

**DRIVEN! ALFA ROMEO DISCO VOLANTE SPYDER**

# AUTO **Italia**



Issue 248 October 2016 £4.80 US\$10.50

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**GIULIA**



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**Editor** Phil Ward

Tel: 01462 678205

philward@auto-italia.net

**Photographic Editor** Michael Ward

michaelward@auto-italia.net

**Editor at Large** Peter Collins

**Contributors** Keith Bluemel, Alan Cathcart, Chris Chilton, Peter Collins, Elvio Deganello, Roberto Giordanelli, Richard Heseltine, Andy Heywood, Chris Hrabalek, Simon Park, Chris Rees, Mike Rysiecki and Mike Taylor

**Art Editor** Michael Ward

**Back Issues** Tel: 01462 678205

**Subscriptions** www.auto-italia.net

**Advertisement Managers**

David Lerpiniere

david@talkmediasales.co.uk

Simon Hyland

simon@talkmediasales.co.uk

Tel: 01732 445325

**Classifieds email** liz.solo@ntlworld.com

**Managing Director** Michael Ward

**General Manager** Claire Prior

claire@gingerbeerpromotions.com

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## CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Phil Ward



Michael Ward



Claire Prior



Chris Rees



Peter Nunn



Peter Collins



Mike Rysiecki



Liz Smith



Auto Italia's events took on a new perspective following the successful Festival Italia at Brands Hatch in August. The combination of motor racing, demonstrations and parades worked very well. Spectators couldn't wish for a better viewing location created by the natural 'amphitheatre' of the Indy circuit. The real treat was the sight and sound of 'proper' Grand Prix cars being driven with determination. The organisers did well to collect a group of Italian-related cars, which are rare in the UK, notably the Dallara F191, Minardi 189 and Coloni C3. The group was complemented by Peter Jerram with his glorious Ferrari 212 F1, and stalwart *Auto Italia* supporters John Reaks with his Benetton and Kevin Mason's fire spitting Formula Nippon. The GP cars were slightly upstaged by the impromptu, high speed, low level fly-by of an RAF Typhoon fighter, which took everyone by surprise. Given the support by the Italian car clubs and *Auto Italia* readers it is possible that Festival Italia could become a regular event on the calendar. Bring it on!

Although they actually didn't meet at Brands Hatch, both the classic and new Abarth 124 Spiders were on site. Mick Wood ran his much campaigned Group 4 rally car in the track demo, while Lipscomb Abarth Maidstone displayed a shiny new black and white version on its stand. Coincidentally our lead feature in this issue is our test on the new Abarth 124 Spider. We finally received an opportunity to drive the new car properly to follow up on our brief run in the car at the Goodwood Festival of Speed. By all accounts it has the DNA of the original but in a modern context. The classic 124 Abarth, produced in just 1013 examples to homologate the rally cars, is so rare that few people have had the opportunity to drive one and driving a Group 4 rally car is almost unheard of. While we were privileged to drive an actual Group 4 rally car from the Abarth collection at Goodwood it is so far removed from the new road car that only the numbers '124' are similar. However, the Group 4 experience will be held 'on stock' until we can get our hands on the new rally car expected next year.

**Phil Ward**  
Editor

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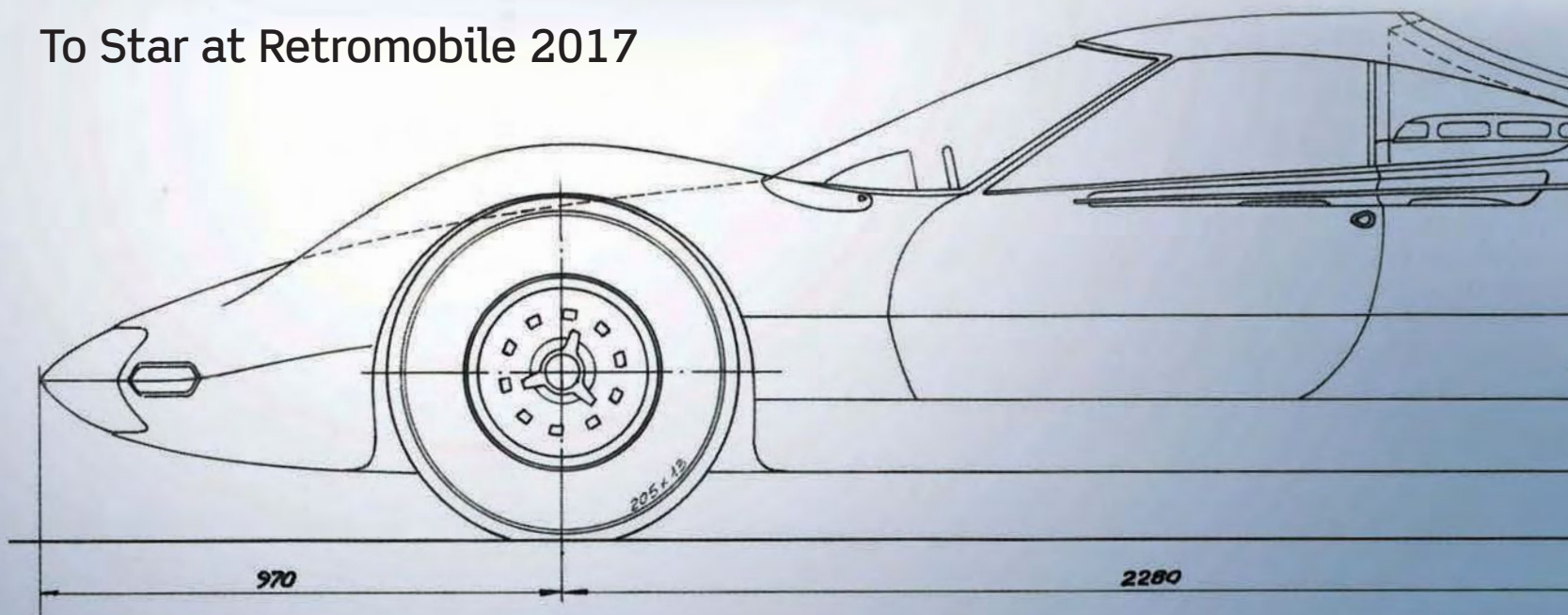


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# NEWS & VIEWS

## DINO PROTOTYPE

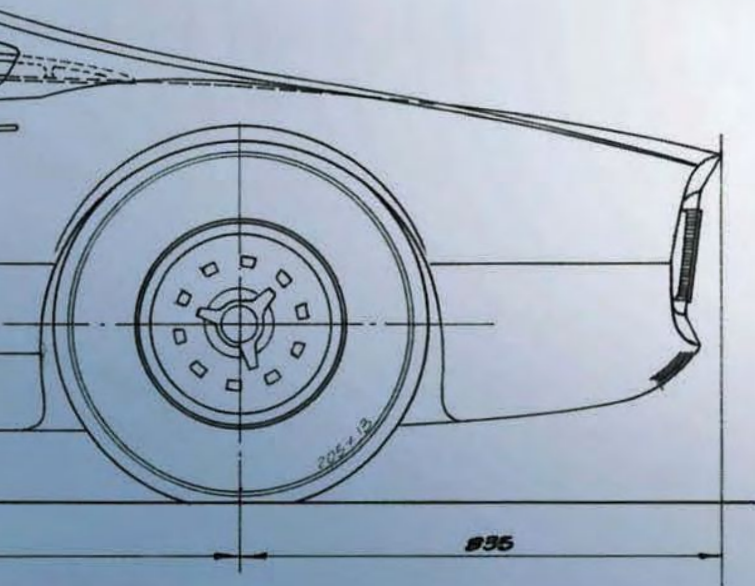
To Star at Retromobile 2017



The Artcurial Motorcars' Retromobile sale has established itself as one of the most exciting and important auctions in the international motoring calendar and next year's sale will not disappoint. The team is delighted to announce the sale of a highly important and unique piece of automotive history: the 1965 Dino 206 P Berlinette Speciale by Pininfarina.

This very special prototype will be presented for sale at the Retromobile Salon in Paris on 10 February 2017, some 52 years after it was first exhibited by Pininfarina at the 1965 Paris

Motor Show. The one-off model was built at the request of Enzo Ferrari and paved the way for one of the marque's most well-known models, the Ferrari Dino. Built on chassis 206P Ch. 0840, a type 585 competition tubular chassis, the prototype was designed by Leonardo Fioravanti. In 1967 the car was offered by Pininfarina, with the agreement of Enzo Ferrari, to the Musée de l'Automobile at Le Mans, where it has been exhibited ever since. The sale of this car will help promote and add to the ambitious and exciting collection belonging to the Automobile Club de l'Ouest.



### MASERATI 420 SUPER MONOPOSTO

The Best of Italy Maserati 420 Super Monoposto was inspired by the Maserati 320S Concept designed by Giugiaro and built by renowned Italian coachbuilders Candini in Modena. The 420SM is a fully prepared race car that will be driven by fashion model and TV presenter Jodie Kidd during the Best of Italy Festival. The supercar entry will run on a 26km closed-road hillclimb between Castell'Arquato and Morfasso near Piacenza. The 420SM has been designed and built in the UK and with the help from Italian sponsors, including O.Z for the wheels, Pirelli for the tyres and Sparco for various aspects of the interior. Based on a Maserati 4200 Spyder with a manual gearbox, the 4.2-litre V8 engine has been updated to 430bhp.

The inaugural Best of Italy Festival takes place on September 16-18 with sponsors including Pirelli and a factory visit from Pagani Automobili to set the standard for the event. It was important that the supercar theme would be supported by something special so the event founder and organiser Enzo Scalzo commissioned the 420SM.

Jodie Kidd unveiled the car at Auto Italia's Supercar Sunday event at Brooklands in July and she will be driving it at the Best of Italy Festival together with the Auto Italia-entered Ferrari California T. Other celebrities at the event will be 15 times motorcycling world champion Giacomo Agostini who will be riding a works MV.

For information on driving and spectator packages at the Best of Italy Festival visit: [www.bestofitalyrace.com](http://www.bestofitalyrace.com)





**INTERVIEW WITH SCOTT KRUGGER**  
 Scott Krugger, Head of Alfa Romeo Design, talks to Chris Rees about the Giulia and the future direction of Alfa Romeo

What's the best job in the world? Scott Krugger probably has it: he's the new Head of Alfa Romeo Design. We grabbed some time with him at the UK unveiling of the Giulia at the Goodwood Festival of Speed.

Scott arrived at Alfa Romeo in November

2015 after a stint as Chief of Design at Dodge and SRT, where he was the lead designer on the Viper. His new job is not just heading up Alfa Romeo but Jeep too. The Giulia's design was signed off some time before Scott joined but we were fascinated to know what he thinks of it.

"It's clearly distinctive in its segment. It's pure and visually light, and has real character. It's a great example of rolling sculpture. For instance, there's a line on the rear haunch that is very subtle, you don't notice it straightaway. I have to say the Giulia also looks fantastic in the 'wild' in Turin traffic."

What colour would his Giulia be? "Red is an obvious choice and it's gorgeous. White plays up the graphic elements of the car, like the brake ducts and air extractors. Monte Carlo Blue is also fantastic. But I'm a sucker for black. That'd be my choice."

And which Giulia model would he choose? "The QV is the heart of what Giulia is about. We deliberately announced it first because we wanted to start high and let that filter down to other models. That's an approach you'll definitely see in other Alfa models. I'm possibly even more impressed with the Giulia Super, though – its

dynamics are amazing."

Scott nips any talk of specific future Alfa Romeo models in the bud – he's obviously on a triple-line whip not to talk about them – but it's clear he's got a real vision for the brand.

"My challenge is to create a modern Alfa Romeo form. Alfa has had a huge variation in its designs over time, and part of my task is to answer this question: what do all these Alfas have in common?"

"I'm looking for purity in form, and also a timelessness, not a transitory design. Alfa Romeo has to stand out. We have to emphasise the Italian aspect, because Alfas will always be built exclusively in Italy."

"I want lightness. That means very few lines to break the design up – lines are busy. I'm looking for pure sculpture throughout the Alfa range. I'm looking for stance and presence, simplicity of form and an interior that plays up the driver-orientated aspect."

"As an Alfa customer, you're buying into passion, design, performance, the technical side and materials that impress. But we have to remember that Alfa Romeo is an inclusive brand, it's accessible – a people's car."



**GARAGE ITALIA CUSTOMS GOES TO LOS ANGELES**

Garage Italia Customs is showing the exclusive one-off Alfa Romeo 4C Hokusai inside the 'Piston Head II: Artists Engage The Automobile' exhibition being held at the Los Angeles Venus Gallery.

The 4C Hokusai is a celebration of the encounter between Japanese and Italian cultures. Alfa Romeo was chosen because it is a symbol of Italian character and it is loved by the Japanese, who have always been passionate about the Arese brand. The best-known Japanese work in the world was air-brushed by hand on its bodywork, 'The Great Wave off Kanagawa' by Katsushika Hokusai. The wave is hand painted and it dominates the entire rear side of the car and the surface of the roof, sinuously following the shapes of this extraordinary 'canvas'. Finally, the choice of the materials for the upholstery of the interiors – Kurabo denim and koi patterned cream Foglizzo leather – are a clear reference to Japan, as well as the covering of the steering wheel and handbrake handle, inspired by the art of wrapping the Katana hilt (Tsukamaki).





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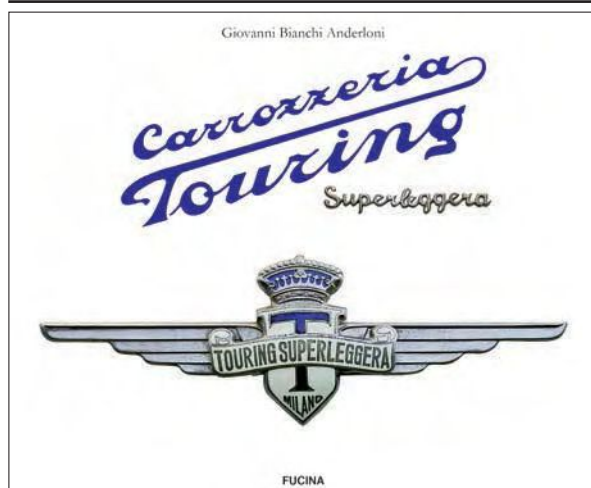
## FERRARI PASSIONE AT SILVERSTONE

Ferrari North Europe has announced the Ferrari Passione event at Silverstone to be held on 23-24 September, with exciting on-track action, paddock displays and parades.

Joining Ferrari at the event will be ex-Ferrari F1 driver Rene Arnoux who will be showcasing the XX programme and providing on-track demonstrations in the 599XX and FXX K track cars from the company's Corse Clienti division. There will also be racing action that includes a round of the Pirelli Ferrari Formula Classic Series, organised and managed by the Ferrari Owners Club GB. The series comprises cars from the 308 GTB to the F355 to compete on track in a competitive racing format, with grids of around 30 cars competing in different categories to allow for the performance differences from cars of different eras.

