday – specifically 20 May 1963. The Commendatore, accompanied by his faithful assistant, Franco Gozzi, was about to sign a technical and corporate agreement with Ford in Modena, but after re-reading all the type-written pages drafted by Ford's lawyers, he suddenly appreciated the extent of the

modifications that had been made to the draft of five days earlier. And when he started reading the notorious Annex 17, concerning the racing department's expenses, he realised that the agreement would never become reality. Barely restraining himself from knocking his desk over, he shouted out loud: "See what's written here? I have to seek permission from America if I spend more money on racing! Does the English text say the same?" Mr Gozzi nodded. Ferrari fumed: "I've been cheated, fooled, betrayed! You and I are going out for lunch now, Gozzi!" They both headed to the Cavallino restaurant, where Enzo sat at his usual table and burnt off his anger with a dish of spaghetti with meat sauce and a glass of wine.

For Mr Ferrari, the abrupt interruption of negotiations with Ford paved the way for the beginning of an alliance (technical at first, then corporate) with Fiat. In the first days of January 1965, Fiat's deputy president, Gaudenzio Bono, accompanied by Weber director, Francesco Bellicardi, met the Drake at Maranello to sound out his interest in producing an engine aimed at obtaining homologation (500 units over the course of a year). The agreement, allegedly concluded by way of smiles and pats on the backs on 1 March 1965, stated that the Emilian manufacturer would make a Formula 2 engine for the 1967 season and onwards, while Fiat, for its part, would obtain a six-cylinder engine for a road car of its own.





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The engine would bear the name Dino, after the son of Enzo Ferrari, who had died prematurely at the age of 24 of muscular dystrophy, on 30 June 1965. In his last months of life, Enzo's son had laid the ground for the creation of a 65-degree V6 engine with the help of Vittorio Jano. That project, locked away in a drawer by Enzo Ferrari after the loss of his beloved son, would now reach reality in association with Fiat. The Commendatore commented to his assistant Gozzi: "I am proud that Italy's largest automotive company will build a sports car with the name Dino."

DELICATE DINO

Simultaneously at Maranello, the way was paved for the production of a new sports car. The starting

point was the spectacular Pininfarina Berlinetta Speciale designed by Aldo Brovarone. 1967 saw the birth of the production Dino 206 GT on a Tipo 607 chassis. It was sold by Ferrari under the Dino brand name with the slogan: "Small, zippy, safe... almost a Ferrari." That sounded, perhaps, like an insult for such a beautiful car.

The Dino 206 was equipped with an evolution of the V6 engine, which was originally 1586cc in competition spec but was soon brought up to 1986cc. While the 206 GT would be manufactured in as few as 153 examples over the course of 18 months, its replacement, the 246 (first presented at the 1969 Turin Motor Show) would have much greater success.

"Dino: from the Tasmanian Cup to the 246 GT" was

Dino's classically elegant lines contrast with the more brazen, in-your-face shape of the Lancia Stratos





the superb advertising slogan created to promote the car. The ad hinted at victory in the Australian single-seater Formula season by Chris Amon and Derek Bell. The V6 engine was expanded to 2418cc and received a cast iron block instead of the previous aluminium one, while power went up from 180hp to 195hp. The 65-degree V6 (type 135 CS) of the Dino 246 GT differed from that of the Lancia Stratos in its intake manifold, vertical (not inverted) Weber carburetors and a modified air filter.

In terms of size and mechanical layout, this pair is very close, but they drive utterly differently

To be in the Dino's presence reminds you of the mythical Sport Prototype 330P3/4, whose modernity, as Sergio Pininfarina later confirmed, would serve as the basis for the creation of the Ferrari 308 GTB and other models.

STELLAR STRATOS

The Lancia Stratos HF is the half-sister of the Dino 246 GT. The engine may be the same (although with the 'L' of Lancia stamped on the cylinder heads) but the car's genesis was completely different.

The design came from the pencil of Marcello Gandini at Bertone, who visualised the concept in a surprise dream car at the Turin Motor Show in 1970: Strato's (with an apostrophe) was its official name but it was renamed Zero later on. The former name originated from Gandini himself, as he was passionate about aircraft modelling and was completing a Stratos aircraft model at the time: the apostrophe was initially added for differentiation purposes but





abandoned shortly after, although it remains on the flanks of the road berlinetta.

To make the show car, Bertone secretly bought a second-hand Fulvia HF 1.6 and had it broken down into pieces to cannibalise the mechanical organs, mounting the engine centrally. In those years, Lancia was far from thinking of an heir to the Fulvia Coupé. Only sporting director Cesare Fiorio hoped for a new weapon to match the might of the Alpine A110 and Porsche 911 in rallying. If the first draft of the Stratos is owed to

Bertone, the project's subsequent development was down to Fiorio and Ugo Gobbato, Lancia's general manager at the time – as well as a good friend of Enzo Ferrari. Gobbato was secretly supported by Gianni and Umberto Agnelli at Fiat, and was determined to get on with the project, despite the many difficulties.

The biggest obstacle, for sure, was the choice of engine. Nobody outside the racing department seemed to have a clear idea on the subject. The technical managers only wanted a Lancia engine, even though

Banana-shaped seats in both cars are very 1970s – they look great but aren't really that comfortable





Dino has delicate handling balance, Stratos can bite hard if provoked, due to its shorter wheelbase

that would imply going back to the glorious V6 designed by Francesco De Virgilio for the Aurelia. Gandini and Fiorio dreamed of the Dino engine, which is why it was given such a large engine compartment in its tubular subframe. Due to the unavailability of an engine, the 1971 road prototype was exhibited at the Turin Motor Show with no 'heart'.

A call by Enzo Ferrari to Gobbato in December 1972 helped break the stalemate. The former head of Lancia's racing department, Gianni Tonti, recalls: "Fiat

was reluctant to let us use the Dino engine, which was going out of production. We also sounded out the idea of the 90-degree, 3.0-litre V6 from the Maserati Merak. When we received that phone call from Maranello, allowing us officially to use the Dino's V6, we were so happy that we celebrated until late that night."

The Stratos famously secured three World Rally victories from 1974 to 1976 and more than 100 races on the top step of the podium. Its total dominance ceased only for political, rather than technical, reasons in 1977, when Fiat, which had acquired Lancia in the meantime, decided that the 131 Abarth should become its rally weapon. The switch was made regardless of the fact that Sandro Munari won the Monte Carlo Rally in a Stratos in 1977. Munari still gets carried away in discussions today, if you mention his favourite car. "It is always a pleasure to drive it, whether that's on the road or in races. Engineers literally sewed it on me. I always laugh at the silly talks about ideal cars for drifting. The Stratos is the only one that drifts exactly as it takes. The others are just bar talk."

The 1974 Dino 246 GT and 1976 Lancia Stratos featured in this article belong to a private collector who's based in central Italy. Both were fully dismantled before undergoing a complete and accurate restoration, and are superb representatives of their type.

HEAD TO HEAD ON THE ROAD

What really strikes you about the Dino 246 is its agility and delicacy. The power available may not be massive, but in this lightweight frame, it's lively enough. Most of the pleasure is to be found at the top end. Although



TECHNICAL SPECIFICATIONS

	LANCIA STRATOS HF	DINO 246 GT
ENGINE:	2418cc V6 DOHC	2418cc V6 DOHC
BORE X STROKE:	92.5mm x 60mm	92.5mm x 60mm
COMPRESSION RATIO:	9.0:1	9.0:1
POWER:	190hp at 7000rpm	195hp at 7600rpm
TORQUE:	159lb ft at 4500rpm	167lb ft at 5500rpm
INDUCTION:	3 x Weber 40 IDF	3 x Weber 40 DCNF
TRANSMISSION:	5-speed gearbox, RWD	5-speed gearbox, RWD
TYRES:	205/70 VR14	205/70 VR14
SUSPENSION:	Wishbones, coil springs, anti-roll bar & hydraulic dampers front & rear	
BRAKES:	Discs front and rear	Discs front and rear
FUEL TANK:	80 litres	70 litres
WHEELBASE:	2180mm	2340mm
TRACK:	1430mm (front), 1460mm (rear)	1420mm (front), 1430mm (rear)
DIMENSIONS:	3710mm (L), 1750mm (W), 1110mm (H)	4200mm (H), 1700mm (W), 1115mm (H)
WEIGHT:	980kg	1080kg
MAX SPEED:	147mph	148mph
0-62MPH:	6.8sec	7.4sec
0-100MPH:	16.0sec	17.4sec
1KM STANDING START:	26.7sec	27.1sec
NOISE AT 85MPH:	84dB	81dB
FUEL CONSUMPTION:	22mpg	21mpg
PRODUCTION RUN:	512	2487



there's a decent slug of torque from as low as 1500rpm, the fun zone is really in the spiral from 5000rpm up to the redline of almost 8000rpm. The Dino reaches high speeds in double-quick time and it's not hard to see why so many drivers in period regarded the Dino as more desirable than a 'real' Ferrari.

You drive it with the precision of a go kart, even sitting as low as kart, almost on the ground in fact, with the luscious front wings in full view. The driving position can feel odd, due to the offset pedals and low-set steering wheel, but the rack-and-pinion steering offers old-school feel aplenty and superb sharpness. The handling is sweet, precise and ultimately benign, with a surprisingly good ride quality too. There's minimal body roll and it behaves itself around corners, understeering with the throttle on and tucking in predictably on lift-off.

The Stratos, in contrast, feels very much the rally-bred monster. From the moment you fire it up – it has a much louder soundtrack than the Dino – it feels rawer.

Avoid the Webers loading up at low revs and acceleration from 4000rpm upwards is fiercely savage in every gear. Finding reverse gear may be a challenge, but the move to dog-leg first and then through the rest of the gate is painless.

The Lancia's steering is quick and very light, and the shorter wheelbase and wider tracks of the Stratos make it feel even more eager and agile than the Dino in the handling department. As the first corner approaches, there's more than a twinge of anticipation; the Stratos's reputation for being unforgiving is something you never want to forget. But the steering is ultra-direct: one tiny movement of the wrists translates to a change of direction so instantaneous that it's almost psychic. As your time spent in the company of the Stratos grows, you feel it respond with ever more confidence through the corners, with a near-complete absence of body roll – it's really quite magical. One distinct negative, though, is the shocking visibility. 🇮🇹



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Coupe de Grace

Four coupes all born in the 1990s, all with powerplants to die for, and all currently enjoying an upswing in value. Now is definitely the time to buy – but which of these modern classic coupes is our favourite?

Story: Richard Bremner
Images: Michael Ward

Engines. They're a huge draw with each of these cars, and one reason why they're gathered here. There are 25 cylinders in this picture, three turbochargers, 90 valves, 1034 horsepower and, while we're at it, 11,353cc. More important than this inventory-taking, however, is the fact that all four engines function with flair and charisma from the very top drawer of entertainment.

Another trigger for this gathering is that the prices of all four models – having been on the floor for some time – are now very much on the rise. The collectors' market now considers these cars old enough, rare enough and interesting enough to push their values up.

Or to put it another way, people have realised what excellent value these rather special cars are.

Probably the least expensive, as you might expect, is the one with the Fiat badge. It's still possible to find a Coupé 20V Turbo with high miles and in need of some TLC for under £1000. At the other end of the scale, also as you would expect, is the Maserati 3200 GT, the best examples of which are now advertised at up to £30,000. Quite a range. The two Alfas fall in between but very much at the lower end of the spectrum.

Our four enthusiast owners have brought their cars to Bruntingthorpe proving ground, where we soon learn that a long straight with no speed limit and no cameras



is an unexpectedly useful tool for exploring the considerable potency of these machines. In that sense, the Alfas and the Fiat are a lot closer to the Maserati than might be anticipated, given the disparity in cylinders and horsepower.

ALFA ROMEO GTV 3.0 V6

“Ah, the Busso V6.” If you hear this phrase, or something like it, within distance of certain Alfas and find yourself baffled, here’s an explanation. Alfa Romeo and sometime Ferrari engineer, Giuseppe Busso, designed the V6 in this GTV and in doing so, produced one of the most richly tuneful engines to be

heard in any car, ever. For that reason alone, cars with this engine are desired, although this V6 engine is entirely capable of producing memorable performance to go with it, especially in its later bigger, bore, four-valve per cylinder formats. Aboard this GTV, the 3.0 V6 produces 220hp and 0-62mph sprints of 6.7 seconds, which is pretty brisk, even by today’s performance car standards.

But the acceleration stats don’t begin to convey the pleasure of driving with this engine, nor the willing power that it can deliver once you’ve broken the legal limit. The power just keeps on coming, the more so because there are six gears to work your



TECHNICAL SPECIFICATIONS

ALFA ROMEO GTV 3.0 V6

ENGINE:	2959cc V6 DOHC
POWER:	220hp @ 6200rpm
TORQUE:	199lb ft @ 4800rpm
TRANSMISSION:	Six-speed manual, front-wheel drive
BRAKES:	305mm vented discs (front); 240mm discs (rear)
TYRES:	225/45 R17
DIMENSIONS:	4285mm (L), 1780mm (W), 1320mm (H)
WEIGHT:	1415kg
TOP SPEED:	155mph
0-62MPH:	6.7 sec
VALUE RANGE:	£2000-£14,000

way through, and it's all so effortless. When you realise that this really rather compact car has a top speed of 155mph, you understand why.

It is, of course, front-wheel drive, Alfa Romeo only recently admitting to the misguidedness of pursuing this mechanical layout given its history, but its admission is admirable, the resulting rear-drive Giulia still more so. But when the g16-series Spider and GTV were revealed in 1993, six years after the last Alfetta GTV, most enthusiasts were delighted simply at the fact of their arrival, and never mind the front-wheel drive.

Which was, and is, mitigated to some extent by the Alfa's quick steering, confident grip – aided by a multi-link rear axle specific to these models – and ability to handle a sizeable 199lb ft of torque. You can make this car torque steer, but the snaking is slight and far from enough to make you wish that the V6 was putting out less power. All of which means that you can consume Tarmac at considerable pace, encouraged by that addictively sonorous engine.

These days, you notice a slightly odd but liveable driving position within the GTV's snugly comfortable cockpit, and the same lightly agitated ride that's perhaps this car's worst failing. But you won't fail to enjoy it. Especially given that this pleasure can be

yours for as little as £3000 if you don't mind high mileage – the car we sampled here felt fine on 135k miles. At the top end, rare Cup and late 3.2 V6 models can cost well north of £10,000. That's more than you'd have paid a year ago, but still great value for a car this handsome, rare, fast and fun.