Ferrari North Europe will be hosting 1000 Ferrari VIP clients in an exclusive hospitality area overlooking the pit lane and the main start/finish line, with hospitality tickets available exclusively for Ferrari owners via the official Ferrari Dealer Network. Ferrari clients will be able to pre-book time on track for driving their own cars, or to test drive a car from the current Ferrari range both on road and on track. Clients will also be able to take part in a Ferrari parade each day, with more than 100 cars expected on track to showcase the incredible depth and breadth of the Italian marque's heritage and product range over the company's nearly 70 years.

General Public tickets will grant access to the Ferrari paddock area and the special Ferrari 'showroom' with a full product range of Ferrari cars on display inside Hall 1 of the Silverstone Wing. Tickets can be purchased directly from the Silverstone website: [www.silverstone.co.uk/events/passione-ferrari](http://www.silverstone.co.uk/events/passione-ferrari). Entry tickets cost £10, while children aged 15 and under can attend for free when accompanied by a paying adult.



## NEW BOOK ON TOURING SUPERLEGGERA

For lovers of vintage cars Carrozzeria Touring is synonymous with elegance and sophistication combined with aerodynamic efficiency. Touring built the most important Alfa Romeos from the '30s to the '50s, the most beautiful early Ferraris, the first Lamborghinis (350 GT and 400 GT) and many Lancias.

The important history of the Touring is included in this new book signed by Giovanni Bianchi Anderloni, grandson of the founder Felice and son of the successor Carlo Felice. The book has been realised thanks to the archive of the Bianchi Anderloni family with the support of the most important national archives and an extensive research of the vintage magazines. Published by Fucina, which has always specialised in motorsports books, the work is in two volumes. There are more than 750 pages and over 1300 pictures. The period when Carlo Felice Anderloni directed Alfa Romeo Centro Stile is also recorded.

The book will be presented in world premiere on October 20 at the Fiera di Padova, where the author will be available during the event to sign copies.

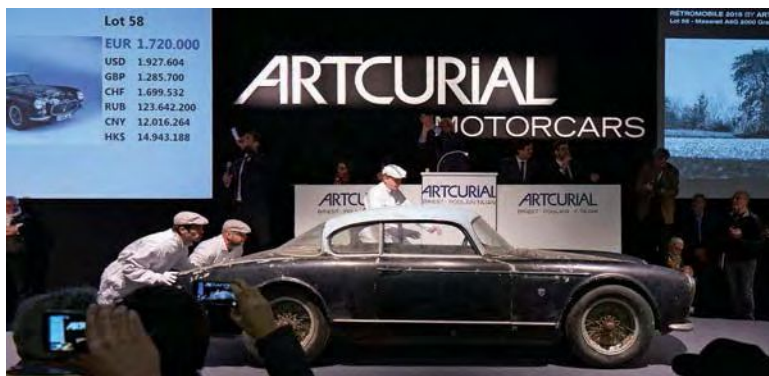
## KEY DATES FOR ARTCURIAL SALES

Artcurial Motorcars presents enthusiasts and collectors with an impressive programme of automotive sales over the next few months. During the autumn, the motoring team at Artcurial will hold three auction events, which include the sale of two important private collections. The dates and venues are:

**18 September 2016** – The D-Day Sale, comprising the contents of the Normandy Tank Museum, to take place on the museum site in Catz, Normandy.

**9 October 2016** – The On the Road Sale – the collection of American cars belonging to André Weber, to be held near Paris.

**30 November 2016** – Automobiles Sur Les Champs 10 – the tenth sale in the series to be held at the Artcurial Headquarters in Paris.





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## UNFINISHED PROJECT

On the top floor of The Photographers' Gallery, nestling between Oxford Street and Soho in central London stands a dismantled Fiat Topolino, surrounded by photographs of its restoration. And immediately the visitor is drawn from the central presentation to the surrounding photographs to find out why a meticulous restoration project should be displayed unfinished.

The work is that of Dutch Art Director and Graphic Designer, Erik Kessels and is a competing entry in the Deutsche Borse Photography Foundation Prize 2016. The photographs record initial restoration aspects of the Topolino and in their midst a short text explains the rationale for the project, 'Unfinished Father'.

Erik's father had previously restored four Fiat Topolino models and when working on the fifth, he suffered a debilitating stroke which left him unable to complete the work. The restored car remains incomplete as a reflection of the fragmented realities of loss and

memory and is the tangible realisation of the unfinished relationship. The photos taken by his father bear testament to what existed in the past.

The entry 'Unfinished Father' is one of four nominations for this year's Deutsche Borse Photography Foundation Prize and was originally shown at Fotografia Europea in Reggio Emilia, Italy in 2015.

**Jim McCauley**



## COLONEL RONNIE HOARE

I keep droning on about my father's (David Gambie) experiences with the Colonel whilst working for him at F English in Bournemouth and it was suggested that I get in touch with you as you may be interested in interviewing him.

I picked a copy of the June edition of with a

view to obtaining your contact details and blow me down if you haven't got an article devoted to Colonel Ronnie Hoare the old man's governor.

As a teaser I include this shot of the old man fuelling up the Ferrari of Mike Parkes at I think the 1962 Silverstone TT. He missed out on the 1963 and the guy that took over the fuelling, Reg Sear, got his mug on the cover of Motor Sport. I know because I have a copy. The Old Man never forgave him . . .

The Ford GT40 that the Colonel is pictured sitting in came in kit form and was assembled by my father and John Freeman in John's studio (Shed) up the end of his garden (big garden). Don't ask me why but Jochen Rindt dusted it

down at Goodwood the drove it in the Austrian Sports Car GP. My Father and his oppo George Wilby (ex-Korean Vet) drove the support vehicle, a Ford transit, down to the race. That in itself is worth an article.

The Colonel sponsored John in the round Britain boat race. I think that they used a Fairey Huntsman with

marineised Ford diesels. The Colonel then backed John's Sabre Marine Engines for whom my Father worked at a later date. The company went on to hold the world speed record for marine diesel engines. Yet another story.

Great shot of the three Ferraris staged around the open mouth of a Silver City transporter. Father used to fly out from Christchurch airport to collect a couple of Ferraris with George and drive them carefully (yeah, that will be right) back to Bournemouth for tidying up prior to delivery.

**Michael Gambie**

## HAPPY CHAPPY

Just had to thank you and the rest of the team for another cracking issue of *Auto Italia* (245). I always look forward to reading your magazine but this issue was a belter! I particularly enjoyed the article on the Lancia 037 which is one of my all time favourites and would definitely have a place in my dream garage. At the other end of the scale I was also chuffed to see the humble Fiat 850 Coupe and Spider gracing the pages. I've never owned one of these little Fiats but I love 'em and much more interesting than the usual 500. Finally the first proper road test

on the Alfa Romeo Giulia. After seeing all the pictures of this stunning saloon it was great to read what it actually felt like to drive. With most modern sports saloons being German (yawn!) I really hope the Giulia is a massive hit for Alfa Romeo. They really seem to have put their heart and soul into this car (plus a lot euros!). Anyway keep up the good work as it's greatly appreciated.

**Rob MacFarlane**

## FAKE FERRARIS

G'day from Australia, in issue 243 of *Auto Italia* you talk about a 'Panther' in the Obscurati section, I read the line about Maranello's finest going for the jugular with replica builders. Well there is a guy in New Zealand who builds and sells fully badged Ferraris. I've argued about the fact that no matter how nice it is Ferrari has spent probably billions building its name and mystique. Obviously copyright doesn't exist in New Zealand as he is making money off their name. I don't believe it should be allowed. The artistry is exceptional but it shouldn't be badged as a Ferrari if it wasn't built by Ferrari. Cheers and all the best from Australia – really love the magazine!

**Ric Volpi**

**Victoria, Australia**



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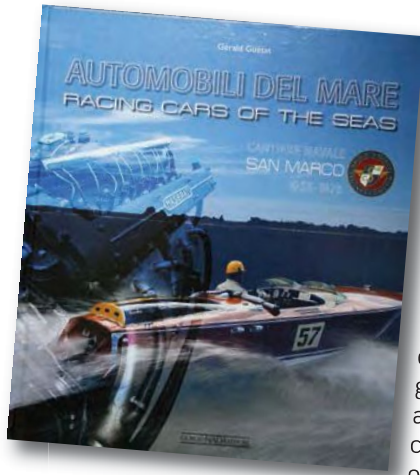
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**Automobili del Mare - Racing Cars of the Seas by Gérald Guétat**

Giorgio Nada Editore  
€60, £60

Between 1954 to 1975, the Milan-based San Marco boatyard wrote some of the most interesting pages in the post-war history of powerboating. San Marco is the only yard that has extensively used Italian car engines for both its racing and production boats, including those of Ferrari, Maserati, Alfa Romeo, Lancia, Fiat and Abarth. Like a fashion designer or a famous Italian coachbuilder, for over 20 years Oscar Scarpa, founder of the yard, promoted a tradition of excellence, building with his son Sandro around 600 exclusive boats, each with unique specifications, either technical or aesthetic and beautifully finished.

The book is a tribute to the San Marco boatyard's unique contribution to the world of speed boats and cars and reviews its full history. The work is illustrated with a remarkable collection of hundreds of unpublished archival documents and photographs as well as detailed information, such as its extensive

production and racing records. Author Gérald Guétat is an occasional contributor to *Auto Italia* and his words are always accompanied by superb photography. The combination of glamorous cars and speed boats complement each other extremely well and are a visual feast in this excellent book. Good reading. **PW**



**Maserati 250F - The Autobiography of 2528 by Ian Wagstaff**

Porter Press International  
£60 (de Luxe signed £250)

Fittingly for one of the most famous of all Maserati models, there have already been a number of books written about 250Fs over the years and yet it is still a brave author who takes on this complex subject. Complex because with the 250F more than almost any other racing car, the trail of chassis number and engine number changes in period to satisfy the needs of a successful racing team, followed by the re-constitution and

latterly replication of the cars to keep up with the appetite of the historic racing fraternity makes a detailed history necessarily a number cruncher's magnum opus. For some it has proved a life's work to bemoan the lack of detailed records by Maserati and to count body rivets on cars from black and white photos to separate the different chassis. And even now it is a work in progress, meaning that the definitive history of the 250F has still to be written.

Wisely, Ian Wagstaff and the Porter Press have taken a different approach to the old racer with this new book and chosen to concentrate on a single Ch. 2528. It also fits

neatly into the Porter Press series of car autobiographies, one of which (on Ferrari 250GT SWB Ch. 2119GT) I had already read and thoroughly enjoyed.

Equally shrewdly, Wagstaff has also chosen Adolfo Orsi Jr as his contributing editor, who writes a first chapter about his Grandfather Adolfo and how he came to buy Maserati in 1937. Uniquely placed to offer this kind of insight, Adolfo Jr sets the scene for the birth of the 250F and adds some previously unseen period photography of the personalities and the Modena factory that cannot help but draw the reader back to 1954 and

the genesis of the model. The following chapters deal with the history of the model, and how development led Maserati to manufacturing three 'lightweight' chassis for the 1957 season, of which 2528 was the second. Jean Behra was the usual driver of the car and won three non-championship grands prix during that season, which was a great achievement, though probably overshadowed by Fangio having used the car to win the Monaco Grand Prix on his way to becoming Formula One World Champion for Maserati in that year.

The story of this year and the trials and tribulations of a factory team are enthrallingly written and with excellent period photography. Driver biographies are also included which add to the thorough feel of this research.

The second part of the book deals with the car in later life. Unlike some of the other chassis, 2528 has a relatively straightforward history, with only its whereabouts and ownership in the first half of the 1960s still unknown. Since then it has been in the UK, first with pioneer historic racer Charles Lucas (64-71) and since then with arch collector Neil Corner. The reminiscences of Lucas are extremely amusing and another great insight into a very different era of racing. Corner also is refreshingly candid about how these cars were viewed back then but it is clear that it he loves it like a member of the family and has

owned it for three quarters of its life. Compared to most of the other 250Fs this car has therefore led a relatively quiet life, which makes it an easy muse. It is an authentic car on which to base this story and that makes for a very readable book but I can't help feeling that the fantastic research clearly involved here could have been used to satisfy the greater challenge of the 250F in general. **AH**



**Lancia, a winning history by Luca Gastaldi**

€29.00  
luca.gastaldi@email.it

A nicely laid out and well produced history of the Lancia's racing activities. Each chapter starts with atmospheric archive shots that lead into contemporary pictures of restored historic cars. The author does not dwell on the early years as his first supporting images are of the D25 of 1955. The main substance to the book is from the Fulvia, to the Stratos, LC2, 037 and Delta. The dual language text is quite brief although well translated by Brian Berni. A good book for readers new to the marque. **PW**



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# DESIGN

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

## Aston Martin Vanquish Zagato



Following in the footsteps of Zagato's Aston Martin V12 Vantage of 2011, the recently unveiled Aston Martin Vanquish Zagato represents the sixth official collaboration between the sportscar manufacturer in Gaydon and the design house in Milan; the seventh if one includes the 2004 Geneva Motor Show Vanquish concept and even the tenth if one counts all drop-top derivatives. Next to 'Ferrari and Pininfarina' or 'Lamborghini and Bertone' one would be hard pressed to identify a more significant automotive relationship.

Unveiled at this year's Concorso d'Eleganza Villa d'Este, half a decade after the aforementioned V12 Vantage, it becomes unavoidable to draw comparisons between the latest Aston Martin Vanquish Zagato and its forebear; especially since both share near identical product positioning, packaging and look. Two

limited-edition models based on a front mid-engine architecture, powered by a 5.9-litre V12 engine and featuring a wrap-around, visor-like, DLO as well as a forward-looking bodyside theme; their execution is as diverse as their respective shade of red.

Without doubt the Aston Martin Vanquish Zagato successfully blends the trademark DNA of both Aston Martin and Zagato one more time; examples of which are plenty. One of them

found at the distinctive rear-end where round tail-lights are reminiscent of many classic Zagato icons, yet feature 'blade-like' LED internals previously only seen on the Aston Martin Vulcan track-only halo hypercar. Default ingredients such as a near-stale

'double-bubble' roof are as essential as the unmistakable Aston Martin proportion and stance, if one wants to create a product that continues to scream Aston Martin Zagato long after the removal of badges.

On the inside, anodised bronze and aniline leather give the interior a feeling of the final stage of craftsmanship and suggest eternal value. The trademark 'Z' Zagato logo featuring prominently in headrest,



### CHRIS HRABALEK

**Age:** 39

**Born:** Vienna, Austria

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

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



shoulder-support and centre console, reminding driver and passenger that this Aston Martin is significantly more special than other Vanquish versions of late.

Aston Martin has recently announced that they are planning to produce 99 units of the Vanquish Zagato – two more than the V12 Vantage – and this is probably a smart idea. Apart from the obvious contribution to annual sales volume and despite the recent slow-down – or whisper it: deflation – in the classic and collector car market, there are still plenty of individuals, with offshore accounts

bursting of hard currency, keen to own – and show – the latest and greatest.

Other niche manufacturers are often less fortunate and were forced to revert to celebrating differentiation and individualisation in form of 'Colour & Trim Editions' or in-house spoiler-kits, at the very best. The men from Gaydon can feel both proud and lucky that their brand is still in a position to push the definition of Aston Martin design, thus creating true automotive icons, with culture and character, to influence and to be cherished by future generations of enthusiasts.