Slightly agitated ride is the GTV's biggest bugbear. Its 3.0-litre Busso V6 engine is easily its greatest asset



ALFA GT VS GTV VS FIAT COUPE VS MASERATI 3200



ALFA ROMEO GT 3.2 V6

Mechanically the GT is of much the same confection as the GTV, with a slightly larger (3.2-litre) and more powerful version of Busso's V6. It shares some of its Fiat Tipo roots with the GTV, although there's less of the Fiat in this car, which was a very clever combination of Alfa 156 and 147 components. It's a proper five-seater with a surprisingly large boot, and many were equipped with what was then a very practical and economical 1.9-litre diesel engine. That the bulk of GTs are oil-burning 1.9 JTDs will doom most of these cars to the crusher, leaving the rare four-cylinder petrols and the even rarer V6s as classic survivors. The V6's rarity was further heightened by its deletion in 2008, two years before the end of the GT's six-year production run.

You sit higher in this car than in any of the others, and behind a dashboard that also feels the most modern (it came straight from the 147). It also has the least readable instruments unless they're lit. The V6 waxes and wails from behind the dash, but sounds even more refined and sophisticated than it does in the GTV. It's also more powerful, but the GT's greater weight means that it turns in an identical 0-62mph time. But this car feels unexpectedly quick, and like the GTV, delivers a pretty thrilling stream of power not only at commuting speeds, but also well into three figures.

These speeds can highlight wind noise issues with the GT's frameless door glass, although this example is fine. That affords it the same effortless, civilized demeanour as the GTV, the same ability to dispatch



TECHNICAL SPECIFICATIONS

ALFA ROMEO GT 3.2 V6

ENGINE:	3179cc V6 DOHC
POWER:	240hp @ 6200rpm
TORQUE:	213lb ft @ 4800rpm
TRANSMISSION:	Six-speed manual, front-wheel drive
BRAKES:	330mm vented discs (front); 276mm discs (rear)
TYRES:	225/45 ZR17
DIMENSIONS:	4489mm (L), 1763mm (W), 1355mm (H)
WEIGHT:	1410kg
TOP SPEED:	151mph
0-62MPH:	6.7 sec
VALUE RANGE:	£4000-£10,000

miles vigorously and the same feeling that you're driving – and hearing – something different. The GT rides better than the GTV (and all the cars here, in fact) but the trade-off is less eager turn-in through curves. It's capable but unexceptional, the V6 providing more excitement than the chassis.

The front seat bolstering makes the seats feel narrower – and you wider – than the reality, but you get used to it. Worth looking for, if you fancy an extra flash of cabin glamour, is an interior in red leather rather than the more common black.

The rarity and desirability of the V6 GT is now being cashed in upon, the best of them costing around almost five figures if they're low mileage and have the desirable Q2 limited slip differential. At the time of writing, there's a Category D light accident-repaired example in good condition for £4500, which is probably where prices for decent examples start.





FIAT COUPE 20V TURBO LE

Here's another car from the Fiat Group's Tipo-derived architecture period, although you'd never believe it when you see designer Chris Bangle's slash-arched, billowed headlight, clam-bonneted machine. You can't call the Fiat Coupé beautiful, but it's compellingly attractive, has aged well and has no imitators. It was also one of the best cars Fiat produced during the 1990s, mixing four-seat practicality with decent value, good manners and terrific engines.

The Coupé started life with four-cylinder 2.0 twin-cam engines from the Delta integrale, good for 195bhp and low-sevens 0-62mph times. But when Fiat installed a five-cylinder 2.0 engine, the turbo version briskly warbled its way to 217bhp and some properly impressive performance (6.5sec 0-62mph streaks). But this is not where the 20V Turbo coupé is at its most impressive. Instead, you need a long straight, fourth gear and 60-70mph before you floor the throttle, the strength of the resulting surge, which barely diminishes in fifth or sixth, prompting me to ask this car's owner whether his beautifully kept limited edition had been tuned.

It had not. Instead, I had forgotten how massively rapid these cars were when they were new, and still are today. And the Fiat puts all this power down as if

feeding 229lb ft of torque through the front drive shafts was normal. Thank the so-called Viscodrive limited slip differential for that, this device taming torque steer, as does an extra crossbeam between the lower front wishbones. The result is a very well-behaved car, although one that's also a bit inert, playing around with the throttle to adjust your line having less effect than you might expect. Although that may be as well, given the available power.

You enjoy all this from an interior that feels slightly less luxurious than those of the Alfas, not to mention the leather-sheathed Maserati's, but it's given a substantial lift by the body-colour dashboard and door tops, a stylish steering wheel and appealingly simple instruments. The Fiat is pretty refined too, its balancer shaft-becalmed five-cylinder issuing an engaging throb that never turns turbulent, its ride adequately absorbent and its seats comfortable. The driving position is just about the best here, too.

Fiat sold just over 7000 Coupés during the late 1990s, but despite their desirability only 1100 are still on the road. However, there are almost 1500 on SORN, so a third survive. And values are finally on the rise. £8000 to £10,000 gets you an excellent example of a 20VT but it's still possible to get a Coupé in need of a fettle for under £1000.



TECHNICAL SPECIFICATIONS

FIAT COUPE 20V TURBO LE

ENGINE:	1998cc 5-cyl turbo
POWER:	220hp @ 5750rpm
TORQUE:	229lb ft @ 2500rpm
TRANSMISSION:	Six-speed manual, front-wheel drive
BRAKES:	305mm vented discs (front); 240mm discs (rear)
TYRES:	205/50 R16
DIMENSIONS:	4250mm (L), 1770mm (W), 1350mm (H)
WEIGHT:	1310kg
TOP SPEED:	155mph
0-62MPH:	6.5 sec
VALUE RANGE:	£1000-£10,000



ALFA GT VS GTV VS FIAT COUPE VS MASERATI 3200



MASERATI 3200 GT

The 3200 GT is very obviously the most glamorous car here, coming from a blue-blood manufacturer with a powertrain, styling and interior furnishings to match. But until very recently, it was possible to buy one for under £8000, which isn't a whole lot more than you'd pay for the very best examples of the Alfas and Fiat. But in the last six months the starting price for a 3200 has climbed to five figures, those in the £10-11k bracket likely to have travelled 90,000 miles or more. The very best 3200 GTs are now brushing £30,000, perhaps optimistically. The best of them will probably get there, though.

This Giugiaro-designed coupe with its 3.2-litre twin-turbo V8 engine had a relatively short four-year life before being replaced by the facelifted 4200, which was improved on some fronts but suffered a cheapened interior and the substitution of the distinctive hockey-stick taillights for a pair of remarkably bland lenses. The 3200 is the purer design, and in many ways the more dramatic car, sometimes for reasons its maker hadn't quite intended.

The 3200 was one of the first cars to have a fly-by-wire throttle, the relative electronic crudity of this system combining with a pair of flighty turbos to produce sometimes sudden throttle response



TECHNICAL SPECIFICATIONS

MASERATI 3200 GT

ENGINE:	3217cc V8 twin turbo
POWER:	368hp @ 6250rpm
TORQUE:	362lb ft @ 4500rpm
TRANSMISSION:	Four-speed auto, rear-wheel drive
BRAKES:	330mm vented discs (front); 310mm vented discs (rear)
TYRES:	235/40 ZR18 (fr), 265/35 ZR18 (rear)
DIMENSIONS:	4510mm (L), 1820mm (W), 1310m (H)
WEIGHT:	1590kg
TOP SPEED:	174mph
0-62MPH:	5.1 sec
VALUE RANGE:	£10,000-£25,000





and, if you're cornering in second gear on a wet road at the time, the need to perform some swift corrective wheel swivelling. Couple this to the slightly uncertain steering, whose resistance sometimes seems weirdly inconsistent, and you have a car that can feel a bit intimidating if you want to harness most of its 363bhp. That inconsistency seems to vary from car to car as well, your reporter having driven plenty over the years.

Not helping is an odd driving position that will likely place you some distance from the dash if you're to arrange your legs comfortably, the clutch in the manual model being slightly awkward to sink. For that reason, many argue that the auto is preferable, especially as the manual has an appetite for clutches. The upshot of all to this is that the 3200 is more of a cruiser than an apex slicer, especially as an auto. That said, you do get used to these dynamic foibles, allowing you to read the car and get a lot more from it.

And there's a lot to get with all this power. The 3200 is truly rapid, needing little more than five seconds to spear 62mph, and it doesn't run out of romp until it's hit 174mph. All this is to be enjoyed in a spectacularly sumptuous interior that will just about seat four adults, making this Maser more practical than it looks. It will obviously cost more to run than the others, but there are specialists that can soften the blow. And then there's the promise of a real upside on values.



VERDICT

Like so many Italian cars, each of our 1990s coupes is beguiling, and each has flaws to test you. But as they shift from ageing daily drivers to occasional-use classics, those flaws will diminish, to the benefit of their many positives. In every one of these cars that's mainly about the engine – its facility for powering you towards triple figures with an orchestra of combustion. All four are great to look at, decently practical and relatively painless to run. All four have their appeal but the most surprising, the most polished and, together with the Alfa GT, the easiest to live with is the Fiat. Get shopping now, I say. 🇮🇹



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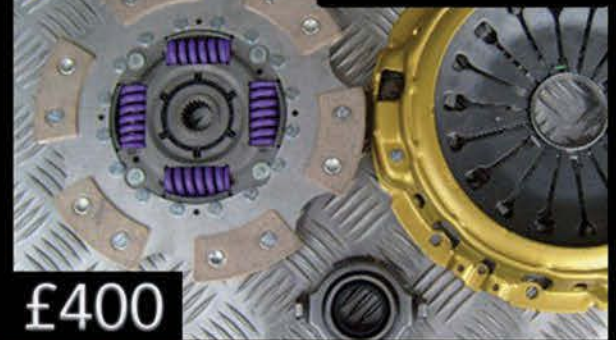
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Giorgetto's Sud

As Giorgetto Giugiaro is reunited with the masterpiece he designed back in the late 1960s, we quiz him about the Alfasud, and reflect on why the Sud was such a ground-breaking car

Story & images: Luca Gastaldi

It has been a couple of years since Giorgetto Giugiaro – surely a leading candidate for being crowned the world's greatest ever car designer – went back to being independent again, having handed complete control of Italdesign over to Volkswagen. And he's been busy devoting himself to building up a private collection of the models he designed over the years.

As he confided in us during an interview: "Over so many years of work, I have never saved anything. On the contrary, at a certain stage we sold all our cars and prototypes because their management and maintenance had become too demanding. You realise

How do you feel when you look back on the Alfasud?

"I'm quite indifferent to these kind of emotions. I view the cars of my past with a critical eye but with detachment. Of course when I see the works of many years ago, I realise how naive we were. Today, I notice all the aspects which at the time were not considered at all: the curve of the windscreen, the horizontal roof, the shaping of the contours to save weight. But the same is true for what we make today: in 10 years' time, all the irritating details will be obvious."

Let's jump back to 1967, when engineer Rudolf Hruska entrusted you with the Alfasud project.

"Aldo Mantovani and I were taking the very first steps

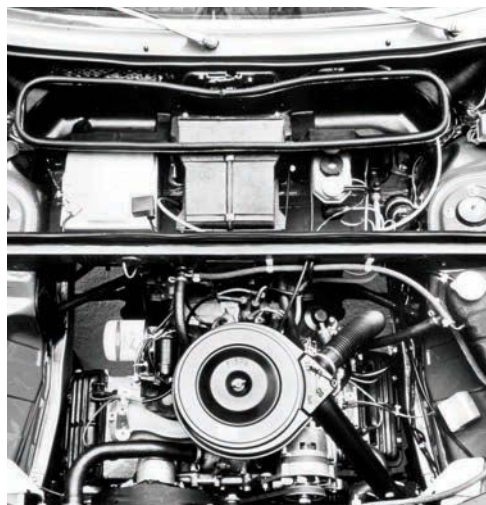
“ In the Alfasud's day, everything was simpler ”

that they represent a sentimental value, but they cost a lot to keep! Lately I have bought a Maserati Ghibli, a De Tomaso Mangusta and a BMW M1. My wife thinks I'm crazy."

We caught up with him just as he took delivery of a superb Alfasud to add to his collection. The model he chose was a 1979 1.2-litre model painted red, and he particularly wanted an example with its original 'MI' number plate (MI being Milan, the true home of Alfa Romeo). Read on for our full interview with Signor Giorgetto Giugiaro.

with Italdesign, but we had already had important experiences with two Japanese companies, Isuzu and Mitsubishi. We were well-structured enough to offer complete services, from defining a car's styling to studying the manufacturing process. Alfa Romeo appeared with the Alfasud project because, unlike Pininfarina and Bertone, we were able to set the whole thing up for mass production. I had known Hruska since he worked for Simca, because at the time I was still at Bertone and had designed the 1000 Coupe for the French.

"The Alfasud was designed very quickly from a blank



Alfasud
è un'Alfa Romeo



sheet of paper. Hruska dictated the measurements obsessively. Every Friday he came to us to check details to the millimetre. He was very inflexible when it came down to the measurements of the body. I remember that to make the steering the way he liked and keep the distances between the pedals the way he'd decided, we had to make the pedals smaller. The same went for the boot: it had to fit four suitcases measuring 210mm by 700mm by 450mm (which we struggled to find on the market, incidentally). We had to put the boot hinges on the outside because otherwise we wouldn't have achieved it! Those hinges were later criticised by everyone, but no way that Hruska would change his mind. However, those four suitcases did not even fit in a Mercedes, but they did in an Alfasud."

Before the Alfasud, had you done any similar cars?

"No, I had never realised any saloons with the Alfasud's characteristics. This was a car that paved a new way for the compact four-door models because up to then they had been all three volumes."

Nowadays, talking about style, would it be possible to create something as innovative as you did almost 50 years ago with the Alfasud?

"It was much easier back then, because a car like the Alfasud did not exist. Hruska's desire was to make a car as comfortable as the VW Golf could be today, but the Alfasud was even more spacious. Nowadays extremely perfect body pressings are made. The metal sheets are very well made, with perfect contours. Once upon a time, we paid attention to the car as a whole, but today every single detail is examined like a watch. Lines and sculptures are designed to raise the consumer's curiosity. The manufacturers make us do things that we, old hands, don't like doing very much – something that can make a difference is constantly looked for but this doesn't always lead to harmonious designs, or ones in good taste. It's all a game of vision. Simplicity, which has always been an Italian trait, is always evolving."

What are the differences in dealing with Alfa Romeo back then and Volkswagen today?

"In the Alfasud's day, everything was simpler. Three or four people decided how to make a whole car. Nowadays there is a formidable apparatus. Once we could invent anything. Today you have to comply with very precise standards that can't be changed. Today the automotive firms' decision-makers want to see loads of sketches which are out of any logic. They want to see unreal things and gather all the design studies they have all over the world and the bravest, most imprudent one wins. But then, when it comes down to converting the sketch into reality, everything changes, because they're impossible to realise: huge wheels, lack of room for the mechanicals and so on. Those who have to decide don't want to face reality. Everybody wants to be deceived with an initial phase of exaltation and illusion. They want to see a beautiful woman, but then the one they will marry will be... so so. When I drew, I started from real outlines, with real dimensions. There was no time for exaltation, you had to rationalise straightaway. In my life I've never done a sketch to encourage anyone to follow a dream. The Japanese were always telling me that I made ugly sketches but beautiful cars."