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# Blood Brothers

A unique opportunity to test drive the exciting new Abarth 124 Spider and a full blown, ex-works 1975 Group 4 rally car

Story by Chris Rees  
Photography by Michael Ward





**W**ere you at the Goodwood Moving Motor Show in June? If so, there's a good chance you gazumped most of the world's motoring press by driving the Abarth 124 Spider up the famous hill. It was, frankly, sensational that Abarth managed to bring a fleet of 124 Spiders to the Moving Motor Show and allow anyone who wanted to tackle the hallowed hill to do so.

Luckily, we were there too to get our first experience of the single most exciting Abarth-badged car since the original Fiat 124 Abarth some 40 years ago. Even more excitingly, one of the cars there had its steering wheel on the right-hand side.

The Moving Motor Show squeezes all brands very close together so it was impossible to avoid comparisons with the Mazda MX-5 – the car with which the Abarth shares so much DNA. It was also impossible to avoid the conclusion that the Italian car looks so much cooler.

Hang on, I'm getting ahead of myself here – especially as we've now driven the new Abarth at our tame test track as well as Goodwood, and have a pretty good idea of where it's at. Which is where, precisely?

Well, let's get the 'MX-5 in drag' issue out of the way first. There is indeed quite a bit of MX-5 lurking under the skin, and the cabin will feel very familiar to you if you've ever driven the Mazda. But hey, working with someone else's platform is kind of Abarth's bag – has been since day one. It's no bad thing. Abarth has definitely stamped its mark on things: the engine, gearbox ratios, suspension settings and brakes are all Abarth, while the only exterior parts shared with the MX-5 are the windscreen surround, glass and soft-top.

One potential issue for Abarth is that its Spider competes with some very talented opposition. While its sister model, the Fiat 124 Spider, only has one real rival at its £20k price point – the MX-5 itself – the Abarth starts at £29,565, which pitches it against such machinery as the Audi TT, BMW Z4 and Mercedes SLC. Interestingly, Abarth says that owners of these German cars are saying the 124 Spider looks like very good value.

## OVER THE HILL

My first taste of the Abarth 124 Spider comes at Goodwood's Moving Motor Show. I'm bagging a drive in the only right-hooker here, a manual transmission car painted white with a matt black bonnet. The roof's down and, naturally, just as I arrive at the start line, the rain gods pull a stunt. I have no time (or inclination) to swing the soft top over my head, and suddenly it's go, go, go! The rear wheels spin over the damp Indianapolis bricks, the traction control cuts in after a short delay and I'm quickly catapulting up the start straight. Bam, bam, up the short-shifting 'box and I'm at the upper end of third gear by the first corner.

So far, so very good. There's a big slug of power from the 1.4 MultiAir engine – a familiar unit that's shared with the Alfa Romeo MiTo Cloverleaf, with identical peak figures of 168bhp and 184lb ft of torque (and a decent amount more than the 138bhp Fiat 124 Spider). With a mass of just 1060kg, the power-to-weight ratio is a healthy 158bhp per tonne. For the record, that enables the Abarth to reach a claimed top speed of 143mph and complete the 0-62mph sprint in 6.8 seconds.

The redline is set at 6600rpm but there's little point exploring the upper rev reaches; most of the torque is to be found well down the rev range. This makes the performance much more accessible than the non-turbo MX-5. You still need to take care not to let the revs drop too much, though: I did just that exiting the low-speed chicane up the hill at Goodwood and was penalised by a hefty slab of turbo lag. But as soon as the compressor is spinning up to speed, from around 2500rpm, there's no lack of torque – just short-shift the gears to ride that fat torque curve.

Early upchanges also result in a scintillating 'pop' from the exhaust – yum! The sound of the Abarth 'Record Monza' exhaust system is absolutely fabulous: rorty, even a bit lairy. Thank heavens we still have people in the car industry who can engineer a proper exhaust note in a four-cylinder sports car.

As for the six-speed manual gearbox, it's a sheer delight. This is one aspect where the MX-5 DNA reaps rich rewards. The lever is sited superbly and how it moves across the gate is near-perfect: short shifts, crisp action, excellent choice of ratios (which are unique to Abarth, by the way). We haven't driven the 'Sequenziale Sportivo' automatic version yet but

*BELOW: Black bonnet and boot are a no cost option  
RIGHT: This Italian spec car does not have the 7-inch touch screen for UK cars*



it's not Alfa's TCT gearbox: rather it's a full auto slushbox with steering wheel paddles to lend it the aura of sequentiality. I suspect most UK buyers will opt for manual.

I was half expecting to find a 'DNA' switch on the dash, but that's Alfa Romeo's bag, not Abarth's. Instead, there's a simple 'Sport' toggle in the centre console, which does a number of things: opens up a valve in the exhaust to give it an even fruitier sound, sharpens the throttle, relaxes the stability control and adds weight to the steering.

## ROUND THE BEND

Steering. Ah yes, the crux of any sportscar's credibility – how it corners. Great news: the Abarth is a sheer delight. You can thank carefully chosen suspension settings for a lot of this: compared to the Fiat 124 Spider and MX-5, the Abarth has tauter Bilstein dampers, stiffer springs and beefier anti-roll bars.

In Sport mode, the helm is delightfully well weighted and progressive in feel. The handling balance instantly feels delicate, and devoid of understeer. The weight distribution is exactly 50:50, and you really feel it.

There's only one alloy wheel choice – a great-looking

17in Sport design with ten spokes. The Bridgestone Potenzas that envelop them measure a surprisingly slender 205/45 R17. That means there's enough grip for safe cornering in normal driving, but if you want the rear end to break traction, it will do so willingly, even with the traction control still on. It's so easy to correct, too. The mechanical limited slip differential works brilliantly to lay the power down on apexes. Perfection!

The Abarth distinguishes itself from the MX-5 in another area, too: the brakes. Red Brembo four-pot calipers certainly look the part and work extremely well with the vented front discs in such a lightweight car.

## INSIDE STORY

What of the cabin? The red car in our pictures is an Italian-spec car that doesn't have the seven-inch touchscreen DAB system that UK cars get as standard. You also get climate control, cruise control and nav preparation in the UK (you have to buy a Mopart software upgrade to activate the sat nav). The red car in the photos also has regular headlamps; LED headlights come as part of an optional Visibility Pack. A Bose sound system is a £795 option.

The leather-trimmed seats are unique to the Abarth

## TECHNICAL SPECIFICATIONS

### ABARTH 124 SPIDER

ENGINE:	4-Cylinder MultiAir
CAPACITY:	1368cc
BORE & STROKE:	72mm x 84mm
COMP RATIO:	9.8:1
POWER:	168bhp @ 5500rpm
TORQUE:	184lb ft @ 2500rpm
TRANSMISSION:	6-speed manual or 6-speed auto, rear-wheel drive
BRAKES:	280mm ventilated discs (f), 280mm solid discs (r)
SUSPENSION:	Double wishbones with anti-roll bar (f), five-arm multilink with anti-roll bar (r), Abarth dampers and Bilstein springs
TYRES:	205/45 R17
DIMENSIONS:	4054mm (l), 1740mm (w), 1323mm (h)
KERB WEIGHT:	1060kg
0-62MPH:	6.8sec
TOP SPEED:	143mph
PRICE (UK):	£29,565 (manual), £31,605 (auto)



and rather wonderful. While they may not have that full-on supportiveness for fast cornering that some sports cars boast, the snug cockpit always keeps you tight. The Alcantara that swathes the fascia rail, instrument cowl and lever gaiters is also a unique Abarth touch. It elevates a cabin that can sometimes feel like it comes from a class below – perhaps the biggest chink in the Abarth's undeniably ardent armour.

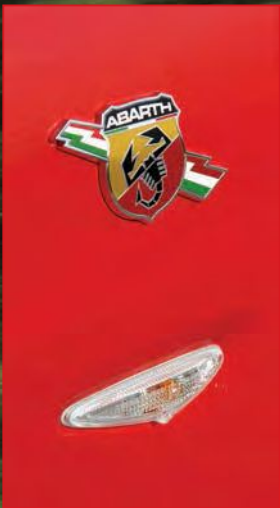
Unusually, you get black metallic paint as standard ('San Marino 1972 Black' in Abarth-speak). It looks great in extra-cost red (Costa Brava 1972 Red) and white (Turini 1975 White) while I suspect it would also look great in Isola d'Elba 1974 Blue and possibly also Portogallo 1974 Grey. The matt black painted 'Heritage Look' bonnet/boot lid is a no-cost option, by the way. The first 600 cars in the UK (and 2500 worldwide) get a special numbered plaque on the rear cockpit bulkhead.

## VERDICT

Make no mistake, the Abarth 124 Spider is a cracker of a car. It's lightweight, with weight that's perfectly balanced between the axles. This is also a great way to describe how the car feels through corners: perfectly balanced. Added to the mix is an engine that feels totally right in this car. While the MX-5 is all about high-rev delicacy and being in the right gear the whole time, the turbocharged Abarth delivers torque-fuelled ease of driving and the ability to fire you out of corners at speed thanks to its limited-slip diff.

In the 124 Spider the Scorpion not only has sting – it sings as well. Thank all the gods – even Goodwood's rain ones – that Abarth has so convincingly nailed it.







#### GROUP 4 ABARTH 124 DRIVE

**Piloting a championship-winning 1975 Fiat 124 Abarth Rally up the hill at the Goodwood Festival of Speed proves to be a dauntingly epic experience.**

Two days after my rain-spattered adventure up the hill at Goodwood in the new Abarth 124 Spider, I found myself in exactly the same sodden situation in a 1975 Fiat 124 Abarth Rally. This time I'm driving a Group 4 rally car up the hill at the Festival of Speed.

In fact, I was scheduled to pilot an Alfa 33/3 Spider Le Mans but engine troubles called that off. Given the biblical dampness this year, I'm secretly happy that Plan B is the Fiat 124 Abarth – presenting the ideal opportunity to assess where the new Abarth 124 Spider is coming from.

This is no ordinary Abarth either: it's the very car that Maurizio Verini campaigned to victory in the 1975 European Rally Championship. Housed at the

Fiat/Alfa/Abarth museum, it's been beautifully restored mechanically, but the bodywork has been left intact – the fading paint is the thickness of a mere molecule in places, while dents all over the car attest to a life spent on fast gravel stages.

Having checked the engine over, Abarth's mechanic, Francesco, delightfully raps his fingers on the front wing to get the bonnet to close properly. As I climb aboard, my crash helmet brushes the glassfibre roof; luckily it's so thin that the roof bulges out conveniently. Francesco points to the baffling array of toggle switches on the dash and rattles through them all with a brusque 'yes' or 'no' to each – er, could you say that again? No, he's disappeared. It'll all be fine... won't it?

On the way to the start line, a photographer tries to jump into the passenger seat, gunning for a ride up the hill; Nick Mason comes over and has a look. The little Abarth is getting a lot of love. But the

rain is now sheeting down, and the love I'm feeling for the 124 is turning to fear. This isn't helped by Francesco pointing to the tyres (which look like they might have last seen action in the 1975 San Remo Rally) and mouthing the words, "Slowly, OK?"

Don't worry, slowly it is. Off the line in the rain, the 210hp 1755cc engine feels utterly fantastic on its twin 44 Weber carbs. The dog-ring five-speed 'box has a super-sharp action but it's so low-g geared that I'm in fifth and at the 5000rpm limit I've been told to stick to before I know it.

The rear end feels light and like it has very little grip. With so much mud on the track and brakes that feel like they need a Monte Carlo rally stage to warm up, I really pussyfoot it around each corner. Before I know it, I've managed to navigate Molecombe and avoid the stone wall and I'm suddenly over the finish line. It hasn't felt slow, but I'm pretty sure it was. 🇮🇹

*Pictures are of the car running at Silver Flag*





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Fuel consumption figures for the new Fiat 124 Spider in mpg (l/100km): Urban 33.2 (8.5); Extra Urban 55.4 (5.1); Combined 44.1 (6.4). CO<sub>2</sub> emissions 148 g/km. Fuel consumption and CO<sub>2</sub> figures based on standard EU tests for comparative purposes and may not reflect real driving results.



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*La meccanica delle emozioni*



Model shown is the Alfa Romeo 4C Spider at OTR £59,505 which includes Alfa Red pastel paint at £600, Carbon fibre halo at £1,800, 18-19" Multi-spoke alloy wheels with dark finish at £1,350, Red brake callipers at £350. Range of official fuel consumption figures for the Alfa Romeo 4C Spider: Urban 28.0 (10.1 l/100km); Extra Urban 55.4 (5.1 l/100km); Combined 40.9 (6.9 l/100km). CO<sub>2</sub> emissions 161 g/km. Fuel consumption and CO<sub>2</sub> figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. \*Above rental based on Alfa Romeo 4C Spider 1750CC TB 240hp TCT on Personal Contract Hire, with an initial rental of £5,592, followed by 23 monthly rentals of £699. Rentals shown above includes VAT and excludes maintenance, and is based on 6,000 miles per annum. Excess mileage charges apply. Vehicles must be registered between 1st August and 30th September 2016. Promotion subject to status. A guarantee may be required. Alfa Romeo Contract Hire, PO Box 4590, Slough, SL1 0WU. We work with a number of creditors including Alfa Romeo Contract Hire.

# Alfa Romeo Giulia Super

Coming soon to an Alfa Romeo dealer near you, the brand new Alfa Romeo Giulia, the bold and fascinating new sports saloon has arrived

Story by Peter Nunn  
Photography by Michael Ward



# GIULIA



**B**old, yes, because the Giulia is a completely new design, front to back, based off a similarly new rear-wheel-drive platform. In the world of Alfas, it's been a long time since a project on that scale has been attempted. So fresh on the park, all set to go.

Fascinating because of what it represents. The Giulia coincides with a major relaunch for Alfa as a marque. In fact, the Giulia is set right at the heart of operations as Alfa makes that long-awaited move up and beyond its currently limited three car range consisting of the MiTo, Giulietta and 4C.

So the Giulia is no standard new car introduction and when you look at the scale of new investment in Alfa as a whole (a reported €5 billion) and the run of Giulia-based models due to flow thereafter (eight new models in the pipeline by 2020), then there's no room for doubt. The Giulia is on a mission and having driven four versions of the Giulia in Italy, including a couple of the hyper spec Giulia Quadrifoglio, I can say the revolution is here, and it works. The Giulia is quite simply the best Alfa driver in years.

You'll have gained a sure sense of this of course from the buzz surrounding the top end, 510hp bi-turbo Giulia Quadrifoglio. Buzz which is entirely justified by the way as we discovered first hand in a recent issue of *Auto Italia*, having driven the car at Balocco.

When you see it, ride in it and then drive it yourself, there's no doubt Alfa's new overseers have created something truly out of the ordinary with the hardcore, Ferrari-influenced, Quadrifoglio which genuinely can go head-to-head with the BMW M3 and Mercedes AMG C63, ie weapons grade icons right at the top of the game. Surely no less remarkable is the fact it's been developed entirely from scratch inside three years (as has the whole Giulia family) by a dedicated skunkworks team from FCA working in isolation inside a former Iveco plant.