LOOKING BACK: THE ALFASUD STORY

In 1971 a completely different Alfa Romeo appeared in a preview at the Turin Motor Show. This was Alfa's first-ever front-wheel drive car which also had a 'boxer' four-cylinder engine and inboard front disc brakes – all very innovative. It also heralded a new factory being built in the south of Italy at Pomigliano d'Arco (Naples), inaugurated in 1972, which gave the 'Sud' its name.

It was Giuseppe Luraghi, Alfa Romeo's CEO at the time, who gave the green light to the Alfasud project. His aim was to expand Alfa's range with an accessible new mass market model. Its design was down to a remarkable group of 'car guys', chief among whom was the Austrian engineer, Rudolf Hruska (who had worked with Porsche, Abarth and Simca). Hruska brought with him his most reliable technicians, led by Domenico Chirico.


As for the styling, Hruska had already had

experience with Giorgetto Giugiaro while he was at Bertone, and by 1967 Giugiaro had founded Italdesign with his friend Aldo Mantovani. The Alfasud would be the very first commission received by the newborn coachbuilder – the first of a long and illustrious series of designs. The first styling studies date back to August 1967, with the initial three Styrofoam models made in 1:1 scale by the end of the year.

Giugiaro received very precise instructions from Hruska, from the wheelbase length and track size to the need for practicality at least as good as the Fiat 124. Hruska even defined the boot capacity and the space between the steering wheel and the driver's seat back!

Big sales were needed and these proved Luraghi right: over 15 years of production, about one million Alfasuds were made. The

Sud was made with three engines (1200cc, 1300cc and 1500cc) and in five body variants (two, three, four and five doors, plus an estate), excluding the Sprint coupe. The sportiest trim levels – Ti, Quadrifoglio Oro and Quadrifoglio Verde – were the most desirable.

The Alfasud's 1972 launch was in 1200cc four-door saloon form only. The two-door Ti followed in 1973, and then in 1975 came the Giardinetta estate (the very first Alfa Romeo-designed estate car). The 1300cc engine debuted in 1977 (with the second series of the model), increasing power from 63hp to 68hp. Construction quality notably improved at this point, after serious rust problems in earlier cars. In 1978 the 1.5-litre engine was introduced, raising power to 84hp. Two years later, the Alfasud evolved into its third and final series in which a more practical hatchback tailgate was added. 



THE ALFASUD IN FIGURES

	YEARS	UNITS
1.2	1972-1975	179,444
1.2 ti	1973-1977	8,727
1.2 N	1975-1979	46,430
1.2 L	1975-1979	152,468
1.2 Giardinetta	1975-1979	3,799
1.2 Super	1977-1980	49,968
1.3 Super	1977-1978	28,840
1.3 ti	1977-1978	15,068
1.3 Giardinetta	1977-1978	802
1.3 Super	1978-1980	17,964
1.3 ti	1978-1980	9,102
1.3 Giardinetta	1978-1980	1,298
1.5 Super	1978-1980	19,407
1.5 ti	1978-1978	29,211
1.2	1980-1982	73,493
1.3	1980-1982	37,544
1.3 ti	1980-1981	4,271
1.5	1980-1982	27,695
1.5 ti	1980-1981	9,622
1.2 3dr	1981-1982	4,674
1.3 3dr	1981-1982	8,659
1.3 ti 3dr	1981-1982	4,509
1.5 3dr	1981-1982	5,795
1.5 ti 3dr	1981-1982	14,286
1.2 Junior	1982-1983	6,000
1.2 S/SC 5dr	1982-1983	20,587
1.3 S/SC 3/5dr	1982-1983	11,069
1.5 Quadrifoglio Oro	1982-1983	11,794
1.3 ti	1982-1984	1,721
1.5 ti Quadrifoglio Verde	1982-1984	9,220



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A front-wheel-drive Maserati saloon with a 190hp V6 engine, super-soft hydropneumatic suspension and, er, five wipers? Sounds like it must be a joke. But it's completely true: there really once was a Maserati like that.

The Quattroporte II is one of the strangest Maseratis of all – and one of the rarest. According to Maserati Archive boss, Fabio Collina, the company only ever made 13 examples of the QP II from 1974 to 1978. Just four are known to have survived, only two of which are on the road. One is in England (on the Isle of Man) while the other is the car pictured here, which lives near Nantes in France.

But how did technology like front-wheel

drive and spring-less suspension find its way into a saloon from this rather conservative brand? Because the QP II was developed while Maserati was owned by Citroën, and using the Citroën SM's drivetrain seemed like a logical move. At the end of the 1960s, Maserati – like many small high-end manufacturers – found itself in a financially perilous situation. While the marque had made history with models like the 3500GT and the 5000GT, it couldn't cough up the funds to finance new developments.

At the same time, Citroën was looking for a suitable drivetrain to power its upcoming flagship GT. The French purchased a majority stake in the Trident badge and immediately set chief engineer Giulio Alfieri to work on a V6 engine. The 2.7-litre six-cylinder unit,

internally dubbed project C114, was slated for use in the SM due to be launched in 1970. On the other hand, fresh French capital allowed the Italians to start thinking about new models of its own.

Work on the Quattroporte II started at the beginning of the 1970s, after the first-generation Frua-designed QP had already reached the end of its life. Originally, Alfieri had considered a V8 layout by adding two cylinders to the SM's V6, but in the end costs meant that almost the entire mechanical set-up of the SM was used for the big saloon. Of course, the dimensions were entirely different, as the QP II was meant to be luxury saloon with a wheelbase of almost 10 feet. The Maser's front and rear track at 152cm and 149cm were in contrast to the SM's,

Strange Sisters

The extraordinary Quattroporte II was the only Maserati ever to have front-wheel drive. But why were only 13 examples ever made, and how does the QPii compare to the car that donated its parts, the Citroën SM?

Words: Axel Catton
Images: Bernard Canonne



which famously had a much narrower track at the rear.

In charge of the design was Marcello Gandini at Bertone, who had already made a name for himself, having penned the Lamborghini Miura, Espada and Jarama, as well as the Iso Lele. In pictures, the QP11 looks a bit out of proportion, primarily because of its long wheelbase and low height, exaggerated by another Gandini hallmark – chromed sill covers. The front end lacks the typical Trident grille, while no fewer than three windscreen wipers, and six front lights with another two wipers, all look a bit fussy. The two inner lights swivel with the steering, as on Citroën's DS and SM models.

Auto Italia wanted to learn more about this unique Italian saloon so we travelled to Nantes to compare it with its donor, the SM. As it happens, the Maserati's owner, Bernard Guénant, is not only a fan of the Trident marque but is also a dealer for Maserati, Citroën, BMW and Mini in La-Roche-Sur-Yon. Here we met up with the silver prototype of this stillborn series (internal code AM 123), which was the very car displayed at the 1974 Paris Salon. According to Monsieur Guénant, this was also the car used for the publicity shots in the extremely rare QP11 brochure. The metallic brown 1971 Citroën SM is also owned by our gracious host. "My dad was a Citroën dealer as well," he says proudly, "and he never sold this car. It's been in our family since new."

First up, we have a good look around the silver

saloon. Straightaway, we realise it's much more imposing in real life than in pictures. At 513cm long, the QP11 is huge – some 7cm longer than even the Mercedes 450 SEL of the same year. Gandini's playful styling elements, like the fuel filler hidden behind a Trident badge, appear like ornamentation on an otherwise rather stark-looking body. As with the SM, the headlights are hidden behind transparent covers. At the rear, you notice the emphasis on the middle line expanding like a sculpture to the outside, giving the otherwise flat surface some much-needed contours. The rear lights are from the Lancia 2000 saloon and seem a bit small, resulting in that massive rear looking weaker than the front.

On the inside, the dashboard is hewn out of solid wood, harking back to the 1960s and the tastes of Maserati's affluent clientele. In front of the driver is a collection of seven Jaeger instruments flanking a central speedo, which is calibrated at an optimistic 280km/h (174mph). The inviting interior is covered in marine blue leather, with the rear bench seating three passengers. There is ample legroom thanks to the long wheelbase and the complete lack of a transmission tunnel. While there is also a large sliding roof, the owner comments: "I wouldn't open it as I don't know if it would close again!"

Under the bonnet, there's an unusual sight: green balls everywhere. That's the Citroën

Not perhaps Gandini's finest hour: gawky shape was widely disliked. The QP11 was never homologated



MASERATI QUATTROPORTE II VS CITROËN SM

hydropneumatics system. All in all, this Maserati is as Italian as a sauvignon blanc.

We're keen to understand why only 13 examples of the QPII were ever made and why owner Bernard Guénant runs his Quattroporte on black dealer plates. "This car was developed during the time of Citroën ownership," explains Guénant, "but by the time it was finished, the French had already ended their adventure in Italy and Maserati was now owned by Alejandro de Tomaso. He had no interest in the complex Citroën development which would have required him to purchase the running gear in France at great expense. It would be fair to say that the 13 units built were all prototypes. As a result, this car never received European type approval. The majority of cars were sold to the Middle East, and a few to Spain which wasn't yet part of the EU."

In fact, Guénant found this car in Spain a few years ago and imported it to France. Since then, he has overhauled the mechanicals and repainted it in its original colour – but other than that, it is exactly as he found it.

We start out driving the SM, as this is the car that started it all in 1970. It measures just 133cm high but offers surprisingly ample space up front. The space age captain's chairs would look good in any car sold today, even if they're far from comfortable in reality. Compared with the Maser, the Citroën's dash with its



TECHNICAL SPECIFICATIONS

MASERATI QUATTROPORTE II

ENGINE:	2965cc V6
BORE X STROKE:	91.6mm x 74mm
COMPRESSION RATIO:	8.75:1
POWER:	190hp @ 6000rpm
TORQUE:	255Nm (188lb ft) @ 4000rpm
TRANSMISSION:	5-speed manual, front-wheel drive
SUSPENSION:	Wishbones (front), swinging arms (rear), hydropneumatic self-levelling
BRAKES:	Discs, 300mm (front), 265mm (rear)
TYRES:	205/70 VR15
DIMENSIONS:	5130mm (L), 1870mm (W), 1370mm (H)
WEIGHT:	1600kg (dry)
0-62MPH:	9.0sec
TOP SPEED:	124mph

oval dials looks more futuristic; the speedo even has a brake distance indicator.

The 2.7-litre V6 starts on the button with a suprisingly raspy tone emanating from the two widely spaced exhaust pipes. The five-speed manual gear lever runs in a gorgeous metallic shiftgate.

Acceleration is unexpectedly brisk and we quickly got used to the infamous Citroën button-type brake pedal and the single-spoke steering wheel with its strong self-centring action. The radio's odd location between the two front seats shows that dashboard space was at a premium for the SM.

Now for the Quattroporte. Compared to the SM, the Italian boudoir offers a lot more space, wider seats, and more headroom and legroom. It's obvious that the QP II was aimed at the affluent owner-driver. Even though the exhaust note is very similar to that of the SM, in the Maserati it sounds raunchier and more rebellious. The QP accelerates smoothly and without fuss, but it is by no means fast – perhaps one of the reasons why De Tomaso had no interest in moving the project further.

With only 190hp on tap, it takes a full nine seconds for the QP II to reach 60mph, so it's not so much a



sports saloon, more a cruiser. The hydropneumatic suspension is Citroën all the way and does an even better job here than in the lighter SM. But the Maserati feels softer and leans massively in corners, even at ridiculously low speeds. In fact, below 30mph the body is tilting like a 2CV and the driver risks sliding off the wide leather seats. It's impossible to navigate the car around roundabouts at any sort of speed without tyre squeal – slightly embarrassing for a car of this pedigree.

However, thanks to the power-assisted steering, there is little hint that this car has front-wheel drive. I can imagine hard acceleration on wet surfaces might pose a few problems, though.

Overall it's not hard to understand why the production run ended at 13. "This is not a massively sought-after car despite its rarity," states our host. "For some it is just not powerful enough, while most people just don't know anything about it."

That's a shame because, as we drive our photo cars at speed back to their storage location, it's obvious just how much effort went into the development of the Quattroporte II. 🇮🇹

Front-drive chassis and hydropneumatic suspension means loads of body roll and tyre squeal



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Tail Happy

Exotic design, Porsche 911-style handling and the kudos of being a coachbuilt Abarth – this rear-engined mighty mite has the full cocktail of Italian charms

Story: Chris Rees
Images: Michael Ward



Before I even begin to write the story of this alluring and rare little coupe, I've hit a quandary. What exactly do you call it? The answer is by no means clear-cut. Even its owner, Tim Milnes, calls it by different names on different occasions.

It's part-Abarth and part-Fiat but its identity mostly revolves around a coachbuilder called Francis Lombardi. Its model name could be either Scorpione or Grand Prix. It gets even more convoluted if you spread your net out to include alternative versions (see 'Variations on a Theme' on page 59).

But what I do know is that, having driven it, it's now one of my favourite Italian cars. Not

because it's fast – it really isn't – but because it has such charisma. It looks like an exotic 1960s supercar in miniature and it drives like an early Porsche 911 (but with a rather more entertaining exhaust note).

Francis Lombardi isn't one of the best known Italian coachbuilders but it does have great provenance, having been founded by World War I flying ace and aircraft constructor, Carlo Francesco Lombardi. He made a name for himself after WW2 turning Fiats into estate cars, luxury saloons and coupes. But easily his most accomplished project was the Grand Prix.

Underneath the superb-looking Lombardi body sits nothing more exotic than a Fiat 850

Berlina platform, complete with its longitudinal rear-mounted 843cc engine. The suspension is all-Fiat, consisting of front upper A-arms, lower transverse leaf spring and an anti-roll bar, with semi-trailing arms, coil springs and an anti-roll bar at the back.

The Lombardi Grand Prix debuted at the Geneva Show in March 1968, where it attracted loads of favourable comment. Its superbly charismatic lines were honed in-house by Giuseppe Rinaldi at the Lombardi works in Vercelli (although some have claimed it was actually designed by Pio Manzu, the man who shaped the Fiat 127).

Most of the bodywork is in steel. On early cars, glassfibre was used for the doors,





It may not be fast with around 50hp on tap, but its delicate handling and sharp steering are delights





engine cover, tail cap and pop-up headlamp shells, but 'second series' cars – this early 1970 example is effectively a 'crossover' between the two series – have their doors and engine cover in aluminium. The S2 also had its handbrake and gear lever moved backwards from their standard Fiat 850 positions to make using them easier, as well as a different winding window design.

Tim Milne bought his car from Middle Barton Garage as an unrestored project car whose engine and brakes had seized after a stint in the Marranello Rosso museum. The engine spec (with a longer stroke than standard) suggests it may have been one of the very rare Abarth Grand Prix models, of which just three are thought to have been built. He's since restored it with a different Fiat 850 engine and since then, he's driven his car at Brands Hatch, Brooklands and Kop Hill.

Having a good poke around reveals lots of interesting details. Standard Fiat 850 headlights are contained in their own little nacelles – which raise and lower electronically, incidentally – and look like frogs' eyes but rather unhelpfully actually block your view of the road ahead! Flip up the front lid and you'll find what might have been a useful space is in fact stuffed full with a spare wheel and cabin air intake tubing.

The interior is super-snug, but six-footers can squeeze in its original bucket seats. Highly unusual is the glassfibre centre console with its Lombardi-branded vertically stacked instruments. For extra ventilation, there are quarter-lights but opening these has the unfortunate effect of sucking in exhaust fumes...

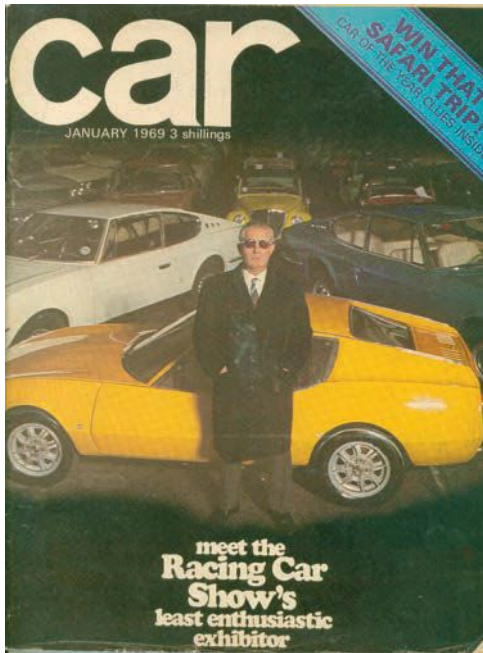
The Grand Prix is basically a Fiat 850 Special underneath, complete with its 47hp

843cc engine. Among the options on offer – usually via Giannini or Abarth (see 'Variations on a Theme') – were increased-displacement and higher-compression engines, or a swap to Fiat 124 power.

Tim's car carries a '1000' badge because it originally had a long-stroke 982cc engine (removed but now rebuilt). He's currently got a Fiat 850 engine fitted, which may not have masses of power (as standard, it kicks out just 47bhp) but boy, does it love to rev. It picks up very happily from 3000rpm and will go all the way up to and beyond 8000rpm, by which time it's singing like a nightingale. It's loud, yes, but in a delicious way.

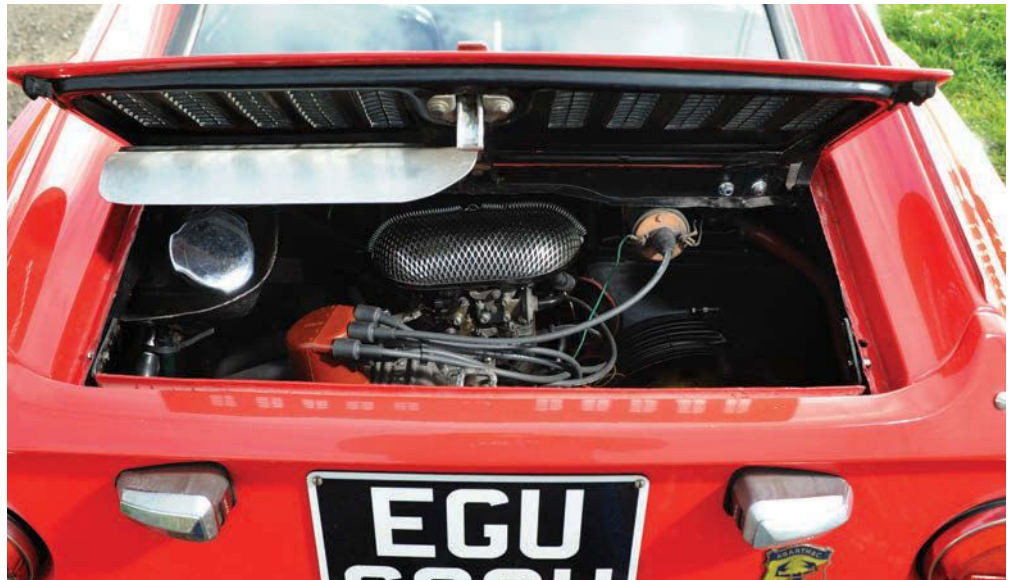
The low final drive ratio (equating to 14.6mph per 1000rpm) means that at 50mph in top it's already screaming at almost 4000rpm, and its top speed is limited to 100mph. The exhaust gases exit via a Bonini





SHADOW MAN: THE BIZARRE STORY OF THE UK IMPORTER

One intriguing side avenue to the Lombardi story is that the Grand Prix was imported to the UK by a Greek Cypriot named Frixos Demetriou. A casino owner with a cultivated aura of shadiness, he decided to set up a more respectable enterprise in 1968 by importing cars from Italy. These included the Grand Prix, offered in right-hand drive form at £1457, alongside various Vignale-Fiats. Car magazine even put him on its front cover in 1969 with the tag line "Meet the Racing Car Show's least enthusiastic exhibitor." Bizarrely, Demetriou reputedly ended his days in Cyprus, where a runaway tank squashed him flat.



TECHNICAL SPECIFICATIONS

FRANCIS LOMBARDI GRAND PRIX

ENGINE:	843cc 4-cylinder
POWER:	47hp at 6400rpm
TORQUE:	43lb ft at 3600rpm
TRANSMISSION:	4-speed manual
SUSPENSION:	Upper A-arms, lower transverse leaf spring (fr), semi-trailing arms, coil springs (r)
BRAKES:	Front discs, rear drums
DIMENSIONS:	3570mm (L), 1485mm (W), 1070mm (H)
WEIGHT:	625kg (dry)
TOP SPEED:	100mph




four-branch twin-exit system (slightly cut down to suit). The gearchange is super-snicky and eager with a strongly sprung action, and there's none of the woolly change quality you sometimes experience in rear-engined cars.

The wheels are Campagnolo 6.5x13 alloys (an original option instead of steelies) fitted with 175/65 R13 tyres. The car sits low to the ground by means of shorter springs at the back and lowering blocks on standard Fiat springs up front, so that it squats better around corners. The ride is pretty hard, it must be said, but then you do get a fantastic feel for what's happening underneath you.

On the dry day of my drive, the little GP remained resolutely glued to terra firma around corners. Up a section of the Chilterns that feels for all the world like your own private hillclimb, it weaved its way with confidence and, as the rev counter nudged 8000rpm, a hilariously sweet sound. However, Tim reports that it gets twitchy on white lines when it's raining. The worm-and-roller steering works very effectively, as is so often the case with rear-engined cars: ultra-direct, precise and full of feel.

Standard Bendix front discs and rear drums work very well but you need to exercise some care not to lock up the front end, since it's so light (the front tyres are pumped to just 10psi). Indeed, since the whole car is so light – just 625kg 'dry' – potholes in the road tend to make it jump about. The best course of action here is just do nothing and it settles back into line; instinctively turning the steering sharply can result in more drama than you'd want.

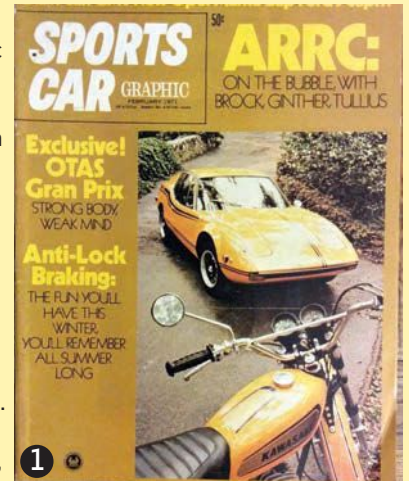
I must say, I ended my day feeling very much in love with the Lombardi/Abarth Grand Prix/Scorione – call it what you will. So much so that I feel like finding one myself. Trouble is finding one – they're extremely rare. The death-knell for the Grand Prix was Fiat's acquisition of Abarth in 1971. It thought the coupe would compete with its own products and so it stopped supplying Lombardi with new Fiat 850 chassis. How many GPs were made? No one knows. Estimates vary between 600 and several thousand. In Italy, a kind of register is kept, on which there are around 140 examples known. One of which I would very much like to have my name on. 

VARIATIONS ON A THEME

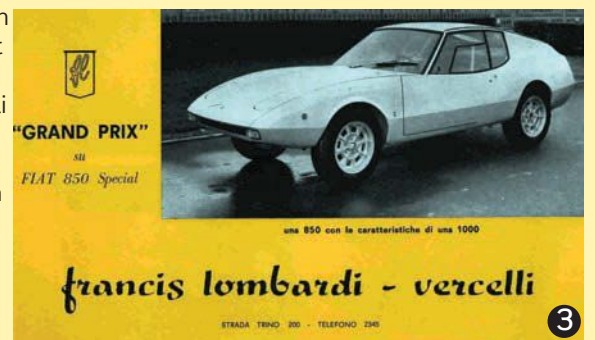
Giannini Grand Prix: Tuner Giannini offered higher-spec engines of 843cc, 903cc or 982cc, often with a twin-choke Weber-carburettor, with outputs up to 65hp.

Abarth Scorione: When Carlo Abarth got his hands on the Lombardi, he stuck a 1197cc Fiat 124 engine in the back, bored out to 1280cc. In this form, it had the honour of being given the name 'Scorione'. It was offered in 'S' and 'SS' guises: the 1300 'S' had 75hp, while the SS had up to 100hp, four-wheel Girling disc brakes and coil-sprung front suspension. Other Abarth mods included a front-mounted radiator and a repositioned fuel filler. Abarth also made a 903cc, 52hp Fiat 850 Coupe-engined version of the Grand Prix.

OTAS Tigre: In the late 1960s, engines of less than 820cc were exempt from emissions rules in California,



so a local Fiat dealer called John Rich decided to import the Grand Prix but modified by Turin-based OTAS (Officina Trasformazione Automobili Sportive) with an engine sleeved down to 817cc. Its hotter camshaft, higher compression ratio and Abarth headers and exhaust gave it an output of 52hp. Perhaps 100 were exported to the US between 1969 and 1971.



Lombardi Monza: This was a targa-topped version of the GP with a louvred rear deck, central roll-over structure and removable roof section that could be stowed in the front 'boot'. The Monza debuted at the 1969 Turin Show, while two were displayed at the 1970 New York Motor Show with Siata International branding.

1. OTAS
2. LOMBARDI MONZA
3. LOMBARDI SERIES 2
4. ABARTH SCORIONE



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
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Monterey Mania

This year's huge festival of cars on the Monterey Peninsula spanned the Pebble Beach Concours, racing at Laguna Seca, classic car display overload and record-breaking auction action

Words & images: Keith Bluemel



M is for Monterey – and for one week in the summer, M is also Magic, Madness and Manic; Magic for the amazing array of cars at the various events, Madness for the cost of it all, and Manic for the logistics of trying to see as much as possible while you're there.

One of the first gatherings of the week is the Concours-On-The-Avenue, held on the picturesque Ocean Avenue in Carmel. Now in its eleventh year, it always attracts a varied selection of interesting, and frequently quirky, machinery, enriched by a selection of raucous race cars from the Laguna Seca circuit. The Italian car content, particularly Ferrari, was not as

prevalent as in previous years, but that didn't detract from the quality, with the 1958 Ferrari 250 GT TdF Berlinetta of Charles Betz and Fred Peters taking the overall Best of Show award.

Next on the agenda: previews for the numerous auctions – all of which had some high-end Italian attractions, with Ferrari once again leading the way. The market for good and rare examples seemed as robust as ever, with a number of world record prices being set. Mecum had nearly 40 Ferraris on offer, including an Enzo and a pair of LaFerraris, whilst the RM Sotheby's sale featured the 'Ferrari Performance Collection'. The Bonhams sale featured a 250 GT TdF Berlinetta, 400 SA Superamerica, 312 T5 F1, 288 GTO,



ABOVE: Lancia Stratos and Delta S4 parked nonchalantly. **BELOW:** US spec Fiat Multipla and Alfa 1900 Super Sprint Zagato



F40 and Enzo. Meanwhile Gooding & Company had a wide variety of Ferraris from a 1952 212 Inter Vignale Coupé to a 2015 LaFerrari.

RM Sotheby's Ferrari Performance Collection of 13 cars achieved over \$16 million, with the 250 GT SWB Berlinetta alone breaking \$8.3 million. Overall sales totalled nearly \$133 million, with an 88 per cent sell-through rate, including 32 individual million-dollar-plus results.

Over at Gooding & Company, the star of its Saturday auction was a 1966 Ferrari 275 GTB/C, which also set a new world auction record for the model (\$14.52 million). Bonhams enjoyed an 80 per cent sell-through rate (totalling some \$56.43 million). Mecum's sale at the Hyatt Regency in Monterey notched up a total of \$34 million, with the top sale being a 2014 LaFerrari (\$3.45 million), followed by a 2015 Bugatti Veyron Grand Sport Vitesse (\$2.35 million) and a 2017 Ferrari F12 tdf (\$1.25 million).

One free-to-view gathering was the Tour de Pebble Beach on Thursday. Entrants in the Pebble Beach Concours d'Elegance enjoyed a touring road rally starting and ending at the Equestrian Centre at Pebble Beach. After an enforced change of route in 2106 in the aftermath of forest fires, the participants were back on their regular route, down the scenic coastal Highway 1 via Ocean Avenue in Carmel. Definitely one of the highlights of this year was the

stunning bright yellow ex-Ecurie Francorchamps Ferrari 412 P sports racing car, owned by Harry Yeagy, on the open road with its V12 engine playing a strident symphony. You saw it flash by travelling south, then wait for it to come back north to experience the aural and visual treat again!

On Friday is a show called The Quail in Carmel Valley, for which the 5000 tickets are always an immediate sell-out. This year's event included a 'Great Ferraris' class for the company's 70th Anniversary year. The winner of this was Chuck Wegner in his 250 GT LWB California Spider, chassis # 1203 GT, a car well known on the UK concours scene in recent times, when it was owned by Nigel and Sarah Allen. The overall Rolex Circle of Champions Best of Show award went to a very rare, and pristine, 1964 ATS 2500 GTS owned by Bruce Milner.

The Rolex Monterey Motorsports Reunion weekend programme at Laguna Seca featured not only race activity from Thursday to Sunday, but also a Concorso Italiano on the Saturday and the Pebble Beach Concours d'Elegance on Sunday.