Courageous and challenging stuff indeed but what really counts of course is the end result, not least for the Giulias that you and I might be wanting to buy (if the QV's starting price of £59,000 OTR somehow proves a little too liberating).

Step forward the 'regular' 2.0-litre MultiAir petrol and 2.2-litre turbodiesel Giulias, models that go right to the core of Alfa's new mainstream rear-drive revolution. Both will arrive in UK showrooms at the same time as the Quadrifoglio (currently estimated to be late October). Prices are set to start at under £29K with eight-speed automatic transmission as standard spec. That puts the Alfa right in amongst the premium compact players and indeed, standing 4640mm end-to-end, measuring 1860mm across and with a 1440mm roofline, the Giulia is virtually on a par with the BMW 3-



*ABOVE: While Alfa Romeo has been promoting the QV, the 4-cylinder Giulia Supers will be the volume sellers*



Series and Mercedes C-Class in terms of size as well, aside from being noticeably the widest of the trio.

No, it's not a classically beautiful Alfa Romeo (like the original 156) but in the metal, there is a purposeful look to the way the Giulia design has come together with that commanding front end with deep Alfa grille setting a clear and present brand agenda. If the Giulia is somehow less distinctive from the sides and rear, there is an elegance to this sports three-box shape which, it's understood, is to be the main game in town. Put another way, Alfa is downplaying the likelihood of a new Giulia Sportwagon at the present time. Why? Because it's not seen as a global product and besides Alfa has the forthcoming 'Stelvio' SUV on the way which will accommodate much of the Sport Wagon's role, so goes the word. Expect confirmation on this by the end of the year....

So at launch your choice on Giulia will be 2.2 diesel, with either 150hp or 180hp outputs, or 2.0-litre petrol at 200 hp. Business users will likely tick the box marked 'diesel' with its low tax 109g/km CO<sub>2</sub> threshold (although in Italy, temptingly, there's also an Eco edition at 99g/km). The MultiAir petrol is a comparatively less frugal 138g/km.

Inside, your Giulia will be snug and stylish, with some cool retro cues to surprise and delight such as the twin hooded dials that recall the 105 series Spider. It's a smart interior with decent space, front and back, also giving you a classy, well-ordered dashboard and lovely three-spoke wheel plus engine stop/start button. Some of the minor plastic detailing could (and should) be higher quality, however.

Down on the centre console, one DNA dial lets you adjust the car's dynamic setting (choose between Dynamic, Natural and a new eco mode called Advanced Efficiency). Other accesses the Giulia's infotainment system via 7-inch TFT dash display.

Technology, the Giulia doesn't lack. The Giulia debuts a trick new ABS system that's claimed to improve brake responsiveness and make record breaking stopping distances possible. Forward Collision Warning (FCW) and Autonomous Emergency Brake (AEB) with pedestrian detection feature on the standard kit list as does Lane Departure Warning.

Keeping it simple, there are just two trim grades on mainstream Giulias. Entry level models get 16-in alloys, dual zone climate control and Connect infotainment system. Both 200hp petrol and 150hp diesel Giulias will come in for under £29,000 at launch.

Move up to Super and you get 17-inch wheels, leather/fabric seats, sports steering wheel and auto box paddle shifters. The Giulia petrol in this case will be sub £31K, the 180hp diesel, under £32K. From there, you can add Luxury or Sport Packs to up the ante further. However, if you want your Giulia with 4WD, that won't be on the UK spec list. But a Giulia plug-in hybrid is on the cards for 2018 and Autonomous Drive on the menu, too.

In Italy, a brace of Giulia 180hp diesels on optional 18-inch alloys show the way. First, an eight-speed auto complete with tall steering wheel paddle shifters.

This new Alfa diesel, as a reminder, is a completely fresh, aluminium block 2143cc four cylinder unit, its 180hp output peaking at 3750rpm. Fire it up and on the



move, this proves to be a solid, smooth, quiet, sophisticated oil burner that true to form is also big on low down torque (450Nm at just 1750rpm). So plenty of low-medium speed flexibility on offer well before you close in on that 4500 rpm red line. Impressive too is the quick, seamless auto shifting up and down the range as you zap those steering paddles. For those who remember the often characterful ways of Selespeed 156s, this will be a revelation. The manual box? Not such a deal breaker on this occasion, to be honest. It's a quality change, solid and precise enough. But not really a slick, enthusiasts' box out of Alfisti heaven in this diesel guise, at least.

But the Giulia chassis is a real stand out and infinitely superior to that of the car it supplants (the handsome but heavy front-drive 159). The switch to rear-drive has transformed steering feel, in particular, making the Giulia so much more alert and communicative at the helm. Steering action is quick (just 2.2 turns between locks), well-weighted and accurate, so you get a very clear idea of what the front wheels are doing. Then there's the balance, poise and traction provided by the Giulia's all-new platform, complete with 50/50 weight distribution and high grade aluminium suspension (front double wishbones with four-arm Alfa Link set up at the rear).

It takes just a mile or so, plus a few good corners, to appreciate that the Giulia's athleticism and keen turn-in. Also, its smooth, unfussed cruising style. Twist the DNA selector to Dynamic and steering weights up a touch, but not too much, the system also adjusting engine mapping and other settings to deliver on a meatier driving experience. Full disclosure: the switch to RWD hasn't made for an overtly drift-friendly car in this diesel auto spec (this side of a spirited wet roundabout, at least), but no front-drive Alfa in recent memory steers, rides and handles as crisply as this and that's the killer app.

Then you climb into the Giulia 2.0-litre MultiAir petrol and discover something new again. For Alfisti, this is a cracker, a sports saloon with a lightness and verve that

adds another dimension to the diesel's solid base. With less weight, more power and ability to rev higher, this new age 1995cc four cylinder petrol turbo is clearly more cuore sportivo minded. That it spins so eagerly, sweetly, progressively across the power curve, topped off with a nice, Alfa-style growl, is the icing on the cake. With its 200hp output arriving at 5000rpm but torque of 330Nm peaking at a low, diesel-like 1750rpm, there's such a nice balance to this engine's performance as well.

Straight off the bat, the Giulia feels a quick, intuitive car and again, the quick-shifting eight-speed auto shines, combining really well with the new age engine. So would you still hanker after a manual? Discuss...

Through the town, along the autostrada but particularly up through the mountains, the Giulia feels quick, wieldy, with the kind of fluid handling and front-end bite a 159 driver can only dream of. Stability under braking and chassis control are top drawer, even if you do have to push hard to try to unstick the rear tyres in the dry. Again, Alfa has really delivered, you could say, against the odds.

Riding on 18-inch alloys, the Giulia's ride quality is impressively compliant and controlled even over the most abrasive Italian tarmac we could find. Considering it was developed under extreme time pressure (along with the rest of the new family), the new Giulia MultiAir was, in all honesty, a revelation.

So, a total home run? On a couple of these early cars at Balocco, some of the minor switchgear didn't always function faithfully, it has to be said, and cabin final quality wasn't quite up to Audi levels. Simple teething problems? Let's hope so...The lack of a manual box and Sport Wagon will also disappoint some aficionados, like this writer....

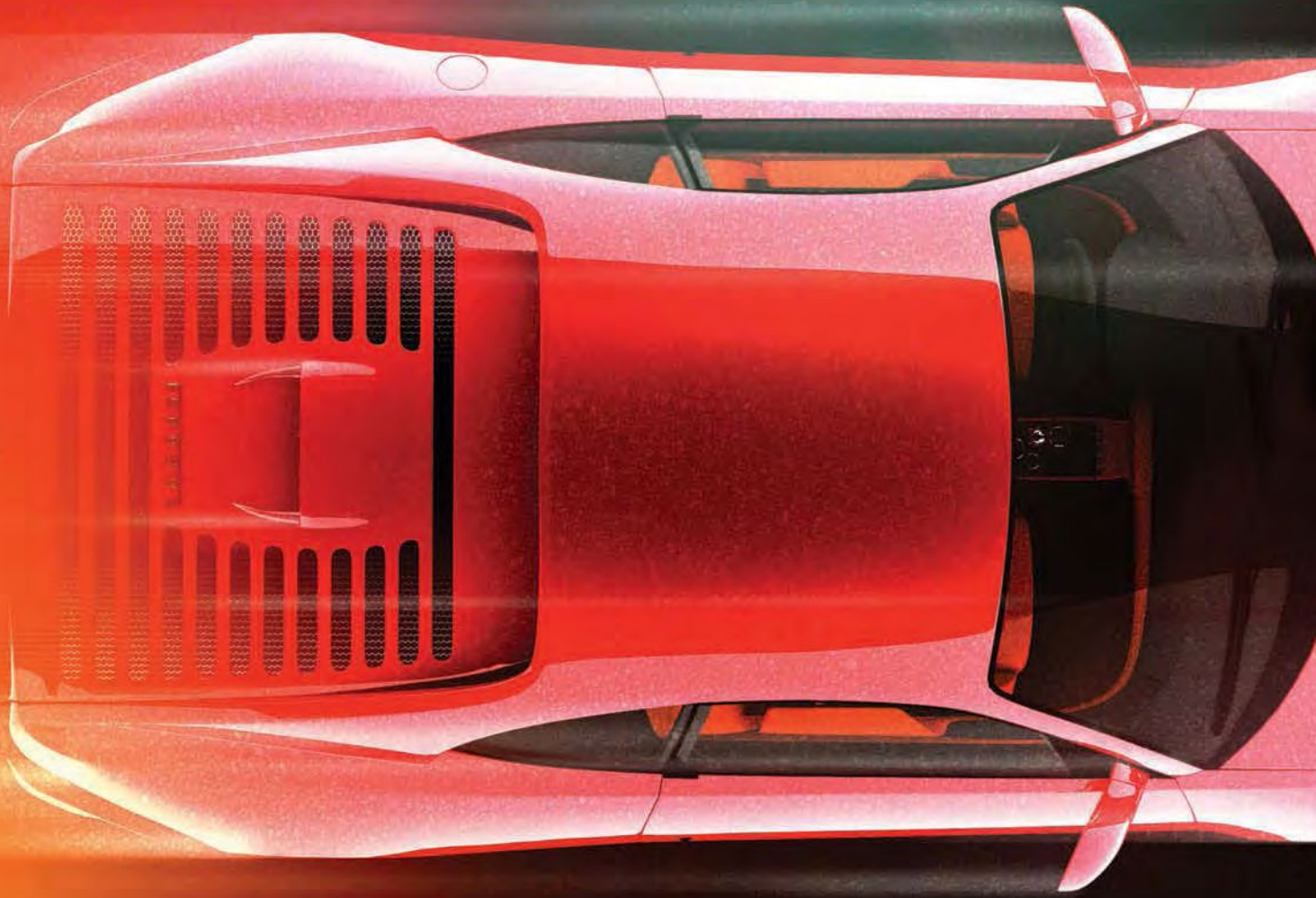
What you need to know, and can surely already sense, is that the Giulia overall is a hugely encouraging arrival and development for Alfa Romeo. It's also the most important and dynamically accomplished model from Alfa in a very long time. So worth waiting for at that Alfa Romeo dealer near you? Absolutely. 🇮🇹

*BELOW: 2-litre Giulia Super pricing for the UK starts from £29,180, which is about half the price of the range topping Quadrifoglio*





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# Close Encounter

Touring Superleggera's latest take on its Disco Volante theme is an open version based the Alfa Romeo 8C Spider

Story by Matt Zuchowski  
Photography by Konrad Skura

Among all of the special Alfa Romeos that appeared over a century of the brand's history, the original 'Flying Saucer' is still one of the most distinctive. Officially functioning under a rather unassuming name of 1900 C52, it captured people's imagination with its out-of-this-world shape, creatively approaching the challenges of aerodynamic drag. It seemed to be the ultimate embodiment of Felice Bianchi Anderloni's words "Weight is an enemy, air resistance is an obstacle", the credo that elevated his Carrozzeria Touring to the status one of the most successful racing car coachbuilders of the '30s and '60s, before it clothed the original 'alien' Alfa Romeo.

As the fruit of the newly found experimental department that replaced Alfa's racing team closed down in the tough post-war reality, the C52's lines were meant to be dictated by function, not style. Eventually, Frederico Formenti's exceptional design yielded a rather poor racing record but became one of the automotive design icons that inspired a whole generation of sportscars, like Jaguar E-type.

Sixty years after C52's first outing, the Disco Volante's looks are still vividly remembered. The creators of the original design nurtured this memory so passionately in fact that they decided to have another go at it. Who else could have resurrected this legendary name if not Touring. Touring Superleggera might not be exactly the same company as Carrozzeria Touring of yore, one of the most famous Italian coachbuilders that was forced to discontinue its activities in 1966, after four decades of producing cars like Alfa Romeo 8C, BMW 320 MM and Aston Martin DB5. But the new company, located on the outskirts of Milan still has pedigree, and even more importantly, the skills to continue the best Italian traditions of design and craftsmanship. Touring Superleggera re-engaged its coachbuilding services in 2006 by creating an elegant Maserati Quattroporte Bellagio Fastback and Bentley Continental Flying Star Shooting Brake models. Alfa Romeo Disco Volante is Touring's first blank-sheet design in its recent history, while the new Spyder is its first sans-roof creation.

The 21-century Disco Volante first appeared at the





2012 Geneva Motor Show in the form of a concept, but with a clear intention of advancing to a production-ready car. It appeared exactly one year later at the very same event. Touring secured a blessing from Alfa Romeo to put the brand's logo on the hood and sold all of the eight Disco Volantes scheduled for production, so at this year's Geneva show the Italian coachbuilder presented the natural successor to the handsome coupe: Disco Volante Spyder. Bringing an open-air experience to this stylish Italian design resulted in a variety of previously unseen virtues. The operation of removing the roof introduced the driver not only closer to surrounding nature but also to the marvellous soundtrack of the sonorous V8, and the eyes of the amazed passersby.

As with every great achievement, the new Disco Volante Spyder demands great sacrifice. It's not even a matter of money, as the pricelist is revealed only to potential buyers, and besides, all of the seven cars that will be built are virtually sold out. There are some things more meaningful than money, and one of them

*BELOW: Just seven Disco Volante Spyders will be built and almost all are sold, so order now while stocks last!*



## DISCO VOLANTE SPYDER

is beauty. Rarely does it come in a more complete form than in the case of the Alfa Romeo 8C Spider. Since Touring is just a coachbuilder that converts the cars, not builds them from scratch, for every Disco Volante Spyder the company needs to take the life away from one of the most coveted Alfa Romeo convertibles in the recent history.

It is a brave move on the part of Touring Superleggera to base their creation on a car of which only 500 were ever made, all of them a rather long eight years ago. The few 8C Spiders that are currently on sale cost as much as £200,000 and they keep increasing in value. One needs to have a good reason (and a huge pile of money) to buy this impeccably beautiful car and a great future investment at the same time, only to send it over to a company that will dismantle it and deprive it of its crucial virtues. Touring has chosen the 8C to base their car on for some very pragmatic reasons though. Despite its age, the 8C is still a highly capable performer, with a rigid and light structure of classic proportions. For

homologation reasons, Touring has retained the steel space-frame with central carbon cell along with the double wishbone suspension front and rear. Just like the Disco Volante coupe, the Spyder adopted the whole interior of Alfa's supercar but with small changes in it, though it benefited from a new bespoke carbon windscreen and custom roll bars. Ultimately the new car is actually more rigid and has a lower centre of gravity than its closed-roof equivalent.