The Laguna Seca race programme was packed, comprising of 16 races on the Saturday and 14 races on the Sunday. One of the highlights was demonstration laps by the 1998/1999 F1 World Champion, Mika Häkkinen, in a 1974 McLaren M23 F1 car. Race machinery competing included an original





Ferrari 250 Testa Rossa, a Ferrari 312 P(B) with its screaming 3.0-litre flat-12 powerplant and a pair of Alfa Romeo Tipo 33s. A further bonus for Ferrari fans was Michelin's paddock display of modern Ferrari GT racers (360 GT, 430 GT and 458 GT), whilst the 'Racing Through the Decades' display in the paddock featured the Ferrari 500 TRC, in which Pete Lovely won the first race held at Laguna Seca 60 years ago.

Saturday's Concorso Italiano featured an impressive array of predominantly Italian machinery, running to over 800 cars and motorcycles, of which around 300 were Ferraris (there were also Alfa Romeos, De Tomasos, Fiats and Lancias). One of the guests was

the legendary Lamborghini test driver, Valentino Balboni, who now acts as a consultant for clients restoring their Lamborghinis.

The grand finale Pebble Beach Concours d'Elegance this year featured a special class for Isotta Fraschini – well, actually three classes: one general and two Castagna Coachwork classes (open and closed). In recognition of Ferrari's 70th anniversary celebrations, there were two extra Ferrari classes than normal this year: Ferrari Major Race Winners and Ferrari One-Off Specials. As if this wasn't enough, a special display of 70 cars to celebrate the anniversary marked a total sensory overload for Ferrari fans.





Maranello

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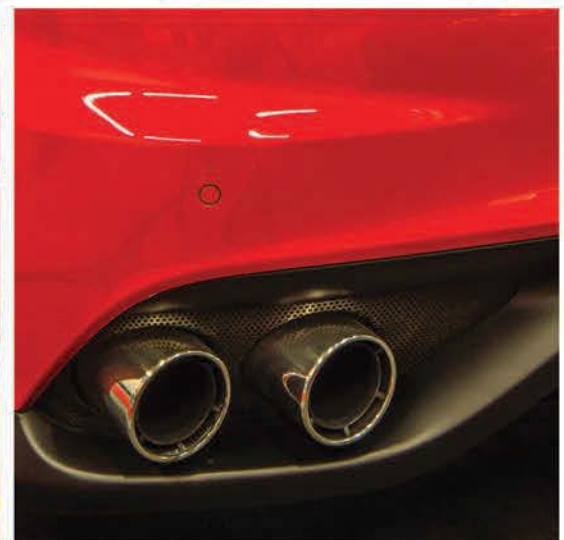
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Ferrari 250 GTO Tour

No fewer than 19 examples of Ferrari's 250 GTO gathered to celebrate the 55th anniversary of the most illustrious of all GTs

Words & images: Matteo Grazia





The image is still fixed in my mind: 19 Ferrari 250 GTOs gathered together in one place at one time. Ahead of me are five glorious days of touring in Tuscany and Emilia-Romagna, the homeland of the Cavallino Rampante.

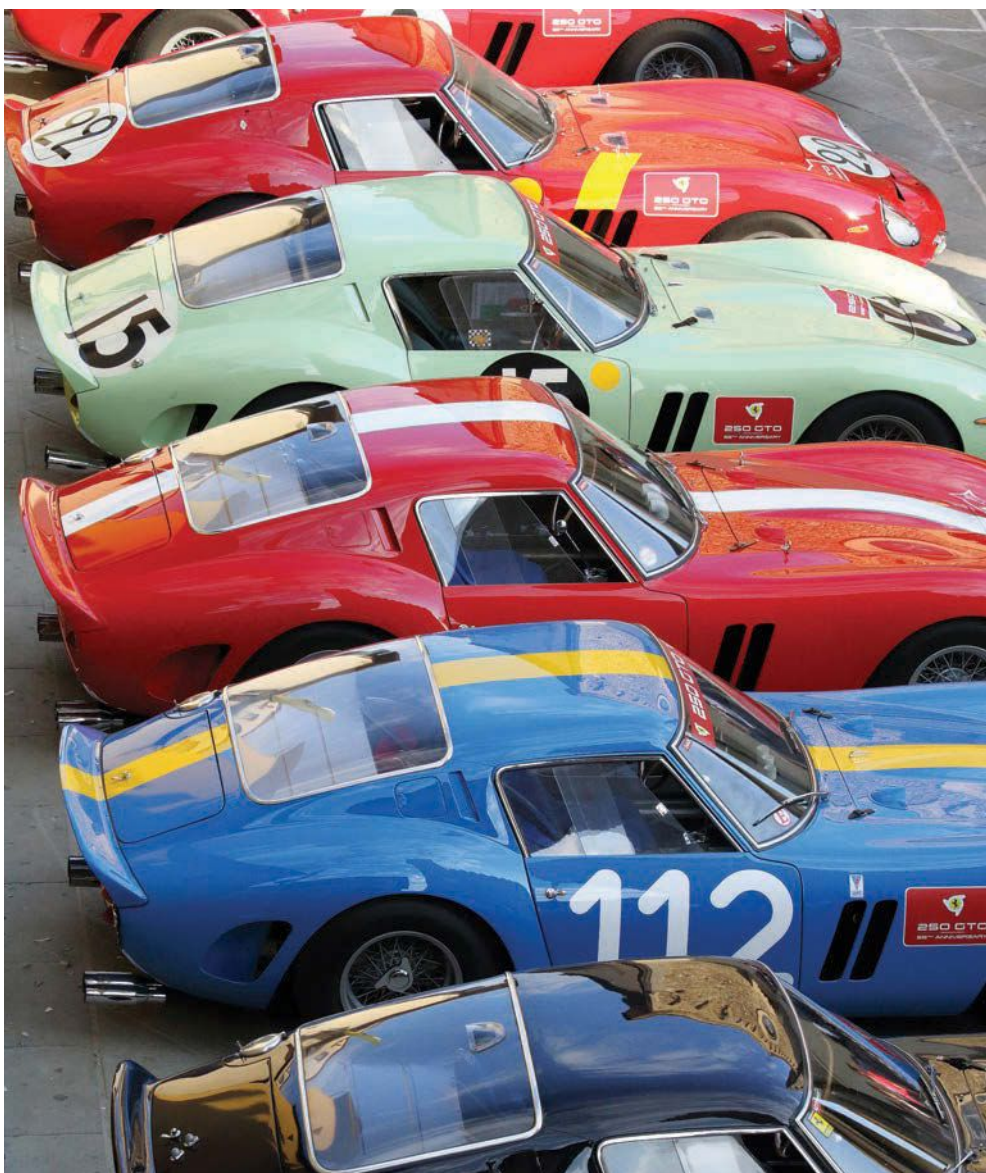
The scene makes such an impression because I can not only see the cars but hear them and smell them, too. A single 250 GTO at an event leaves you breathless. To multiply everything by 19 is something else entirely. The sound, for instance, of 19 V12 engines together is simply the most beautiful song that any enthusiast could wish for. Then there's the economic aspect, for here we have surely the most valuable convoy in the world – perhaps £700 million...

Welcome to the Ferrari 250 GTO 55th Anniversary Tour. It's decidedly not just about numbers – even though the 19 cars here represent, impressively, almost 50 per cent of the total made (39). It's about quality and experience.

Born in the early 1960s – surely the best decade for cars, especially Italian cars – the 250 GTO was an evolution of the already victorious Ferrari 250 GT SWB. The car was born from a specific Enzo Ferrari request for a lightweight racer. In a short time, engineer Giotto Bizzarrini and coachbuilder Sergio Scaglietti completed the first prototype. In August 1961, the 250 GTO was tested at Monza by Willy Mairesse, and in the hands of Stirling Moss, scored impressively fast laps.

Test and prototype development continued despite the famous 'Palace Revolution' that year, leaving the factory devoid of many designers and technicians, including Carlo Chiti and Bizzarrini.

Gioacchino Colombo's V12 engine (168 Comp/62) guaranteed power of 300hp at 7500rpm, or 100hp per litre – very impressive for the period. Scaglietti's timeless body, with its long bonnet, was conceived for stability at high speeds. The three D-shaped nose



openings allowed airflow directly to the engine, while flanks behind the front wheels let the V12's heat out.

First presented on 24 February 1962, the GTO's competition debut came at the Sebring 12 Hours in March 1962. It became the undisputed star of the Gran Turismo category. From 1962 to 1964, it won pretty much every competition going: Sebring, Le Mans, Targa Florio, Tour de France, Spa-Francorchamps, Paris 1000km and Monza Intereuropa Cup.

The GTO's economic status has not dented the appetite of owners to take pleasure in using their cars. That's great news for enthusiasts like us. Only every five years do we get to see so many GTOs assembled for this special event.

Canossa Events of Reggio Emilia is a well known and trusted company that took care of everything. After Ferrari Cavalcade and Ferrari Cavalcade Classic, it managed the whole tour in a very professional manner.

The 250 GTO 55th Anniversary Tour crossed many of the roads that have made the brand famous, like the Futa and Raticosa passes, in the land of memorable battles during the Mille Miglia. Places rich in history included villages such as Scarperia and its beautiful square. Of course there's also the historic Circuito del Mugello, owned by Ferrari, around which the GTOs could run a few laps.

Then there was the Fiorano test circuit where a memorable parade was accompanied by two models, the 125S (Ferrari's first ever car) and the last born, the LaFerrari Spyder. The colourful convoy at last moved to the streets of Maranello, reaching the factory gates and finishing where everything had started 55 years ago.



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Italians in Vegas

There was no shortage of Italian exotics at the SEMA Show in Las Vegas this year

Story & images: Mike Rysiecki



The SEMA (Specialty Equipment Market Association) Show held in Las Vegas is a legendary event showcasing everything that's louder, faster and shinier about cars. A vast 2.7 million sq ft of show space bursts out from four exhibition halls into massive marquees and action display areas outside. No fewer than 1500 feature vehicles were on display from 2400 exhibitors, plus tons of custom equipment. Some 160,000 attendees from 140 countries flooded to Vegas this year.

Every year, car manufacturers take huge floor space and commission tuners to build show specials. Top-end builders are celebrities in their own right, with huge TV

and web audiences, and hero status is awarded to the most creative. As you would expect, modified Mustangs, Camaros and Challengers dominated but it was the Italian content that stood out against this muscle-bound backdrop.

Take, for example, Fiat Chrysler Automobile's MOPAR Division, which used the event to celebrate its 80th anniversary, previewing the new Jeep Wrangler, launching a new range of MOPAR extreme trail-ready accessories and promoting the latest Hellcat 'crate engine'. In amongst it all was an Abarth 124 Rally, fully prepared in hillclimb spec and fresh from the Baja San Pedro Martir hillclimb. In the absence of a well-nurtured heritage back story, Abarths in North





Heavily modified ADRNLN Pantera (left) divides opinions. Engine is now a 600hp Chevy LS3 V8

America are sold as Fiat model options rather than being offered as a separate marque.

Looking even more compact against America's heavy metal than it does in Europe, the West Coast-only all-electric Fiat 500e was put to good use by Italian tyre specialist, Ravaglioli. The 500e was used for a live indoor demonstration as an emissions-free fit. Reputedly, Fiat boss Sergio Marchionne asked customers *not* to buy the 500e because Fiat loses \$14,000 on every sale! An Italian Trade Agency-sponsored pavilion of exhibitors included an 'Automotiv Italian Style' product innovation zone.

It was over in the huge wheel and tyre zone that the Italian exotics came into their own. The Ferrari 458/488 and Lamborghini Huracán were the de facto choices of the wheel and tyre vendors. One exception was Pirelli's Pagani Huayra Roadster, a one-of-only-two crowd-pleaser finished in Carbo-Titanium metallic blue. Wheel vendor Forgiato showed a Mansory Siracusa 4XX and wide-bodied Ferraris with screw-on arches – these may not please the purists but they certainly grabbed more than their share of attention at SEMA. Similarly, Fondmetal and Fittipaldi used customised Italian cars such as a '1016 Industries' carbon body-kitted Huracán to showcase their latest wheel rim offerings.

One very special show car appeared on the Prestone chemicals stand. Celebrating its 90th anniversary,

Prestone had a Chrysler Hellcat-engined 1972 AMX Javelin resto-mod indoors but it was the outdoor display that was the show-stealer for Italian car fans. The one-off ADRNLN Pantera won Best in Show at its 2013 SEMA debut, and was enjoying a second wind in the prime spot 'out front' at SEMA 2017. Built by the Ringbrothers, this once-derelict, now Glasurit Yellow Line-painted Pantera was brought to Jim and Mike Ring by Cheryl Brickle. Collaborating with Nike's Skunkworks Innovation Design Team, Ringbrothers updated the Pantera's styling while Nike's team designed the striking two-tone interior.

The 1991 Pantera's original Ford V8 has been replaced with a modern Wegner Automotive Chevy LS3 engine with 600hp. Massive 19-inch three-piece wheels are mated, at the rear, to a Bowler ZF five-speed transaxle. The timeless supercar lines with the signature Tjaarda power 'haunches' are as modern and relevant today as when the profile first appeared in 1971. It seemed very appropriate that this car was given prime spot in the year that designer Tom Tjaarda passed away.

The SEMA Show will undoubtedly evolve further in the next decade. Regardless of whether your favourite horse is from Modena or Michigan, it will need to be smarter, rather than faster, to stay ahead of the profound changes taking place in the industry.



Autosport International

Story: Mike Rysiecki
Photography: Michael Ward



Traditionally the new season opener, this year's Autosport International at Birmingham's NEC offered up some special treats for Italian car fans. Visitors arriving from the main car parks got to see Abarth's driving experience before even entering the building. Once inside, the Ferrari mainstage feature was a must-see display celebrating 70 years of racing glory.

Ferrari continued its 70th anniversary celebrations by showcasing its exclusive Corse Clienti activities alongside its Competizione GT initiative. F1 was represented by an F2004 which won the team's sixth straight Constructors' Championship and fifth straight

Drivers' Championship with Michael Schumacher. This was one of the most dominant cars in the history of Formula 1 with 12 pole positions and 15 out of 18 race wins. Lap records set at eight circuits in the 2004 season still hold today, five of them current F1 venues.

Also on display were a Ferrari 488 Challenge from the European series, the world-championship 488 GTE, the new FXX K EVO and the SF17H F1 car driven by Sebastian Vettel and Kimi Raikkonen during the 2017 season. Ferrari announced its intention to evaluate a new series for 488 Challenge cars in the UK for 2019 which would run to the same regulations as their European series.





The attention-grabbing Abarth 595 outdoor Auto Test experience was designed to demonstrate the Torque Transfer Control capability with Turismo and Competizione derivatives, made available to test drive. Indoor action came from an adrenaline-filled passenger drift experience with a pro driver in a 124 Spider on an obstacle-filled track.