As for the rest of the body, it's a mesmerising mix of traditional Italian craftsmanship and the latest state-of-the-art technology. Body panels are CAD designed and laser-measured with microscopic precision; some of them are made from competition-derived carbon fibre, the bonnet and boot lid contain Nomex filler for better stiffness and vibration insulation. Still, a big part of the Spyder is sculpted by hand (with a hammer) in a sheet of aluminium. As the coachbuilder asserts, it's not a snobbish whim, but the only way to obtain such fantastically complex concave shapes. The whole body has just a few gaps

*BELOW: The Spyder's superb detailing and craftsmanship includes matching luggage*





between the big panels, which would be impossible to obtain with a press. There are no shortcuts for this process: first the panels have to be fitted on an epoxy mould and joined with carbon fibre parts mostly with glue. The body is then put on the chassis and patiently smoothed out to a perfect whole. In their artisan work of beating the body, the craftsmen can rely only on their hands and eyes. Touring's work wouldn't be possible without the old Italian specialists whose experience dates back to the golden era of coachbuilding. Now they are passing on their knowledge to the new generation of body sculptors at the company, guaranteeing the continuity for this important part of Italian cultural heritage that only a few years ago was deemed forgotten. Even if the whole process is just a transformation, it takes a lot longer than building a regular car. Each Disco Volante Spyder requires 4000 hours (or half a year) of painstaking work done by a group of skilled specialists, who take the Italian coachbuilding traditions to a new level of fidelity.



**ABOVE:** It takes 4000 hours to build a Disco Volante Spyder – if you can find a donor Alfa 8C Spider first

Even though the car has Spyder in its name in reference to the classic C52, it's more of a targa now. The A-pillars and rear bulbous nacelles stay in their place as important parts of the car's structure. They were among the components that were actually developed in cooperation with Alfa Romeo engineers. A pair of small roof panels mounted between them can only be lifted manually. However, removing them takes little effort because they are made of carbonfibre, which takes the weight down to just 3.5kg for each of them. Interestingly enough, with the distinct silhouette of the sloping line of the side windows, the removable hardtop gives Disco Volante a new visual identity not only when it's taken down, but when it stays in its place as well. It was one of the main goals for Touring's design team to create something much more than just a drop-top version of the coupe. The Spyder can instantly be identified as a Disco Volante, but it's a significantly different car, just as the original barchetta and berlinetta were quite distant design-wise.

Being a coachbuilder, Touring focused on the body,

not what's underneath it, leaving most of the mechanical components intact. The Italians took full advantage of what they found under the bonnet; the melodic 4.7-litre V8 engine of the Alfa Romeo 8C fits Disco Volante just as well. The exhaust system was altered and shortened by a few inches to fit into the bodywork and free up some growly Italian decibels delivered by the motor closely related to the Maserati GranTurismo unit. The performance numbers are 450bhp and 480Nm in torque, which aren't that competitive in this segment anymore, but the Disco Volante isn't a car to drive at ten tenths for more than one reason. Apart from its priceless worth there's the great respect for the massive effort of the artisans who were shaping this body in Terrazzano di Rho for weeks that discourages the driver from taking unnecessary risks.

Some simple tweaks made to the suspension that's relatively stiff in the Alfa 8C turned the car in the direction of a gentleman's GT. But don't let yourself be fooled: this is still very much the same raw Alfa



Romeo supercar underneath, with an enormous personality, the 182mph top speed, and the technology to match. The rear limited-slip differential and large diameter brake discs could have come from a track car, while the six-gear flappy paddleshift transmission is the greatest sign of the current technology underpinning Touring's latest car.

From the 58 cars that had the privilege to attend this year's Concorso d'Eleganza at Villa d'Este, the new Disco Volante had probably the shortest journey to get there. It was built in the company's premises about an hour's drive from Lake Como, where it was given new life among the finest Touring-bodied classics that after many years found their way back home. I am here to drive the car on the last stint to Villa d'Este. The road from Como to Cernobbio is

particularly pleasing to the eye, but winding and narrow at the same time, enough to keep me busy behind the wheel and get envious looks from the Fiat Panda drivers. Arriving at the famous hotel gates, I have a feeling of relief, but also that Touring's efforts deserve the event's highest honours. The following day Disco Volante would face very demanding competition in the run for the title of most elegant prototype, both from other masters of automotive Italian style (Pininfarina or Zagato) and from some of the most prominent carmakers in the world (Mazda or Bugatti). It was the Disco Volante coupe that won this coveted award three years ago and now the Spyder has repeated its success, bringing another award to Touring's garage. For the extraordinary Disco Volante, style is timeless. 🇮🇹





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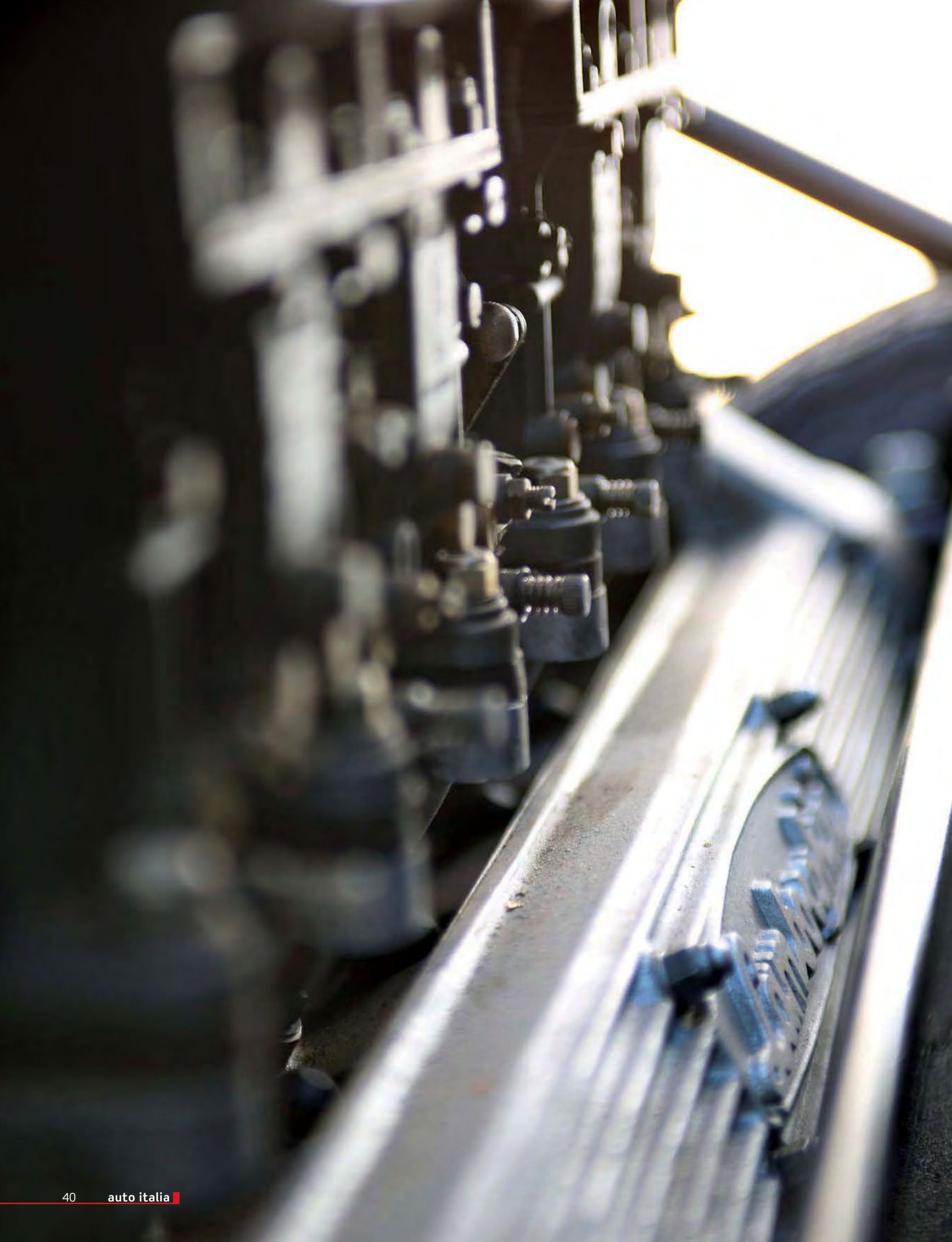


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# The Third Man

Piero Stroppa, the only assistant to both Giugiaro and Gandini at Bertone, has no doubts regarding the paternity of the Lamborghini Miura

Story by Gérald Guétat  
Photography by Henri Thibault  
Illustrations by Archivi Piero Stroppa

**A**t the beginning of the 1960s, a young Roman living in a popular district of the Eternal City was obsessed by drawing industrial machinery that fascinated him like trains and planes, but mostly cars. In 1965, Nuccio Bertone, convinced by a letter and a few sketches, suggested that would-be designer should come and try his luck in Turin. While he was only 19 years old, Piero Stroppa, like millions of his fellow countrymen from southern Italy, packed a small suitcase and took a train northward where all the forces of economic growth were concentrated, so strong that it was named 'il miracolo'.

The daily living conditions in Turin were sometimes hard, and the wages low, but the general atmosphere was optimistic and joyful. Everything was possible for someone who was self-taught and without any experience. Piero Stroppa recalls: "Nuccio Bertone led me into a vast room on the first floor of his factory, where the design studio was located, and I started work immediately with Giorgetto Giugiaro. It was like a dream come true. Later, I understood that I had been selected thanks to my capacity of not only

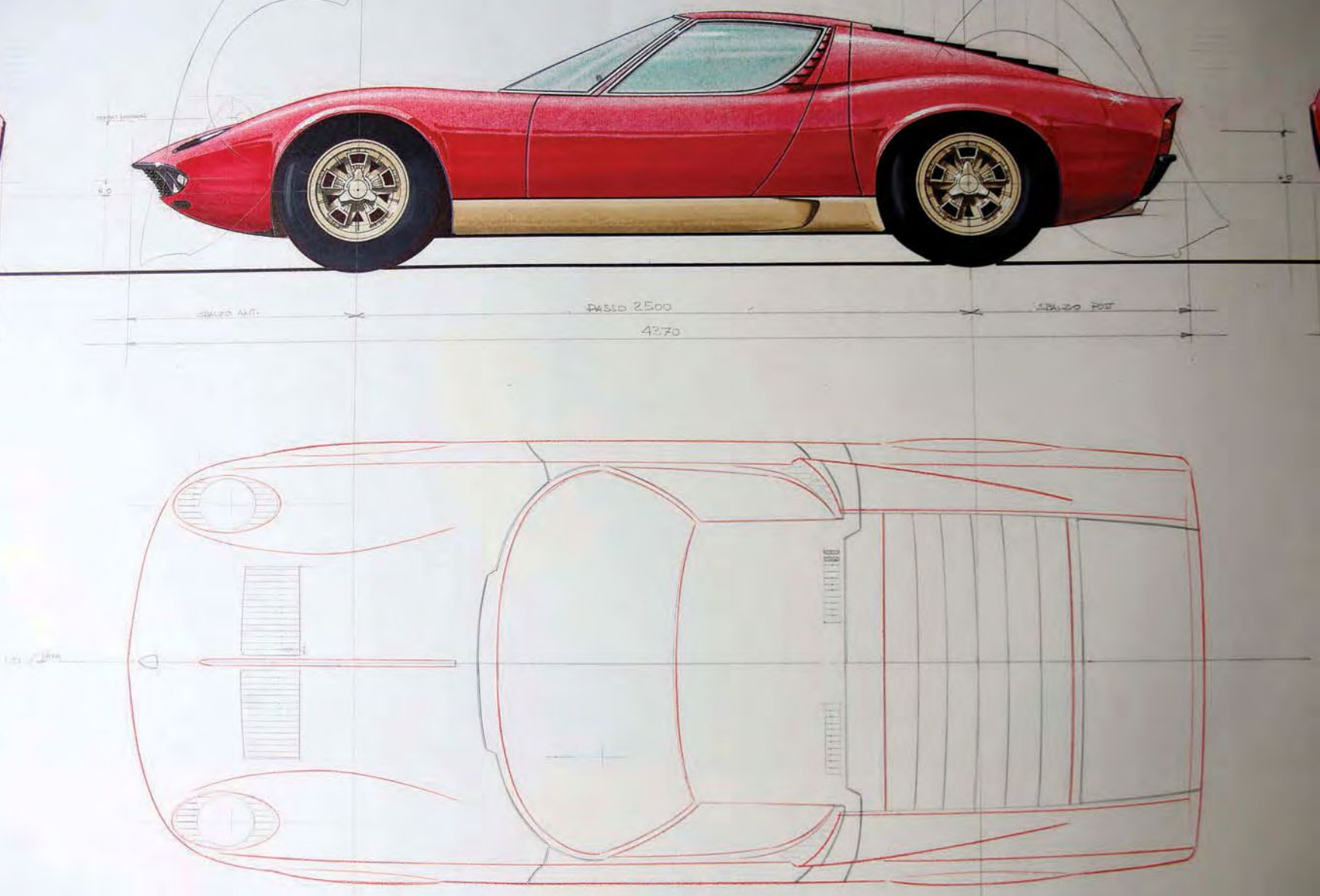
concentrating on car silhouettes but because I also liked designing the details and interiors, a much less rewarding aspect for the great masters, like apprentices in a Renaissance painting workshop."

After 1965's summer holidays, an enormous task was waiting for the small team at Bertone Centro Stile with new orders for three prototypes to be created at the same time for release at the Geneva Motor Show in March 1966. These comprised a roadster for the Porsche US importer, a Jaguar for the Italian importer (the future Pirana) and a mysterious order from an agricultural tractor manufacturer in Sant'Agata, Bologna. But, at that very same moment, Giugiaro left Bertone to join Ghia, while Marcello Gandini, who was to replace him, had first to finalise some work in progress at Carrozzeria Marazzi in Milan.

So, as Piero Stroppa remembers, he spent the whole month of October 1965 mostly alone in the vast and deserted office that Nuccio Bertone had entrusted to him. There were only three keys to unlock the room, one for Stroppa, one for the new chief designer to come and one for the big boss.

Piero worked mostly on the Porsche. We know that





the paternity of the new Lamborghini body has courted controversy for a long time, but facts are stronger than theological debates and chronology may bring merciless proofs. Stroppa's young age and position may have kept him apart from the executive's negotiations but not from long days (and nights) of work at Bertone, living among all the phases of the birth of the Miura. His opinion is clear: the car is undoubtedly a Gandini creature. To make sure, our witness has gladly entered into the spirit of the game of reconstruction. His narrative brings not only much precision to the circumstances surrounding the creation of an automobile among the most mythical but also a recollection of the atmosphere of a time

marked by enthusiasm and simplicity in human relationships, even in such a competitive environment.