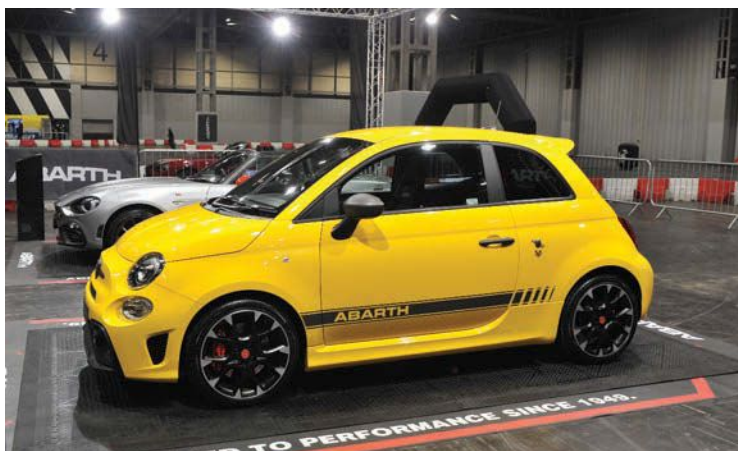
The British Touring Car Championship celebrates its 60th anniversary in 2018 and the DUO Motorsport team presented its newly constructed Alfa Romeo Giulietta contender. Bringing the legendary Italian marque back to the BTCC, the Swindon squad's new-for-2018 car was revealed at the show. Rob Austin will campaign the exquisite white-and-green Alfa this season.

In the Performance Car Show section, three green Lamborghinis held their own against a broad display of current supercars. Liberty Walk UK shocked traditionalists and polarised reactions with its matt green wide-bodied Lamborghini Aventador and Ferrari 488 offerings. This uniquely West Coast American treatment of Italian supercars has well and truly hit the UK.

Over in the Historic Motorsport hall, Coys auction house presented a variety of classic Ferraris, including

a 1975 365 GT4/BB reputedly delivered new to Colonel Ronnie Hoare at Maranello Concessionaires UK. A 1992 F40 in LM specification also went under the hammer.

Look out next for the Historic Motorsport International show-within-a-show at the London Classic Car Show, 15-18 February at London's Excel, followed a week later by Race Retro at Stoneleigh Park near Coventry, 23-25 February. *Auto Italia* will be reporting from both – see you there!



BUYERS' GUIDE

EVERYTHING YOU NEED TO KNOW ABOUT BUYING, DRIVING & OWNING

ALFA ROMEO 4C

Underrated masterpiece? Flawed genius? Here's the truth about Alfa Romeo's controversial mid-engined sports car – and everything you need to look out for when buying a 4C

Story by Richard Dredge
Photography by Michael Ward





On paper, Alfa Romeo's 4C mid-engined sports car has it all: exotic carbonfibre chassis, potent turbocharged engine, lightweight agility and show-stopping looks. But when it was launched, the 4C's price was perceived by some as too steep, while its chassis set-up was, reported many testers, too edgy. Time has brought fresh perspectives. Is now a great time to buy a 4C?

We got our first glimpse of the 4C in concept form at the March 2011 Geneva motor show. Two years later the production car was revealed in coupe form, but the first eager buyers would have to wait until 2014 before their cars were delivered.

The first 1000 examples were Launch Editions (400 in Europe, Africa and the Middle East, 500 in North America, 100 for everywhere else).

By summer 2015, the open-roof 4C Spider was on sale, featuring faired-in xenon headlamps (which were now optional on the coupé), an upgraded hi-fi and the option of a redesigned air intake system with improved transmission cooling, for track day fans. The arrival of the Spider coincided with a revised coupe with new front dampers and strengthened panels on either side of the engine bay.

To mark half a century since the introduction of the Duetto, in 2016 a 50th Anniversary Spider went on sale in the UK only. Limited to 50 examples and priced at a hefty £67,505, each one came in Competizione Red, Giallo Prototipo (yellow) or

Madreperla White and featured only cosmetic tweaks over the standard car, including a carbonfibre surround for the instruments, 10-spoke 19-inch alloys and a numbered plaque on the dash.

The motoring press has been buzzing recently about a revised 4C that's set to be shown later this year, before going on sale early in 2019. Alfa engineering boss Roberto Fedeli has already gone on record to say that no 4C will feature a manual gearbox and as a result, any changes are likely to be relatively minor. Alfaworks' Jamie Porter is easily the best-known specialist for the 4C. He comments: "I suspect a revised car would adopt electric power steering, as the unassisted set-up of the current car has attracted quite a lot of criticism."

ON THE ROAD

With a kerb weight of just 925kg it's easy to see why the 240hp 4C is so rapid. At launch, Alfa's European sales boss, Louis-Carl Vignon, reckoned that on tight, twisting roads the light and compact 4C could potentially leave a Bugatti Veyron for dead – tough talk.

While the 4C is fast and well balanced, in standard form it takes commitment to take it by the scruff of its neck and drive it to within an inch of its life on public roads. In many ways, this is a car that's more at home on the track.

All 4Cs come with Alfa's DNA system. As well as the regular Dynamic, Natural and All Weather modes there's a Race setting too. 'R' mode allows the 4C to be driven much harder before the electronic aids cut in to save your skin; the ASR is disabled altogether, while the stability control intervenes to aid stability under harsh braking.

There's a tendency to tramline and the brakes lack feel on the road, but they're much more reassuring on track, where they can get up to temperature. Brembo track-spec pads are used at the front, but the rears are standard; upgrading the rear pads gives more bite once things are hot.

It's a similar story with the tyres. All 4Cs are supplied with Pirelli Zero Corsa AR tyres which are road-biased, but there's an ARR alternative for cars driven on track. Once hot these are fantastic, but if conditions are cold and/or wet they can be nervous.





Jamie Porter at the Alfa Workshop has developed a package of adjustments that are widely acknowledged to unleash the 4C's full potential. For road use, £450 sorts out the front geometry while £2500 prepares a 4C fully for the track, with a remapped ECU and revised rear suspension added to the mix.

ENGINE & TRANSMISSION

With most 4Cs having been barely run in, and most still under warranty, faults and wear aren't something that you should expect to encounter. The main exception to this is a tired turbocharger, although this is only likely on a car that's regularly been driven hard on track. Whistling noises might be evident, but it can be hard to tell when a replacement turbocharger is needed; expect to pay around £1300 for a specialist to do the work.

The 1750cc engine is fitted with a cambelt that has to be replaced every five years. There's no set mileage recommendation but Jamie Porter suggests a self-imposed limit of 60,000 miles. Poor engine access means replacing the belt is a pig of a job, which is why it's a bit more costly than you might expect, at £650.

An ECU remap is one of the most popular 4C mods. The Alfaworks remap boosts peak power to 280hp while maximum torque is increased to 310lb ft; at the same time the torque curve is also flattened out, so in-gear times are reduced, while the four-pot's driveability and flexibility are both improved by more than you'd think possible.

The 4C's gearbox doesn't give problems and neither does the diff, but the driveshafts are fitted with a spider joint which can fail on high-mileage cars. This wear-and-tear item costs £350 per side to fix. It's usually the offside joint that fails and you don't have to replace the driveshafts in pairs.

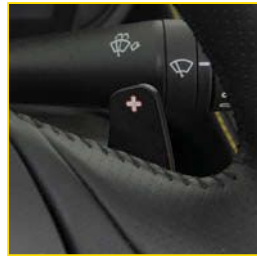
CHASSIS & BODY

The 4C's monocoque is made of carbonfibre, while the outer panels are all various types of plastic. Bodywork damage is unusual and when it does occur it's usually major because of a track day excursion. While outer panels are available, monocoques aren't; when someone buys a 4C new, they have to sign a contract that says they'll send the car back to Italy if it needs major repairs. Subsequent owners aren't bound by the same rules, but this makes no difference as replacement monocoques aren't available in the UK. It's obviously worth checking the panel alignment, but also check the subframe which may well be bent in a big impact.

More likely is stone-chip damage to the soft paint, especially across the nose and bonnet. A caring owner will have fitted clear protection film (Alfa now offers this as an option), but if the car has had a respray it's not necessarily because of accident damage.

The front lower wishbones are fitted with a ball joint that wears; cars used on track days are especially likely to be suffering from this. Putting things right is easy enough, but unfortunately the whole wishbone has to be replaced as the ball joint can't be renewed on its own. Expect an independent specialist to charge £450 to put things right.

The steering is prone to wandering and has very little self-centring because of the lack of castor (it's set at just two degrees). It's possible to fit wishbone



Simple interior lasts well. Engine needs cambelt change after five years but 1750 unit is proving robust





spacers that tweak the geometry slightly – enough to make the car feel much more stable when cornering at high speeds. A set of eight spacers from Alfaworks costs £300, with different versions available depending on how the car is driven.

The rear suspension has a small amount of passive steering built in, but revised wishbones will transform stability in corners. A pair of these costs £864 excluding fitting, so it's not a cheap mod, but it is money well spent if you do much track driving.

INTERIOR

The interior is Spartan so there's not much to go wrong. The trim lasts well and so does the instrumentation, switchgear and electrics. You obviously need to check the seat bolsters for wear and that all of the electrical equipment works, but there are no weaknesses that have materialised yet.

RUNNING COSTS

By embracing lightweight construction so enthusiastically, the 1.8-litre four-cylinder 4C offers supercar performance without wilting your wallet. The official fuel consumption figure is 41.5mpg while CO2 emissions of 157g/km mean affordable road tax.

Says Jamie Porter: "Driven carefully, a 4C can return 50mpg, but in everyday use you should expect closer to 32mpg. On a track day I'd expect around 12mpg, though, which can get costly when you fill up with super unleaded. The Pirelli AR rear tyres typically last 6000-8000 miles while the ARRs will probably need to be replaced after just 4000 miles; replacements cost around £160 apiece."



TECHNICAL SPECIFICATIONS

ALFA ROMEO 4C

ENGINE:	1742cc 4-cyl turbo
POWER:	240hp at 6000rpm
TORQUE:	258lb ft at 2100-4000rpm
TRANSMISSION:	6-speed dual-clutch semi-auto
WEIGHT:	925kg
MAX SPEED:	155mph
0-62MPH:	4.5sec





The 4C has to be serviced every 12 months or 12,000 miles. The Alfa Workshop charges £360 for a minor service and £500-£615 for a major, although the bill after five years or 60,000 miles is £850 when a fresh cambelt is due.

PRICES

The cheapest 4Cs are now dipping below the £40,000 mark. Very few have breached the 10,000-mile barrier but we came across one that had notched up 34,000 miles, priced accordingly at a very tempting £33,000.

As long as you've got £40,000 in your pocket, you've got your pick of cars, including some that have been improved by Jamie Porter. If your budget stretches to £42,000, a Spider is within reach, although most are priced from around £45,000. The most costly Spiders are generally priced at £50,000 for a delivery-mileage car, although there is the odd example priced above this.

Jamie Porter adds: "Launch Edition cars are worth seeking out as they're very highly specified. They sold for £52,000 when new but the same car bought new now would be around £65,000. Whatever you buy, check what extras are fitted; some high-spec cars have the same asking price as cars with very few options. A popular extra is the Racing Pack which brings lots of carbonfibre for the interior, along with revised springs and dampers, thicker anti-roll bars, a sports exhaust and bigger wheels.

"We're likely to see a revised 4C within the next year and this is common knowledge, which might soften values soon. What's more likely to make the 4C more affordable, though, is an increase in the number of used cars coming onto the market. Alfa has offered some keen lease deals, and many of those cars will be coming to the end of their term soon which means they'll be entering the used market, increasing choice and possibly reducing values." 🇮🇹

Overall the 4C is holding its value well. The soft-roof Spider attracts a slight premium over the coupe

TYPICAL PRICES

- 4C Competizione Pack, 2014, 6000 miles, red, £37,490
- 4C Spider 50th Anniversary, 2016, 3620 miles, yellow, £41,250
- 4C coupé, 2017, 58 miles, white, £44,500



Thanks to Jamie Porter at:
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www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

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www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiplaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

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Lancia Motor Club GB

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Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

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Club LanciaSport

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Stratos Enthusiasts Club

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Maserati Club

Contact: Dave Smith
admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates
www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2018

February 7-11

Rétromobile Porte de Versailles, Paris
www.retromobile.com

February 15-18

London Classic Car Show,
ExCeL London
thelondonclassiccarshow.co.uk

February 23-25

Race Retro
Stoneleigh www.raceretro.com

March 17-18

Goodwood 76th Members' Meeting
Goodwood Circuit, Chichester
www.goodwood.com

March 30-April 2

Horsham Piazza Italia
Italian Car & Bike Festival
Horsham, Surrey
www.horshampiazzaitalia.co.uk

April 7

Alton Italian Car Day
Departure Lounge Café, Hampshire
GU34 4BH

April 22

AROC Spring Alfa Day
Imperial War Museum, Duxford, Cambs
www.aroc-uk.com/events-diary

April 27-29

Ferrari Racing Days
Silverstone circuit
www.silverstone.co.uk

May 5

Auto Italia Italian Car Day
Brooklands, Surrey
www.auto-italia.net

May 13

Classics at the Villa
Villa Scalabrini
Shenley, WD7 9BB
www.classicsatthevilla.com

May 11-13

Lancia Motor Club Great Northern Weekend Drymem
www.lanciamotorclub.co.uk

May 16-19

Mille Miglia
Brescia-Padova-Rome-Parma-Brescia
www.1000miglia.eu

May 19-20

Beaulieu Spring Autojumble
National Motor Museum,
Hampshire
www.beaulieu.co.uk

May 20

AROC South West Alfa Day
Haynes Motor Museum, Somerset
www.aroc-uk.com/events-diary

May 25-27

Concorso d'Eleganza Villa d'Este
Lake Como, Italy
concorsodeleganzavilladeste.com

May 26-27

La Vie en Bleu/La Vita Rossa
Prescott, Glos
www.prescott-hillclimb.com

May 29

Scottish Italian Car and Bike Day
Cairnie Fruit Farm, Cupar, Fife

June 2

Alton Italian Car Day
Departure Lounge Café, Alton,
Hampshire GU34 4BH

June 3

AROC Italian Extravaganza
Newby Hall, Yorkshire
www.aroc-uk.com/events-diary

June 8-11

Lancia Motor Club Sliding Pillar Rally
Chepstow
www.lanciamotorclub.co.uk

June 29-30 & July 1

23rd Vernasca Silver Flag
Classic car hillclimb, Castel'Arquato
www.vernascasilverflag.it

July 1

AROC National Alfa Day
Weston Park, Shropshire
www.aroc-uk.com/events-diary

July 12-15

Goodwood Festival of Speed
Chichester, Sussex
www.goodwood.com

July 20-22

Silverstone Classic 2018
www.silverstoneclassic.com

July 28 (DATE CHANGE)

Supercar Saturday
Brooklands www.auto-italia.net

August 3-5

Lancia Motor Club National & AGM
Kenilworth, Warwickshire
www.lanciamotorclub.co.uk

August 4-5

Beaulieu Supercar Weekend
National Motor Museum, Hampshire
www.beaulieu.co.uk

August 19

Festival Italia
Brands Hatch Circuit, Kent
www.festivalitalia.com

August 30 - September 1

Salon Privé
Blenheim Palace, Oxon
salonpriveconcours.com

September 1-2

Beaulieu International Autojumble
National Motor Museum, Hampshire
www.beaulieu.co.uk

September 7-9

Goodwood Revival
Chichester, Sussex
www.goodwood.com

September 23

AROC Southern Alfa Day
Winkworth Arboretum, Surrey
www.aroc-uk.com/events-diary

October 14

Autumn Motorsport Festival
Brooklands, Surrey
www.auto-italia.net

October 25-28

Auto e Moto d'Epoca 2018
Padova, Italy
autoemotodepoca.com

November 9-11

NEC Classic Motor Show
Birmingham
www.necclassicmotorshow.com



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Alfa Romeo 105 Giulia Spider 1600 Boat tail. 1969, 7580 miles, red. Found up bare metal restoration, completely rebuilt engine, clutch, gearbox, brakes and suspension, refurbished brakes, new hood and hood cover, new correct rubber mats passenger compartment and boot, seats recovered, period Blaupunkt radio (it works!). Bodywork restoration in Poland, mechanical, final painting and detail restoration completed by Alfa Workshop September '17, MOT till May '18, must be viewed to appreciate the quality of restoration, £36,000 ono. The car is in storage in S Cambridgeshire. Email: David on dejpepper@btinternet.com. A265/022



1991 Alfa Romeo Spider S4 automatic. LHD, US specification, 30,500 miles, car is in classic red /black cloth hood, Alcantara interior/black carpets, fully loaded, 3 speed automatic, driver air bag, a/c, pwr steering, ABS, pwr windows, car is in beautiful condition and is admired wherever it goes, has full MOT thru 2018. This Spider is a rarity, £15,900, can be viewed in London. Email: marcolupi100@gmail.com. A265/025



1992 Alfa Romeo 75 TS limited edition. 100K, red. Sadly it's time to let go of our lovely Alfa 75 rare ltd edition. This car has been loved and serviced throughout its life, and benefits from Recaro seats and sunroof, very clean inside and out, £6000. Tel: 01279 723189 for viewing. A265/029



Alfa Romeo 75 3.0 V6 Cloverleaf. '90 H-reg, long MOT with comprehensive history. Genuine Cloverleaf, correctly registered with the DVLA by Mangolets. New cambelt and Eibach rear springs, refurbished rear brake calipers plus Koni shocks all round. Drives great and sounds amazing. Almost a four door SZ - grab a bargain while you still can. For sale by AROC member, this car is on the 75 Register, £9995. Tel: 07872 911678. Email: chris.cousins@hotmail.co.uk. A265/027



Alfa Romeo 75 Twin Spark LE. 1992, 105,000 miles, met black. Really great 75 Twin Spark LE with lovely, almost perfect, Recaro interior and really nice metallic paintwork. Benefiting from refurbished Speedlines and new tyres, a massive service by Jamie Porter at the Alfa Workshop including all oils and filters, brake fluid, discs and pads, distributor caps and leads and a good go through. It is now perfect and ready for next year's Alfa Club events! New Bosch battery and all electrics work including the sunroof, £3000 ono. A really nice, useable future classic Alfa. Tel: Ted Pearson, 07885 372439. Email: ted@mpi.ltd.uk. A265/021

2007 Alfa Romeo 147 1.6 Collezione. 48,000 miles, red, FSH, very good condition, lots of work done including cambelt, next MOT March '18. Full leather interior in good condition, 17" alloys, all work done at Alfa specialist since ownership. Some stone chips on bonnet which have turned into surface rust, £2200. Tel: 07568 373881. Email: ajholvey@msn.com (located in south east London). A265/030



Alfa Romeo 147 1.6 Lusso. 2002, 91,200 miles, Gabbiano Blue. Lots spent in my ownership and recently had: new AR front and rear discs and pads, new AR windscreen and wipers, AR cambelt kit and water pump (2K miles ago), top hat bushes, AC system recharged and serviced. Works perfectly, low mileage of c.91,000, Lusso spec with leather (Comfort pack option), cruise control, 16" alloys, factory stereo, MOT'd until 25th April 2018, good condition for age and is clean, owned by enthusiast, £825 ono. Tel: James, 07766 821606. Email: hebdenhedgehog@gmail.com. A265/020



1998 Alfa Romeo 147 1.6 TS Collezione 5 door. I am very reluctantly parting with my much loved car, owned for 5 yrs +, MOT until August 2018, the car has 74,500 miles, is in excellent condition, has been regularly serviced and well maintained. No known faults or likely expenses coming up, the car is great to drive and is black with champagne leather, £2250 ovno. Tel: 01778 423629. Email: carolcorliss@hotmail.com. A265/008



2003 Alfa Romeo 156 GTA Sportwagon. 84,100 miles, red with black and grey leather interior, factory sunroof. Alfa Romeo service history, cambelt, water pump, head gaskets, 6 spark plugs, radiator and 3 coils all replaced 500 miles ago by my local Alfa dealership (£3500). Harvey Bailey suspension kit (HBE front and rear shock absorbers) and CDA air box, Q2 system, 330mm front discs. Supersprint stainless steel centre section and rear box, Parrot hands free phone, rear parking sensors. Owned by me since 2005, new MOT, garaged, £10,950. Tel: Ian, 07759 696378. A265/006



2012 Alfa Romeo 159 1750 Tbi Lusso. Last of the line, low mileage. Former Registrar's well cared for car in Alfa Red with dark grey leather, regularly serviced by trusted Alfa specialist, new cambelt last year. 33,000 miles only, MOT to January 2018, alloys just have a couple of minor kerbing damage, fairly new tyres on the front, rears will do another 5K or so, bonnet needs de-chipping, £7750 ono. Email: hughalex@talktalk.net. A265/024

CLASSIFIEDS ITALIAN CARS FOR SALE



Alfa Romeo 166 2.0 Twinspark. 2005, 55 plate, metallic grey with black full leather interior, fully heated and electric seats, refurbished alloys with new Pirelli P Zero tyres, also original alloys come with car and some spare parts, immaculate condition inside and out, maintained to a very high level with a folder of invoices, fitted with a Ragazon twin exit rear section exhaust, this is not a sports exhaust it is a free flow part, sounds just like Alfa original exhaust, recent timing belt fitted at 98K, car now 104K, just had recent service, always use genuine Alfa oils and filters, all parts fitted to the car came from Alfa UK or Alfa shop, lots of history, too many details to list, £3200. Tel: Euan, 01382 775494 evenings or 07774 672757 daytime and leave a message. A265/017

2006 Alfa Romeo 159 Lusso 2.2 JTS. 45,623 miles, Alfa Special Red, 2.2 petrol, owned from new, black leather interior, 18" alloys, multi CD player, new clutch and flywheel, discs and pads recently replaced. MOT until August 2018, excellent condition, £4700. Email: agarnett60@gmail.com (Rochester, Kent). A265/031



Alfa 156 GTA. 2003, black and tan leather seats, Bose CD, sat nav, 66,000 miles, owned for last 11 years, service history, new MOT, one to keep, vgc, £7995. Tel: 07802 308147. A265/019



1998 Alfa Romeo GTV 3L V6 24v. 105,576 miles, red. Not only is this 3L Alfa extremely fun to drive, with its stunning red exterior and beautifully contrasting tan leather seats, it looks amazing too. It will be sold with service and MOT and it has recently had its engine rebuilt (both cylinder heads skimmed, pressure tested and all new valves in), as well as a new cambelt and water pump, £3599. Tel: Philip or Sarah at Quarmby Garage, 01484 652927. Email: sarah@quarmbygarage.co.uk. A265/026



Alfa Romeo GT 3.2 V6. 2005, red. Good condition inside and out, work carried out since October 2015, 93,000 miles now 96,000, wheel alignment, 2x new tyres, battery, 2017 replacement timing belt, auxiliary drive belt, anti roll bar bushes, new brake disc and pads all round. MOT 29 08 2017, tax October 2017. Payment on collection from Reading or Marlow if easier, £4250. I'm happy to answer any other questions that you might have, for more information please call. Tel: Peter, 07880 550860. A265/023



Alfa Romeo 166. 3 litre, manual, grey and black leather trim, 120,000 with history, recent new alternator and clutch, 2 keys, MOT July '18, £2895. Tel: 07541 310419 (Spalding). A265/018



Alfa Romeo 156 2.0 litre Twin Spark Lusso. 130,000 miles, great condition. W-plate, dark red with black velour interior. Owned since 2002, FSH, Alfa member over 20 years. Well maintained, vgc for age, goes great, will be a classic soon, run five cars must reluctantly sell. Spent over £600 recently fully serviced and all belts done including new exhaust, includes over £1000 worth of Alpine car stereo equipment fitted, this comprises of a head unit, door speaker upgrades, amplifier in the boot and small bass sub unit. A real bargain for an Alfa enthusiast, can post pictures on request, £950. Tel: Ray, 07886 002482 (Essex). A265/007

2008 (58 plate) Alfa Romeo Brera S Prodrive. Special edition, certificate/car number 50. Alfa Red, clean, mint and 'cared' for. Full Alfa main dealer yearly service history, with stamped book, 23,000 miles to date, one owner from new. Full red stitched black leather (including dashboard) interior, with Prodrive seat badging, garaged kept, Brera S book, current MOT to Sept 2018, £12,500 ono. Tel: Nick, 07747 193175. A265/032



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1961 Lancia Flaminia berlina 2.5LHD, Excellent example £24,995



1964 Alfa Romeo 2600 Spider Factory RHD, 1 of 103, high end restoration: £134,995



1971 Citroen SM Sensational original car with 4k miles on 30k overhaul, the best £52,495



1964 Alfa Romeo 2600 Sprint Barn find! rare RHD, interesting history, original paint, complete £9,995



1972 Alfa Romeo 2000GTV Comprehensively restored LHD car, LSD, beautiful £34,995

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 1969 Alfa Romeo GT Junior
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ITALIAN CARS FOR SALE CLASSIFIEDS



2009 Alfa Romeo 159 2.4 Ti. 65,500 miles, red. Very pampered 159 2.4 Ti, with full service history, just had service, recent cambelt and water pump, pads front and rear, front end of the car was stripped and repainted to remove stone chips, and refitted with all new parts, has had a fortune spent, receipt for swirl flap removal, erg delete, bottom pulley, power steering reservoir and fluid upgrade, stage 2 remap, heated seats, Apple iPlay stereo, subframe stripped and undersealed, very regrettable sale, Alfa Romeo Owners Club owner. You won't find another like this, £7000 ono. Tel: Derek, 07861 292019. A265/055

Alfa Romeo GTV 2000 S3. 1985, red, 99,000 miles, renovation/spares/repair, £800. Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk. A265/033



1995 Alfa GT JTDM tastefully Cloverleafed Coupe. 74,600 miles, Stromboli Grey, 3 previous owners, 18-in jetfin alloys, FASH, 2 keys, nice, clean reliable GT with sensible mods, new clutch in Jan + new rear discs and pads in July inc service and MOT. Autolusso chip to 180bhp, still good on fuel, big service last year at Autolusso inc belts, pump, air con, hand brake cables and all of the front suspension wishbones. It was also Waxoyled then, other mods were swirl flap delete, EGR blank off, remap, red silicone turbo hoses, stainless steel cat back exhaust. Impeccable service history, all receipts and bills, £3000. Tel: Ifor, 07887 688556. A265/047



Alfa Romeo GT 3.2. 54 reg, only 28,000 miles, full service history, thousands spent! Refurbished alloys, new timing belt, tyres and upgraded exhaust system, immaculate throughout, £8995. Tel: 07880 233034. A265/004



Alfa Romeo GT 3.2 V6. 2007, 50,300 miles, black. Well looked after low mileage example, good condition inside and out. All bills and past MOTs available, MOT until Jan '19, underseal reapplied Jan '16, new clutch May '17, four new tyres Aug '17, full annual service Nov '17, new front lower suspension arms and rear brake pads Dec '17. Kenwood DAB stereo with Bluetooth connectivity, compatible with iPhone and Android, original factory stereo included, £8000 ono. Tel: Danny, 07752 725712. Email: boss1944@outlook.com. A265/052



2014 Alfa 4C. 6000 miles, 8C red, purchased new December 2014. Has been used mainly as a show car hence the low mileage and excellent condition. The 4C is a pure raw sports car and great fun to drive, comes with a made to measure exterior cover, £45,000. Tel: Dave Taylor, 07905 011884. Email: david.taylor31@virgin.net. A265/056

FERRARI



1977 Ferrari 308 GTB. This 308, chassis no 21441, was originally Cooper Cars' (Leicestershire Ferrari dealer) demonstrator, it was converted to a race car in '98 and went on to win the Pirelli Ferrari Challenge in the hands of Robin Ward, now converted back to fast road spec, I recently purchased the car from Nick Cartwright Cars, however it is too uncomfortable for me! So is offered for sale at £55K, please phone for further details. Tel: Chris, 07860 395558. A265/053



Ferrari 348TS. 1993, UK car, RHD, front battery model, pristine condition, probably one of the best examples on the market, 33K miles, red with cream leather, totally original as Ferrari intended, no colour coded painted sills/roof apart from sports exhaust (original Ferrari Challenge exhaust), but also comes with standard exhaust, owned over 12 years, low number of previous owners, garaged throughout ownership, full Ferrari dealer specialist history, HPi clear fully matching numbers car, MOT. Email: am0360cs@sky.com. A265/050

Ferrari 308 GTB fibreglass. 1977, dry sump fibreglass car converted to race spec many years ago. Very quick car, would be competitive in the club series in the right hands, road registered. Tel: John, 0784 0420283 for more info. A265/034



1990 Ferrari 328 GTS with Crema hide interior, original factory alloy wheels which are in excellent condition. Manufactured in late 1989 and first registered in 1990 this is believed to be the last 328 GTS registered in UK. The car comes with many service receipts and manuals, has a comprehensive history from new and has been regularly serviced, June 2017 both clutch and cambelt replaced. The car is MOT'd and has 83,000 miles and I'm willing to sell at £59,950. Tel: Peter, 07850 027162. A265/054



Ferrari 458 Italia. Selling my low mileage 458 Italia, 5400 miles only, stunning spec and immaculate condition throughout, £165,000. Email: dean@reliableelevatorservices.co.uk. A265/048

Ferrari 328 GTB race car. Campaign in this year's Classic Series, ready for 2018, please call Robert for further details. Tel: 07802 638618. A265/035