### FROM CONCEPT TO REALITY

The story starts in a suburb of Turin in the autumn of 1965. The main protagonists, Gandini and Stroppa are very young, 26 and 20 respectively. Their mission is to create three new prototypes in a few weeks. They have no idea of the exceptional fate which waits for one of the chassis they are hurriedly going to dress before being displayed at the coming Geneva show. Piero Stroppa describes his 'Operation Miura': "Whether it was with Giugiaro or later, with Gandini, we were the only two working in the Centro Stile. Nobody else, apart

*ABOVE: Stroppa has colour enhanced a copy of the original drawings. The prototype had Plexiglass bonnet slats*





Bertone, had any access to it. We were free to do whatever we wanted, all cleared from the rigour of the other departments. At night, we often listened to loud music on the radio, playing the most popular tunes again and again to stimulate us and to stay awake.

Giugiaro had left the office by the end of September and Gandini began to start working at Bertone at the end of October, and even then, coming in only from time to time. He was not in the studio permanently before December. We saw Lamborghini's rolling chassis for the first time just before it was displayed at Turin's car show from November 3rd until the 14th, and it was delivered to our workshop immediately afterwards. Gandini had still not officially taken up his position because he had to finish a job in Milan. An evening when I was totally alone in the factory, I sat on board the chassis, just for the fun and to experience what it felt like.

As we worked on the three projects simultaneously it can be said that the Miura arose almost from a single drawing, a single model and a single prototype. We had not enough time to do anything more. One thing makes the situation quite clear: my drawings of the chassis show the date of the real launch of the full scale operation and this was just before Christmas 1965. While Bertone and Ferruccio were still discussing an agreement, we received the final drawings from Lamborghini of the chassis in scale 5 which I had to reduce to scale 10 before beginning work on its enhancement. After approximately two days of small sketches, better known as the figurini, it took us about

two weeks to transcribe them into scale 1, all by free hand. Our drawings on ten metre long rolls of tracing paper always crinkled a lot. But, with Marcello, we had to work fast and we were not concerned by millimetre precision. We sometimes had to call on 'real' draughtsmen who were quite horrified because we were using very soft lead pencils while they always worked with hard ones, which were thinner and much more precise. So, I always had dirty hands from the graphite, which made a mess all around us, and we were afraid that any changes might erase our soft pencil design. By drawing the main lines then taking some sections, we were soon able to begin building the scale 1 wooden model, called the mascherone.

Then came the stage when the coachbuilders beat the sheet metal by hand, not directly on the fragile wood model but approaching the final shape, like a sculpture, step by step. When it was necessary to form the sheet metal directly on a model, we usually put on metal strips to protect it, but this didn't happen in the case of the Miura as we did not have time to make several attempts. At this stage, the full scale model was really the only way to check whether we had made a big mistake or not. Some small variants and details were added when Bertone came to the studio every morning. It was during one of these improvised meetings, which they had to decide to adopt some of the ideas existing in the Chevrolet Testudo designed earlier by Giugiaro, like the lateral air intakes near the doors and the pop-up headlights, again to save time. But Gandini moved fast from these earlier ideas and



produced details which shocked us a little bit at the beginning, like the eye-lashes around the headlights, the grids and the honeycomb rear shield”.

### HOW IT WAS ACHIEVED

Stroppa clears another question: “If you ask how much the aerodynamics were taken into consideration in this process, the truth is that it was not an issue at all. There was no research or testing, everything was made by artistic guesswork to obtain the most beautiful possible shape, like the rear spoiler that appeared naturally, only by looking at the full scale model. The pressure of the deadline helped to keep the design clean and simple.

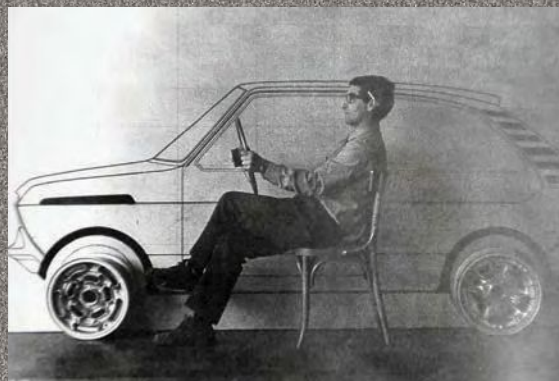
“We started building the prototype at the beginning of January 1966, which had to be ready for Geneva two months later, also releasing the new Porsche roadster at the same time! I was put in charge of the wheel rims for the Miura after having designed those of the Porsche. For the Miura wheels, which today seem so much part of the car, I started from the idea of a turbine. But it was quite complicated to proceed with them and it came necessary to make a quarter of a full scale wooden model to have the pattern maker understand exactly what I wanted. Then we had to take care of the interior. Gandini, an aviation enthusiast, initially wanted to group all the instruments in a central console, as in a helicopter. So we found

ourselves, three of us, Gandini, the model maker and me, squeezed up in the cockpit of the Miura with some cardboard and scissors trying to find the right position of each part. We even installed switches above our heads, as in an aircraft. When a cardboard piece was looking OK and in the right place, we placed it with a few dots of glue. I do not feel that Gandini even made a preliminary sketch before starting to work inside the cockpit. In general, we were making what we felt was right to do, to the complete disagreement of the man in charge of the prototype workshop, often blaming us for our lack of realism, having never enough in mind of the practical aspects of manufacturing.

“When the forming of the body in bare sheet metal was completed, a specialist came to erase the irregularities with some tin filler, always stamping his feet in protest to our impatience because he was the last person to work on the car, just before the painter. The prototype workshop team included about 30 people and, when needed, we used the best specialists for the painter and the electrician who came from the production line.

“During the whole process in Turin, I saw Ferruccio Lamborghini only twice. I remember one morning he entered the studio with the boss, he looked at the sketches I had on my table and gave me a pat onto the shoulder. This was the moment when the design of the bull and the typeface ‘Miura’ were approved at once!

*CLOCKWISE RIGHT: Stroppa with a drawing section of his wheel design. All smiles with Nuccio Bertone. Fun in the design studio. Bertone’s employee card*





The orange colour of the prototype displayed at the Geneva show was decided by Nuccio Bertone advised by Enzo Priaro who was in charge of the public relations and advertising. It was a wise choice that made the appearance of the car even more striking.”

### POSTSCRIPT


This narrative of these ‘hot hours’ of Turin in the mid-’60s allows us to measure the enjoyment, the pride but also Piero Stroppa’s modesty, as the third man who is the missing link between Giugiaro and Gandini. These moments, which seem to us today as part of one of the most important feats in automobile design, were just everyday life. Once the Miura left the shop to go to Geneva and meet its impressive destiny, there was no time-off, at all. Apart from the most appealing prototypes, the major car manufacturers like Fiat, Alfa Romeo or Lancia asked Bertone (and others) constantly for detail research in order to restyle their mass produced series, to draw new ideas and to stimulate the creativity of their in-house centro stile by having them face external competition. Any feeling of glory was definitely absent from the Turin’s outposts of creativity, having to work alternatively on the ultimate sports car or on the most modest popular models. 🇮🇹



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# A Touch of Class

This superb Alfa Romeo 8C 2900 B Spider by Touring is the first example to be made available for sale during this century – a rare opportunity

Story by Peter Collins

Photography by Darin Schnabel, RM Sotheby's





It's been quoted and misquoted, but it still bears repeating, the remark made by Henry Ford to Dr Ugo Gobbato of Alfa Romeo while the latter was in Dearborn in 1939. Usually reproduced as 'Every time I see an Alfa Romeo go by, I lift my hat', it is highly unlikely that he actually said it like that as the likelihood of seeing more than one Alfa on the roads of America at that time was remote. What he actually said, as confirmed in the 1980s by Griffith Borgeson, during an interview with Gobbato's son, was 'When I see an Alfa Romeo go by, I lift my hat'.

So why is that relevant here? Because it was after Mr Ford had inspected an 8C 2900 – probably similar to the car featured here – that was in the ownership of the Rockefeller's at the time and unsurprisingly he was extremely impressed. Incidentally, he asked Dr Gobbato how many cars Alfa made per day and apparently, exaggerating a little for effect, the Arese boss said words to the effect of 'Oh, about six a day' to which the reply was 'Well, I make that number every minute!'

All of this is important because it perfectly describes the exalted position Alfa was in at the time, existing on turning out a very few, exquisitely engineered and well-nigh perfect cars for their time, to an adoring clientele.

Which all brings us to this particular exquisitely engineered example of the Arese factory's skills and manufacture. It is a 1939 Alfa Romeo 8C 2900 B Lungo Spider with coachwork by Touring.

So, who was responsible for it? Engineering-wise, it was Vittorio Jano, a genius with no formal engineering qualifications who, until 1924, had been working for Fiat, where he was largely unappreciated. However, he had been noticed by someone close to Enzo Ferrari, who was then very much involved with Alfa's competition team. When Enzo was asked by Alfa's boss to find a new man to head up their engineering and development side, Vittorio Jano was plucked from possible obscurity to start a career that would culminate in his being referred to ever since as possibly the greatest Italian automobile engineer of all time.

He started at Arese by designing the straight-eight cylindered P2 racing model which won pretty well



ABOVE: Of the 30 Alfa Romeo 2900 B Touring Spiders built only 12 are still known to exist



everything in 1924, so after that Alfa's management put him to work on a new generation of road/production cars, and the first was the 6C 1500. Subsequent models were of 1750 and then the 1900s but, in 1930, Jano introduced a much-modified eight cylinder engine in an equally-developed P2 chassis frame. This engine was first put to the test in the April 1931 Mille Miglia and it displayed the hallmarks of Jano's genius by retaining the same dimensions as his 6C 1750 unit but with an extra two cylinders. It utilised two light-alloy blocks of four cylinders each with fixed heads of light metal. The crankshaft was made in two parts of four, with two helical spur gears between them. One drove the blower and the other a train of gears to drive the two camshafts. This central drive thus helped to reduce to a minimum the risk of their being torsional wind-up.

This engine was the 8C 2300 and was used in road cars until the end of 1934. Meanwhile, for the track and enlarged to an 8C 2600, the unit was fitted into what was the world's first monoposto racing car, the P3, which achieved great success.

The next development, separate to the Grand Prix cars, was to produce an 8C 2900 sportscar. This first appeared in 1934 and was effectively a two-seat P3 GP car, borrowing the front and rear suspension from that model. The engine was of 2905cc and the model was designated 8C 2900 A. With a debut on the 1935 Mille Miglia, the three team cars entered swept the board and finished 1-2-3 with the lead car driven by Antonio Brivio. Giuseppe Farina and Carlo Pintacuda were second and third. With two Roots-type blowers, manufactured by Alfa Romeo and running at 1.5 times

## ALFA ROMEO 8C 2900 B SPIDER



ABOVE: It is expected that the current record for pre-war cars will be surpassed by this stunning 2900 B at the RM Sotheby's auction

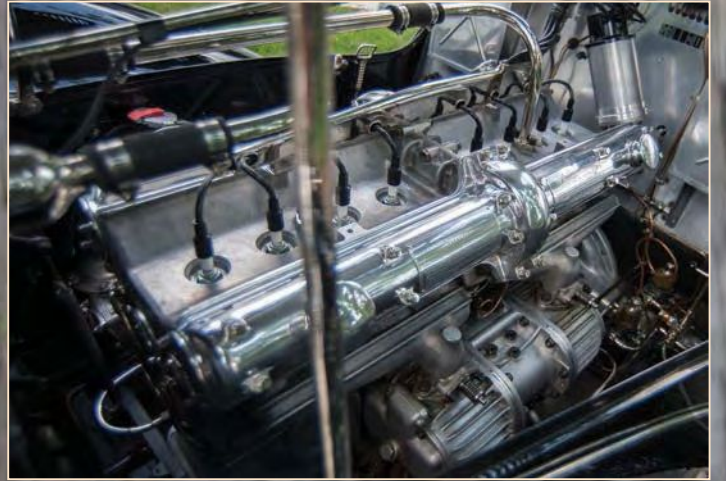
engine speed fed by two updraught Weber carburetors, the 2900 A engine developed 220bhp at 5300rpm. Independent suspension was by means of Dubonnet-type trailing arms, coil springs and hydraulic dampers at the front, supplemented by a swing axle controlled by a transverse leaf spring at the rear. Ten of these were built in 1935/6, with chassis numbers 412001-10, before a 'productionised' version was introduced in 1937.

This model was designated 8C 2900 B and with chassis numbers starting at 412011 and finishing at 412020. For that maiden year only ten were manufactured. They were later supplemented by a further 20, with numbers from 412021 to 412042 so, as a total of 30 were built for consumption worldwide it is not surprising that Henry Ford would have doffed his hat had he ever set his eyes on more than one of them.

The engines of these sports production cars were detuned to 180bhp at 5200rpm and two lengths of chassis were available. These were the Corto, or short, at 2799mm and the Lungo or long at 3000mm. Various Carrozzerie constructed bodies for these chassis, most of them exotic, but perhaps none more so than Touring's superlative two-seater Spider as fitted to our feature car, which is set to create records when it comes to auction, courtesy of prestigious RM Sotheby's during the Monterey/Laguna Seca celebrations this year. It will also be the first 2900 B and one of only 12 Touring Spiders known to exist, to come to public auction this century.

The consummate expert on these, as on most pre-war Alfas, is Simon Moore and his latest research suggests that the featured car, chassis 412041 was







*ABOVE: A valuable Alfa Romeo that had its dispersed component parts reunited after years of detective work*

theoretically the second to last built. It has known history starting, not surprisingly, after the war in 1949 when it was reported by a Brazilian newspaper that a Sao Paulo driver, Mario Leite had imported the car from Italy. The evidence to support this is a poor photograph of the front of the car. On July 31st that year he entered a race at Interlagos and duly won, repeating the performance in the grandly titled Il Premio Cronica Esportiva Paulista race, again at Interlagos in April 1950. Then the car disappeared.

Thirty six years later, what turned out to be the same car was mentioned in an article in a Brazilian motoring magazine in an interview in which the owner stated that he had bought both a Tipo 308 and the 8C 2900 B from his uncle Chico Landi and had shortened the latter's chassis and mounted a Chevy Corvette V8 on it to create a racing car in 1958. This chassis was then to be found in a large cache of Alfa parts from Brazil that were acquired by David Llewellyn in the UK in 1972.

Meanwhile, as used to happen so often to old cars in the early 1950s, another 8C 2900 B had been acquired in Argentina by later Maserati 250F driver, Carlos Menditeguy. He sold it on to German Pesce and his partner Lantorno who, after the usual surgery to its chassis set aside the complete body, minus radiator shell, to make way for a cycle-fendered lightweight style.

The complete original body was sold to Juan Giacchio who ran a body-shop in Buenos Aires and kept it intact until his death in 1986, when his widow offered it to Ed Jurist of the Vintage Car Store in the USA. Hector Mendizabal, the broker of the deal, confirmed it was from an 8C 2900 B by finding the Touring body number 2027 on it and the fact that it was painted light silver blue, the original colour of 412041.

However, the plot thickened as David Black, an Alfa enthusiast in the UK, had acquired the modified 2900 chassis from David Llewellyn and confirmed it had been cut away for the V8, but that it still displayed its





correct frame number 432042 as stamped by Alfa Romeo. The car then passed to Jan Bruijn then Guido Haschke in Switzerland who, through Count Vittorio Zanon in Italy, had obtained the body of 2027.