Ferrari 308 GTB. This is a car that will speak for itself, now 40 years old has lived in France, Monaco and East Preston in West Sussex in the last 9 years, has recently had a respray as some of the lacquer was peeling off, only 26,000 miles, it's left-hand drive. The passenger seat has a small split, overall a great motor, a 308 GTB LHD dry sump car, and 4 double Weber carburettors, been in the family for at least 30 years, not seen rain as far as we know for thirty years, £65,000. Email: amorra@tiscali.co.uk. A265/036

Ferrari 550 Maranello. Selling my beloved 550 Maranello due to relocation, first registered May 1997. Tour de France blue with cream interior, 32,000 miles, just serviced and MOT'd with Carrs Exeter. Tel: Keith, 07500 931355. Email: kjh550m@gmail.com. A265/037



Ferrari F430 Coupe. Ferrari Owners' Club member has a 2005 F430 coupe for sale having just covered 32,200 miles, car purchased from Bentley Manchester 3 years ago, last serviced 24 May 2017, MOT till May 2018. Rosso Corsa with Crema hide this is a beautiful example with excellent service history. Full factory tool kit, manuals and wallet, both keys, tracker, torch and battery conditioner, car located in the NW, priced to sell, £79,950. Tel: Tony, 07787 550288. A265/051

FIAT



Fiat Seicento Sporting 1.1 MPI. 2003. Little use and only covered 13K miles! Not far off a new car, can only increase in value. Silver with grey and black trim, sunroof, alloys, power steering, overmats and full size spare. Had belt, exhaust and tyres, service history, tested, £1595. Tel: 01684 892906 (Malvern, Worcs). A265/011



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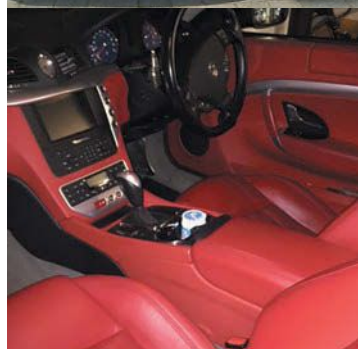
Fiat Panda 1.2 Dynamic 2007. 92,700 miles. Second keeper having owned it since Feb 2016. Frugal, cheap and reliable little car. Benefits from four new tyres, two new front shock absorbers and just serviced in November. Now being used occasionally as a third car. Ideal first car, cheap insurance and fun to drive, £950 ono. Tel: 07789 967128 (Bedfordshire). A265/010



Very Rare Fiat Stilo Schumacher Abarth GP. Prodrive model. Fiat made just 200 Fiat Stilo Schumacher Abarths to celebrate Michael Schumacher's 2000 F1 win, only 58,000 miles. Then they offered buyer the chance to upgrade to a 'GP' version. This involved the car being sent to the renowned rally preparation experts Prodrive, who took the standard car and added: front and rear road springs manufactured by Eibach, Bilstein front struts and rear dampers, 7 x 18-inch OZ Superturismo alloy wheels in 215/40 ZR18A, stainless steel rear silencer with twin outlet pipes. Only 60 buyers took up this option so this car is 1 of 60, £2895. Tel: 07870 222296. Email: james@jnbh ltd.com. A265/001

2002 Fiat Stilo 1.6ltr 16 valve Dynamic. Blue, full electric pack with rear parking sensors and auto tilt nearside mirror, full leather in blue and black, black Abarth 17-inch rims, F50 style vented bonnet (lacquer peeling), 40mm drop on suspension, twin rear exhaust, dark tint rear windows, rear hatch spoiler, 98,500 miles, runs faultless. Not many of these about, be different, £1250 ono. Email: immonoman@aol.co.uk. A265/015

MASERATI



2008 Maserati GranTurismo. I bought my GranTurismo new in May 2008 and it has been maintained by Maranello in Egham, who looked after all my previous Maseratis, and it is probably the best colour combination, Granito Grigio with Rosso leather and black stitching. It has done 38,000 miles and has the heated/memory seats, skyhook suspension with 20 birdcage wheels that I've just had refurbished as new, and there are red calipers. Other extras include rear parking sensors, Cobra security alarm with central control response, and the personal number plate 'R4ENA' could be included depending on price. Condition is excellent and there are no dents etc! I am looking to sell my lovely Mas for £31,000. Email: nickfp@hotmail.com. A265/005

PARTS



Alfa Giulietta Cloverleaf back box exhaust, year 2010, covered 45K miles, good condition, pick up only, £65. Tel: 07711 529403 (Bedford). A265/058



Alfa Romeo GT Junior/105 series 14" original alloy wheels in nice condition with classic Dunlop CR65 tyres, size 5.50M, which have barely been used, £550. Tel: 07812 411180. A265/063

Alfa Romeo 512 Nord engine. 2000cc, very good engine, £750. Tel: 07895 657892 (Berkshire). A265/038

Alfa Romeo GTV 916 speedo and rev counter module, black, vgc, £50 ono. Tel: 01564 772714 (West Midlands). A265/039

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A265/012

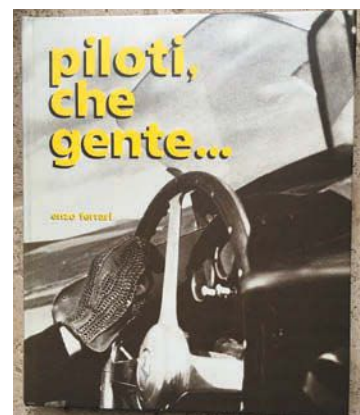
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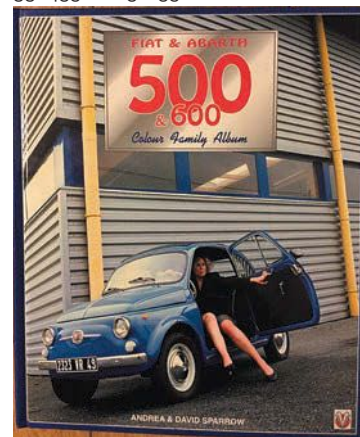
Hand made retro style Alfa Romeo steering wheel table. Measuring 350mm diameter x 475mm high. Polished stainless steel centre and spokes, black wood rim, set on a polished black glass table, period centre badge, £245 ono, shipping excl. Tel: 07564 637636 for further details. A265/003



Original manuals. Ferrari 400, Auto transmission Eng/Italian, perfect condition; parts catalogue, perfect condition; Ferrari 1948/63 op/maintenance vol 1, perfect; 400/400GT driver handbook; Ferrari 250 GT bonnet badge from chassis 0622 California Spider, ex Peter Collins. Tel: John, 07737 174200. A265/056



Ferrari book. Piloti che Gente, by Enzo Ferrari. First edition 1984 limited edition book, one of 2500 prints in English, 250mm+300mm, 2.16 kg, 359 pages, full of his racing memories and photos, not to be confused with later editions, in mint condition with small Maranello Concessionaires sticker on inside front cover, £85 plus postage. Tel: 01275 332459. A265/059



Fiat & Abarth 500 & 600 Colour Family Album. Hardback, very clean pages, great colour photos, history, rare book, excellent condition, only £12. Tel: 07399 359072. A265/057

Maserati factory spares catalogues. 1960's Quattroporte and 1960's Mistral, both vgc, £80 each plus secure postage cost. Tel: R.S.Weaver, 07979 760945 (Kent). A265/014



Ferrari car brochures. Original Ferrari brochures, F40, BB512i, 400i automatic, 2-Mondial quattrv, Mondial 8, 2 Maranello guides, cars from 1959 - La Ferrari 2000, Ferrari 1990. Very good condition, £235, incl P&P. Tel: 01275 332459. A265/060



FOC enamel badges. Bugatti Owners Club/FOC enamel badges, 1973-4-5-6. Absolutely as new, never worn, ex FOC member, £55 incl P&P in UK. Tel: 01275 332459. A265/061

Maserati 3200GT owner's handbook

New, £20 ono plus p&p. SZ brochures and launch video offers. Tel: Alan, 01635 202521 (Berks). A265/040
Registration 'FF18 FFF'. New Ferrari on order? On retention for March 2018 registration, can be registered with new car as original number plate. Offers please to leebanno@yahoo.co.uk or tel: 07803 602587. A265/041
'F12 NUT'. Registration no. 'F12 NUT', £11,500. Email: frank@franknutt.co.uk. Tel: 07979 966509. A265/042
'AJC 355'. £5355. Email: aandccushing@btinternet.com. A265/043



Ferrari puzzle. Jigsaw, complete, featuring cutaway 1962 250 GTO 3757, suitable tabletop or wall hang, 72x51cm £40. Tel: 01635 521474 (Newbury). A265/062

Alfa Romeo Alfetta all models 1973-81 Haynes workshop manual, v.clean, £10 ono + postage. Tel: 01564 772714 (West Midlands). A265/044



Magazine collection for sale. *Italian Cars - Sports & Classic*, forerunner of *Auto Italia*, later issues edited by Phil Ward. Editor's own set of all 14 issues in two official sleeve boxes, can be signed if required. Good condition, £150. *Alfa Romeo World*, rare collection of all four published issues. Good condition, £50. *Ferrari World*, UK issues 1 to 37 in two official sleeve boxes, includes Italian issue 1, German issues 6 to 10, 12, 29, 52, 53. Several duplicate issues. Good condition, £250. *Bialbero*, magazine of the Fiat Twin Cam Register, first ever publication to be edited by Phil Ward. Issues 1 to 19, some duplicate issues included, £50. Postage at cost, can be collected personally (Hertfordshire) or at Brooklands event on October 8th. Tel: 07870 563657. Email: philward@auto-italia.net. A265/064

WANTED



Wanted Fiat Barchetta. Looking to purchase a red (preferably) or silver Fiat Barchetta. Any year but must be in very good condition inside and out, the lower mileage the better. Must have good SH and have MOT, I am looking to spend around £3000, I have cash waiting, I am located in Cheshire. Contact Stuart on: 07766 785639. Email: s.major@chester.ac.uk. A265/065

Wanted Fiat Fiorino pickup. Prefer good condition, MOT, petrol or diesel. Tel: 07900 473602. Email: steve@stoneworkbysteve.co.uk (Bristol). A265/002

Wanted! Italian classic and sports cars: Alfa, Ferrari, Fiat, Lamborghini, Maserati, all conditions. R/L-hand drive, cash buyer. Please contact me if you are interested in selling your car and are looking for a prompt hassle free cash buyer. Call direct on: 07787 528131. A265/009

Wanted: Espada S3 LHD. Will swap 4 Merc 230TE 1988 estate, low miles, very clean, many new parts inc auto box, exhaust, brakes, batt etc; plus Pro camera items and large collection, also new Snap-On tools and collectables etc, please help. Tel: 01277 200530. Email: dcian@fastemail.us. A265/045

Items wanted: anything Lambo, books, mags etc, any country, swap4 books, mags etc, USA trucks, classic cars, guns, wildlife etc, lots more items to swap, most collectable. Tel: 01277 200530. Email: dcian@fastemail.us. A265/046



Wanted: for Lancia Dedra automatic. Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A265/013

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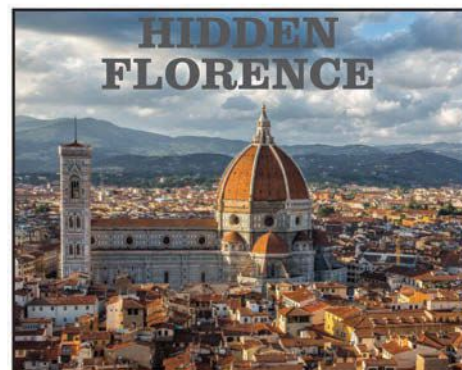
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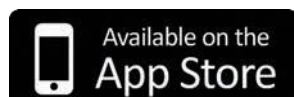
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CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

FUMIA XPORT

Story by Chris Rees

Ever wondered what Enrico Fumia – the designer of the Alfa Romeo 164 and 916 GTV – did next? You might want to close your eyes...



Enrico Fumia is not a household name. However, Fumia's designs are appreciated by enthusiasts and design cognoscenti, blazing a marginal but highly distinctive trail through Italian style history.

While Fumia was employed at Pininfarina, he designed three absolute classics for Alfa Romeo: the 164, GTV and Spider. Then he joined Fiat directly and was the bold hand behind the extraordinary Lancia Y of 1991 – to my eyes, still one of the most striking car designs of the last 30 years. Oh, and less well known is that he was also the designer of the Maserati 3200 GT's cabin.

That's a pretty impressive CV in anyone's book. So what did Signor Fumia do after being Director of Centro Stile Lancia? Well, he joined forces with another old great of Italian car design, Aldo Sessano, to form Master Design International in 1998. Again, hardly a household name, but it did a fair chunk of work for Japanese companies

such as Mitsubishi, Subaru and Suzuki.

Like most design houses, MDI really needed a striking concept car to show off its original thinking. I think you can say that the Xport presented in 2000 qualifies as both striking and original.

For the new car, Fumia patented a system called X-tile. The idea was to make an open-topped car with greater stiffness and cheaper-to-build construction than conventional convertible designs. X-tile was basically a criss-cross roof system: the windscreen pillar on one side of the car arched over to form the rear pillar on the opposite side, duplicated on the near and off sides to create an X-shaped steel cage over the whole passenger compartment.

The idea of the X-tile system was that panels in the roof could swivel to create a kind of open-topped effect. Although the prototype never in fact had any roof panels, a remarkable 128 possible roof combinations were claimed. To be honest, it all

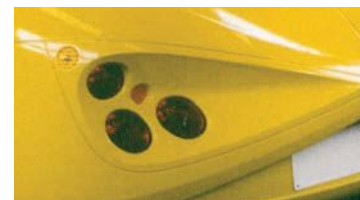
looked a bit shlonky, as if a bunch of stray scaffolding poles or a giant Meccano set had fallen on to the car from above.

X-tile was showcased in the Xport sports car, which really took up the baton of the X-pattern design theme: it carried it through on the body sides, as well as the front and rear ends. Even more striking was the symmetrical nature of the whole thing: the front and rear ends were interchangeable, as were the front and rear wings, and even the doors were symmetrical front-to-back. Oh, and it had a transparent rear spoiler, "to aid visibility."

A second design, a city car called the Xsmall, was also shown with the same roof set-up. The project was effected in cooperation with a company called Master Model, which built the concept and hosted the stand on which the two concept cars made their debut, at the June 2000 Turin International Auto Show.

The Xport and Xsmall ultimately had no future – quite literally as

they were both subsequently scrapped. No one ever did take up Fumia's X-tile concept in production. As Fumia commented: "I remain an artist, not a merchant." Instead, he went solo with a new company called Fumia Design and created a whole string of highly original small cars for Italian and Chinese clients, many of which are now in production. Overall, though, perhaps we should be grateful that the Xport does not appear on the list of Fumia production cars after such greats as the 164, GTV and Lancia Y.



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