In 1994, the project came to the notice of Sam Mann in the USA who requested the well-respected period Alfa (and many others) restorer Tony Merrick to check it out. Tony had dealt with up to 12 of these fabled cars in the past and was able to confirm the authenticity of this one thus setting in motion the total restoration of 412041. A good amount of detective work by Tony and Simon Moore located an original 8C 2900 B engine, number 422042, so all was ready for the project to get underway.

During the restoration, various facts were uncovered that simply confirmed that what they had was the real thing when 2027 was found on many body panels although the glove-compartment lid was stamped 2026, which suggested that way back in 1939, during construction, an Alfa employee had picked up the wrong lid and simply fitted it without checking.

Once the chassis had been lengthened back to its correct 3000mm, Tony Merrick found that the holes on top of the frame exactly lined up with the holes in the inner wing liner panels of the body. Because each of the Touring bodies for the 2900s were built freehand this indicates a unique fingerprint for each car so that every body was unique to each chassis.

The restoration was completed in 1997 and the car despatched to the USA for final painting in the black as you see it here. It debuted at the 1999 Pebble Beach Concours gaining a second in class for Most Elegant Convertible. Phil Reilly has handled all of its ongoing maintenance and also located the rare and valuable fuel pumps that were specific to the 8C 2900 and these will be included in the sale.

The quality and driveability of the car has subsequently been borne out by the fact that the Mann's have driven it over 12,000 miles since. In the words of Simon Moore, the 2.9s are 'immortal' and this one will represent an unforgettable sale for both RM Sotheby's and its next custodian. 🇮🇹







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# Brooklands 2016

We report on the 31st Italian Car Day where Italy's finest were seen – and heard – in record numbers

Story by Mike Rysiecki  
Photography by Michael Ward

Such is the size and popularity of the annual Auto Italia event at Brooklands that the radial approaches to the M25 have become part of the fun. The first clue that this is a special day on the events calendar comes when you start to notice an unusually large number of Italian cars on the road, way in excess of any ordinary day. From as far as 50 miles out, depending on your speed, you will pass or be passed by a mix of classic and modern Italian vehicles heading towards the venue.

As the radials meet the M25 the excitement clicks up a notch and it's possible to find yourself being part of a motorway scene more reminiscent of an autostrada as Italian cars make their way to either of the two Brooklands M25 exits. Even though Ferraris, Maseratis and Lamborghinis are an everyday sight in Surrey, you can almost read the minds of the early-risers in Weybridge as they realise it's the day for the annual gathering of finest Italian metal. The Saturday shop at Tesco's Brooklands branch maybe best left to another day.

With 6239 visitors converging on the event, experienced exhibitors have learned not only to come annually but also to come early. Brooklands

Director Allan Winn was there at the Campbell Gate helping his staff to multi-lane the enthusiasts down the entrance ramp. The growth in popularity of the event is Allan's pain in disguise as marque and model groups, who in previous years used the gate area to assemble and count their flock, now find themselves moved quickly on into the site. Herding cats would surely be more rewarding.

Cars are zoned in the traditional 'territories' manner with marques and the more numerous individual model types displayed in designated areas. Anyone who has visited the popular international theme parks will have witnessed the phenomenon of national groups reverting to their national stereo-typical behaviours, and the same seems true of Italian car model groups. Fastest growing of these 'nations' has to be the Abarth group who have gone from an initially small pack to one of the more distinct sub-marque groups. In the case of the Abarthisti, 150 owners created a vigorous and youthful buzz worthy of a music festival. Their enthusiasm transcends any of the other groups except for maybe the Fiat Forum team, who are right up there when it comes to evangelising their faith.

Over in the Lamborghini zone things were similarly





OLIO VS OLIO  
FIAT

PIRELLI

Y. Mehta  
R. Whitehouse

*Superleggera*

6122 HX



loud and frantic but the calm greys and whites favoured by Team Abarth give way to bright and sometimes garish colour combinations. Maybe it's being located under the wings of Concorde with its once roaring, but now silenced, Olympus engines that causes owners to announce their arrival with a blip of the throttle, barking proudly through the seemingly obligatory sports exhaust. Yellow and bright green bodywork does little to help to convince anyone that Lamborghini buyers can be quiet and reserved.

Outside the Clubhouse Paddock, Maserati cars in many shades of metallic blue, silver and grey exude the quiet confidence of their owners in a much calmer and more reserved way. It's fascinating to witness the evolution of modern Maseratis since their revival in 1998, and trace the recent family lineage from 3200 to Ghibli and upcoming Levante.

Apart from the obvious human and social benefits of arranging cars into marque and model display families, probably the strongest reason for putting them together is to allow direct comparison. Certainly over in the Ferrari area it's possible to obsess on the shades of red paint and beige leather for most of the day. But for many, the opportunity to compare and contrast the detailed differences has enormous value especially to owners and prospective buyers wanting to see the variations in the flesh. When contemplating a model change, a performance upgrade or styling tweak, the Italian Car Day is the place to see how your ideas might turn out.

The Finishing Straight and Member's Banking were home to the combined but yet to be confederated Fiat owner groups, famous for their sub-factions, but never lacking in their welcome. The displays of sporting Fiats,

*ABOVE: The ever popular test Hill with Huracán and Delta integrale running  
BELOW: Ferrari exotica from DK Engineering*





**ABOVE:** Matching pair of Aventador SVs

**BELOW:** Bugatti Veyron, LaFerrari, 037 Rally, Bizzarrini Corsa and F12tdf

X1/9, Panda 100HP, and Coupe are testimony to the passion and dedication of their owners, who relish in the detail of technical discussion that they may be denied at home. The addition of the upcoming 124 Spider will provide a new top dog for next year's event. A Cinquecento undergoing live mechanical work at the Fiat Forum HQ gazebo was a focal point for the home-maintainers wanting to discuss their projects.

Alfa Romeo owners already seem to walk with a stronger spring in their step these days as their fantastic display of 250 classic and modern machines enjoy a new day in the sun. No longer troubled by the 'ARexit' fantasy of future German ownership, the group also enjoys the freshly ordained halo of the 4C. Factor in the imminent Giulia and next year's Alfa zone will be throbbing with a new six cylinder beat.

A right turn at the top of the Finishing straight leads

to Lancia-land, exclusively 'classic' and feeling calmly confident in its sporting heritage and past successes. Also ripe for revival, as a group, the owners seem eager and hopeful that the recent corporate favours bestowed on their Alfa Romeo and Fiat cousins may one day come their way too. Until then, the Italian Car Day is their opportunity for marque enthusiasts to gather and bask in the beauty and glory of their cars.

Certainly, the marque and model specific displays are compelling reference and comparison points but the mixed and non-club aligned displays provide another dimension. In the Club House Paddock the unique, unusual, exclusive and downright expensive nestle up to the recent and soon-to-be published feature cars of Auto Italia magazine. Compiled by invitation, this is where attendees can enjoy cars that are otherwise rarely accessible or seen only on the page.



Non-club aligned participants also mingle randomly with oversubscribed clubs and overflow in some of the most delightful displays of Italian classics in some very unexpected combinations which Art Editor, Michael Ward manages to seek out and use in subsequent magazine pages and web postings.

This 31st Italian Car Day differentiated itself, not only by its size and completeness of mission, but also by including two even more exciting and crowd pleasing 'moving' elements. In 2006 classic Fiat 500s at Italian Day were the first non Mercedes-Benz cars to grace next door neighbour M-B World's private test track. Over the years this has grown to a full supercar driving display with eight car groups paced behind one of two 'Safety' cars. This year we had a Ferrari 488 GTB and a Lamborghini Huracán leading cars grouped by power and driver experience. The audience for this element of the Italian Car Day was a mixture of Brooklands attendees blended with Mercedes-Benz World day visitors, both showed their appreciation and enthusiasm noisily. The pleasure of two young lads who saw their Top Trumps cards come alive in front of their eyes was palpable, as they shrieked and literally jumped up and down on the spot when the Pagani Huayra and Oakley Veyron made their appearances.

It's a tightly choreographed affair, dovetailed with Mercedes' own Silver Arrows demonstration and fee paying driving skills classes. Erudite commentator Tony Webb informs and entertains a genuinely interested crowd who are hungry to learn more about cars that many are seeing for the first time. Owners who have volunteered their vehicles and looking for feedback on

their styling, performance modifications or even their driving skills would do well to send a mate over to the M-B World terraces to capture the authoritative but sometimes brutal 'vox pop' of the cognoscenti.

Tony Webb was back on duty in the afternoon for the display runs up the one hundred and seven year old acceleration and braking Test Hill. Today's cars generally make light work of the increasingly steep hill and drivers are warned in their safety briefing to lift-off well before the summit crest in order not to 'take air'. Hidden from the ascent view is the shortness of the braking area which would now serve as a very short landing zone for the overzealous. There is always one!

Test Hill is popular with drivers of some of the less powerful classics, eager to show their capabilities in close proximity. Enthusiastic use of rev limiters and sports exhausts is appreciated by the huge crowd who gather many layers deep to enjoy the sounds, sights and smells, safely under the guidance of the Brooklands marshalling team.

As the day drew to an end, groups of enthusiasts can be seen gathered in clutches to catch up on their Italian motoring year with resolutions and good intentions renewed for another 12 months. May marks the beginning of the summer event season but also seems to be the time when new Italian car related vows are renewed.

Next year, the venue promises the return of some much needed display space, once the relocation of the Bellman Hangar and its aviation exhibits is complete. This will make a new display extension running from the Club House to the banking. Things just keep getting bigger and better! 🇮🇹

*BELOW: Eclectic mix of Italian cars from a Lancia B24 Spider, to a hot Doblò, to a Fiat 750 Vignale Cabriolet and Dino Coupe*





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# Fiat 128 Restoration

A classic Fiat 128 is rescued from the diminishing number of surviving cars left in the UK

Story and Photography Michael Ward



**T**he humble Fiat 128 is now a rare machine in the UK, it is reputed that there are less than 35 saloons and less than 12 MK1 saloons still on the roads. It still baffles me as to why I've just sold mine.

Registration number ADD 170K was built in October 1971 and was purchased at Mead & Tomkinson Ltd, Gloucester by a Bentley owning chap by the name of Mr TW Hey. Looking back through the reams of service history this little car had been loved, maintained and rather tinkered with. Despite only

having 42,000 miles on the clock, it has had at least three clutches and it also had the valves straightened. Now that's something that unnerved me, because at some point the cam wheel sheared off resulting in the bending of a few valves. As these valves were, and still are cheap and readily available, it's odd that they weren't replaced. It's fair to say that I have every bill, invoice and technical jotting that's ever been associated with 'ADD'. It makes for eyebrow raising reading.

Fast forward to 2009 when the list of MOT advisories





were so long they spread into many sheets the car finally ended its road career and was locked away. Sadly Mr TW Hey passed away and the car was inherited by his daughter Caroline. It came to my attention via a Fiat forum, after someone spotted it in the driveway and was interested enough to enquire about it. My interest was piqued so I asked a good friend of mine in Cheltenham to inspect the car for me. The news wasn't good. "It's a rust box full of water." was the verdict. Oh well, dodged a bullet there I thought. A few weeks passed and I noted that the car





ADD170K ANNUAL MOT MILEAGE

1993-1994	32,937	
1994-1995	33,940	1003
1995-1996	34,824	884
1996-1997	35,786	962
1998-1999	37,356	1570
1999-2000	38,155	799
2000-2001	38,865	710
2001-2002	39,252	389
2002-2003	39,673	421
2003-2004	39,930	257
2004-2005	40,195	265
2005-2006	40,463	252
2006-2007	40,715	267
2007-2008	40,982	240
2008-2015	41,222	



**ABOVE:** Replacement panels were sourced via eBay from Greece, Denmark, Italy and Essex

was still unsold and more importantly un-scrapped despite some of the usual Fiat 128 enthusiasts trying to make contact with the owner.

Curiosity finally got the better of me. Days later I found myself yanking manfully on a creaky wooden garage door to reveal the sorry looking green four-door saloon. The battery was flat and the car barely rolled. Still, on face value it looked OK-ish. In the daylight it was plain to see the various hues of green paint, the obvious rust holes in front and rear wings, sills and front panel. However, the windscreen surround was, unusually, almost perfect and rust free. This is a screen-out, expensive repair, which has resulted in many scrapped cars.

As the pictures illustrate the car was a bit of a mess but the speedo was only showing 41225 miles and the logbook had only one recorded owner. A little research indicated that this car was the oldest surviving 'roadworthy' 128 in the UK, and that appealed to me. A deal was done for the scrap value of £120. Transport was arranged, the car was mine. My tenth 128.

Why Fiat 128s? What's not to love? Engineered by Dante Giacosa with an engine design by Aurelio Lampredi. Enzo Ferrari had one as a runabout and it won car of the year in 1970. I've owned all variants of this little Fiat but always prefer the Saloon. The coupé is perhaps the purest and best looking but for me the saloon is just that bit cooler.

This one is a bit of an odd-ball though as the indicator stalks and wipers operate on the opposite sides of the column compared to a later 128. The brake master cylinder is fitted on the righthand side of the engine bay near the exhaust downpipe, the

same as a left hand drive car. This must have been a very early UK car.

When the 128 arrived home it was duly washed, spiders and mould were removed from the interior and properly assessed. The front wings were in very poor condition due to the absence of protective plastic wheel arch liners, as fitted to later models, resulting in the front panel and headlight bowls being nothing more than teabags of dirt and filler.

Chassis-wise the car was actually OK. Also, the inner rear arches, a guaranteed rust trap on these cars, were not beyond repair. The seats and door cards, after a good scrub, were superb but the floor covering and the ripped and mould stained headlining were an issue.

As reality to the extent of the rust dawned the interior issues faded. The car needed two new wings, rear wings, sills and a front panel. Amazingly all were sourced rather promptly from Athens, Denmark, Italy and Essex. My body shop was delighted with the new panels as the originals were simply too far gone to repair. The old panels were ground off and the chassis was sorted along with new jacking points and inner rear arches. The rear wings were actually from a later car so trim holes had to be dealt with and I decided to have the new sills fitted without the chrome trim as this meant drilling holes into new metal.

The car was really taking shape so a new paint colour was considered from an original 1970s swatch. 156 Dark red was chosen, or as it's now called Rosso Scuro. I've never liked green and the colour change was not really going to affect the value of the finished car. Not that it mattered because this one was supposed to be a keeper.





With the bodywork completed the 128 was painted and ready for the rebuild. Various new items were fairly easily obtained and stock piled such as the radiator, hoses, thermostat, front grille, front indicators, front and rear bumpers, rear indicators, new seat-belts, front brake discs, pads, track rods, etc. The original calipers were sent off for refurbishing and soon returned gleaming and ready to fit. I had a new headlining made and sun visors re-trimmed by Malcolm Barton. He is an absolute craftsman and the quality of his work was plain to see. The car was finally put through an MoT in July 2014 and it passed first time. Job done, I thought.

After a few weeks of pottering around, the gearbox was getting noisy as two of the synchros seemed pretty well shot. These units are quite hard to come by now but I was very lucky enough to find a 'known' box.

This was installed by Marco at Torque Automotive as well as a clutch, new driveshafts, track control arms, tripod bearings and track rods. On many other cars the list of parts I needed would have been astronomically expensive, however, this was not the case thanks to that well known auction site.

The wheels currently on the car were originally fitted to a Matra Simca Bagheera and were in a pretty sad state. These were sent away to my friends over at the Wheel Repair Centre in Bamber Bridge. Fresh Cooper Avon tyres were ordered in the original 70 profile. Normally I would fit 185/60 x 13s and lowering springs to improve the stance of the car but this time I wanted nice skinny tyres to match the excellent ride quality of the standard suspension.

Spring had arrived so the car was getting used for local trips and a few nearby classic car shows but the proper official public debut was scheduled for our Italian Car Day at Brooklands. I knew it would be well received because it had attracted so much favourable attention at the Villa Scalabrini Italian car event.

As Brooklands grew nearer it dawned on me that I would be driving a Ferrari 488 GTB to the event so the 128 would need to be transported, not the end of the world as there were still a few question marks on its

long distance drivability. The horn no longer worked along with the washers, temperature gauge and there was a flickering battery light to sort out.

About three quarters through the rebuild I had been in contact with an enthusiast from Bristol who had been searching for his ideal 128 for a long time. Mine seemed to fit the bill although it wasn't actually for sale. As I knew he was going to be at Brooklands in his mint MK1 Fiat Uno I had another reason to have the car there. He came over to see the car and didn't so much as blink at the potential sale price. To my delight and surprise he agreed and the deal was done, which left me with the small list of jobs to complete.

Two weeks later the car was driven all the way from Bedfordshire to Bristol to start its new life attending shows and, more importantly, being driven. 🇮🇹

*ABOVE: Wheels sourced from a Matra Simca Bagheera were an unusual choice but share the same PCD and really suit the 128. Restored by The Wheel Repair Centre.*



# TEAM CARS

AUTO ITALIA STAFF REPORT ON THEIR WHEELS

## EDITORIAL FLEET

by Phil Ward



### FIAT COUPE 20V

The Fiat Panda 100HP just had to go, the ride was just too harsh. On the open road it was great, but in town it was truly awful. Speed bumps were taken in three stages, the climb up, the drive across and the ride down. I fully intended to try another suspension set up but could not find any reliable information on how this could be achieved. I was

not prepared to change the shocks and springs without a sensible recommendation.

Mrs Ward was having Fiat Coupé withdrawal symptoms so the hunt was on for her 5th example. Given that most of her driving is local a 220bhp 20v Turbo seemed like overkill to run to the supermarket. It seemed to be more practical to run a 20v n/a

instead. These days the 20v 'normale' is becoming scarcer with enthusiasts preferring the Turbo.

According to Coupé guru John Cartlidge parts for the 20v are drying up, the engine and ancillaries being different from its Turbo sibling. Think Fiat Bravo HGT.

Low mileage Coupés of any specification are becoming harder to find and the ones that are

available are often at a premium, which is fair enough. Recently I have been scanning the local press for cars rather than eBay which, to be honest, has a lot of dreamers selling junk. A car on Gumtree in Bedford caught my eye. It was a 20v facelift with just 59k on the clock and in Moon Grey, a rare colour on a 20V. Bedford has a big Italian community and sure enough the car was owned by an Italian, it had been his father's car and had been stored since 2008. The chassis was sound, according to Cartlidge under body corrosion is becoming a problem on Coupés, not surprising as some of the survivors are 18+ years old. The engine ran OK and a drive around the block was enough of a test to confirm that the car was a viable prospect. A dodgy rear wing repair would need attention, the

rear tyres were damaged having been flat for years and the rear seat belts were missing!

The Coupé was safely transported to Midlands Car Services where recommissioning began. The engine oil had not been changed for many years it was black and gluey and the gearbox was practically dry. As expected the brake discs were corroded and some pipework needed replacing. Various electrical maladies were dealt with and the air-conditioning was regassed. The banging non-original exhaust system was rejigged and as John Cartlidge commented: "The tail pipe will be useful as a parking sensor."

I collected the car from MCS and drove it home knowing full well that the Coupé had not been used regularly since 2008. John Cartlidge had done a





thorough job of bringing it back life and it behaved very well. I had forgotten how well a non-turbo Coupe drove, the power delivery was smooth with a more vibrant exhaust note than the Turbo.

The plan was to return the car to MCS after 1000 miles for an oil change and final a check over. In the meantime the car had developed a slight low speed misfire which turned out to be nothing more than water in a spark plug recess due to over enthusiastic valeting. With the car running perfectly it is now time to look at the aesthetics. Damage on the skirt of the front bumper will be dealt with by sourcing a second hand replacement and then repainted. The drivers seat (fabric) has the usual wear on the bolster. I am considering changing to leather but a set of seats in good condition are becoming harder to find. I might just go for fabric front seats if I can find a matching weave pattern.

#### **ALFA ROMEO 156 V6**

After a long period of running perfectly the 156's engine management light came on and despite efforts by Jamie Porter's team to permanently extinguish it surgery became inevitable. The

computer indication was reporting a camshaft phase issue, but none could be found. A leaking head gasket was considered to be the most probable culprit, and Jamie Porter advised that this is not uncommon on the rear bank of 2.5-litre V6s. Given the low mileage and excellent overall condition of the car I decided to go ahead with work.

It might be an old model now but the 156 24v is a very cost effective way of enjoying the classic Busso V6, and the 2.5-litre version mated to the superb six speed gearbox is hard to beat.

Alfaworkshop rebuilt the cylinder heads and after the work was completed they ran the car for several days to make sure everything was working properly. Having enjoyed the car for two years I thought the engine had been functioning perfectly, clearly it wasn't because I couldn't believe the difference when I drove it home. One thing I have learned about the V6 is that it masks problems and yet still runs very well. The drive was made even more pleasant because I took the opportunity to fit a cat back Supersprint exhaust supplied by Alfashop. It

fits beautifully and gives a nice burble without being offensive.

The 156 is now even better than ever so finding a car to replace it is going to be a difficult task. A 3.2 GT or 156 GTA perhaps? While mentioning facelift 156s, the UK never received a V6 version, however other markets did. I did a search of 2003 V6s and found one in South Africa for £2.5k. Some cars have also been reported in Ireland.

Having just received my road tax renewal it reminded me that I needed to take the DVLA to task over the high rate owners with Australian imports have to pay. After an exchange of emails DVLA came up with the following.

"It may help to explain since the Chancellor's March 2000 budget announcement, there have been a number of changes to the vehicle tax system, all designed to align the tax more closely to a vehicle's fuel efficiency and other environmental factors. For cars registered from 1 March 2001, vehicle tax will be applied according to the fuel used and the amount of carbon dioxide CO<sub>2</sub> emitted. Existing cars registered before 1 March 2001 remain taxed in relation to their engine size. As your vehicle was registered in 2006, the tax you pay is based on the CO<sub>2</sub> figure which is 282kg/m. This means the annual payment for vehicle tax is £505. Even

if the vehicle was manufactured in 2002, the rate of tax would still be the same due to the CO<sub>2</sub> figure. It is not based on the vehicle's age."

So the bottom line is that the registration date is not the governing factor but the change of kg/m rating for cars manufactured after 2001. The net result is that the availability of late registered 156 V6s will be seriously affected when owners realise they are paying twice the road tax of cars of a similar age. It's not surprising that some owners advertising 2006 plate cars for sale do not mention the tax hype. The first I knew about it was when I applied for tax on-line. Buyers beware!



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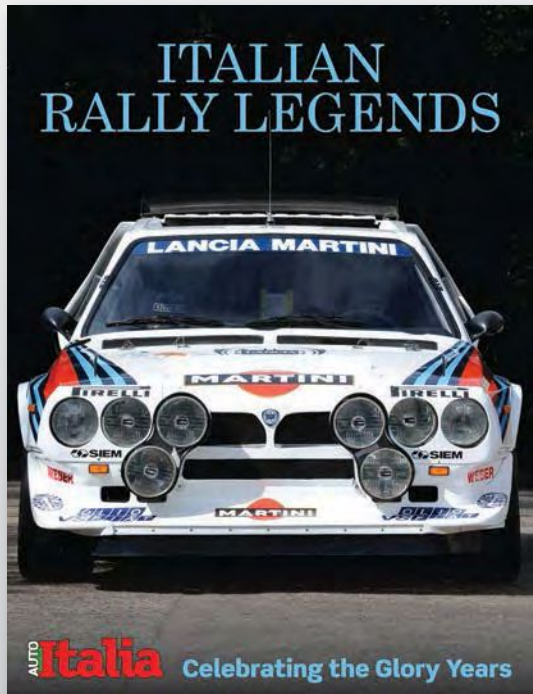
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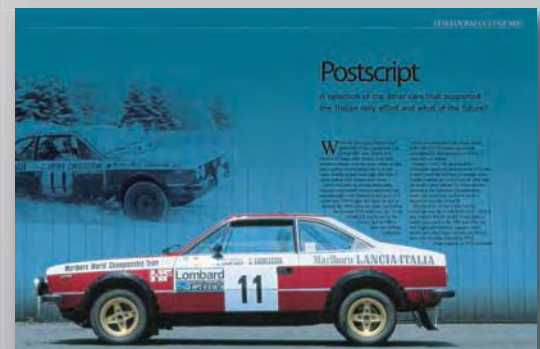
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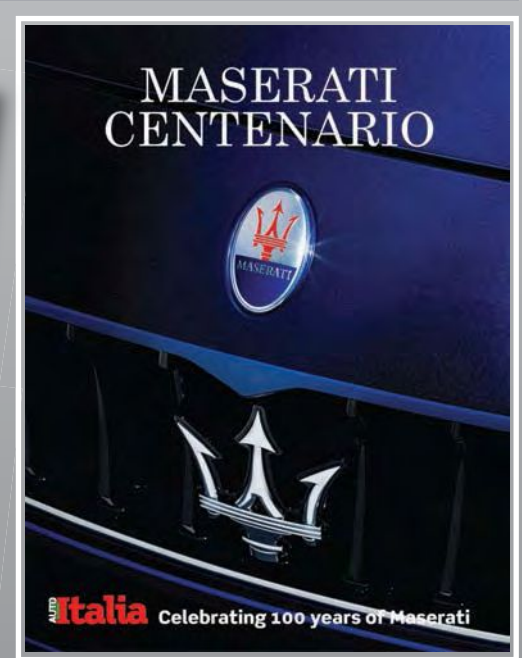
### Postscript

A history of the great cars that inspired the Italian rally effort and what of the future?

When the Italian rally effort was at its peak, it was a true testament to the Italian car industry. It was a time when Italian cars were the most successful in the world, and it was a time when Italian cars were the most respected. It was a time when Italian cars were the most loved.

Recorded by Auto Italia contributor Simon Park, Maserati Centenario follows the Maserati story from its roots in Diatto, through the Orsi dynasty, the Citroën years, the De Tomaso episode and finally Ferrari and the current Fiat administration. The dream of Fratelli Maserati all those years ago has finally been realised with Maserati becoming one of the most recognised and respected exclusive car marques.

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# BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

## Ferrari 458 Italia

Could the 458 Italia be the greatest mid-engined Ferrari ever? Quite possibly. Its desirability is also assured, as Ferraris' latest naturally aspirated V8

Report by Chris Rees  
Photography by Michael Ward

If you said the 458 Italia marks a high-water mark among mid-engined cars from Maranello, you'd get no argument from us. Alluring to look at and ultra-focused to drive, it's a car that scores a bull's-eye in the supercar sweet spot.

Ferrari said that its 458, unveiled at the March 2009 Geneva Motor Show, represented a "complete departure from the past." As the replacement for the F430, it certainly did represent a huge step change.

Pininfarina's design was taut, compact, aerodynamic and fresh. The fact that Michael Schumacher was involved in its development was a big plus. And the 458 Italia marked a definitive break from manual transmission Ferraris, since your only gearbox option was an F1 seven-speed dual-clutch transmission.

In one respect, though, the 458 Italia did not break from the past. This was the last mid-engined Ferrari to use a non-turbo engine. The 4999cc V8 powerplant (up from 4.3 litres in the F430) used direct fuel injection, making it the first Ferrari direct-injection engine to be mid-mounted. Its output was an impressive 562bhp at 6000rpm – equivalent to 125bhp per litre, the best yet for a naturally aspirated road-going Ferrari.

Weight reduction was a priority, too, and Ferrari claimed a dry weight of 1380kg, 58 per cent of which sat over the rear axle. The wheelbase grew by 50mm over the F430, and the 458 was also slightly longer and wider overall. The chassis was in aluminium, as with the F430, but with more bonded elements than before. The

suspension was by double wishbones up front and a multi-link rear with adaptive magnetorheological dampers offering a choice of set-ups via the steering wheel. Speaking of which, the revolutionary new steering wheel dominated the interior, clustering most of the main controls on it. Some found this design over-fussy but it's proven the template for pretty much every supercar since.

In 2011, two years after the coupe's debut, the 458 Spider made its first appearance. In contrast to the F430 Spider's soft-top, the 458 Spider had a solid aluminium roof that disappeared rearwards at the





press of a button (in just 14 seconds).

The 458 Speciale of 2013 truly represented the pinnacle of the 458 line. It had 90kg less weight, 43bhp more horsepower (605bhp) and improved aerodynamics (thanks to exotic movable flaps on the front valance and an active rear diffuser). You also got side slip angle control (SSC) to improve handling on the limit. The final 458 variant was the Speciale A (for 'Aperta' or 'open'), of which just 499 examples were made. The 458 left production in 2015,

replaced by the turbocharged 488.

The 458 Italia certainly represented a big step forwards over the F430 in almost all departments, but perhaps the best news about it is that it seems to be extremely reliable. What exactly do you need to look out for when buying?

#### ON THE ROAD

Step inside the 458 and it feels wonderfully focused – especially the steering wheel, which has so many controls sited on it: even the suspension and traction control system is controlled by the manettino, offering Sport, Race and Traction Control Off settings.

In Sport mode, the handling offers up a hint of understeer on turn-in but it's hard to relax in the 458: this is a pretty intense experience all of the time.

Switch to Race or Traction Off modes, and it's even sharper. A very quick steering ratio gives the 458 Italia very keen turn-in, while the E-Diff and F1-Trac systems offer fantastic ease of control on the limit.

Over 80 per cent of peak torque is available from 3250rpm, so this is a car you don't need to rev hard to maintain good progress. But you'll want to rev it as much as possible because it sounds so delicious: a purposeful growl transforming into an intense crescendo through the triple exhaust tailpipes.

The F1 transmission provides smooth but super-fast shifts at full throttle. Short gaps between ratios match the power and torque curves of the V8 perfectly. For the record, the 458 accelerates to 62mph in under 3.4 seconds and tops out at above 202mph.

The Speciale is even more special, with its redline set higher (an indicated 9400rpm). Its super-sticky tyres provide epic grip, while the adaptive dampers have their own calibration and unique Side Slip Control (SSC) flatters you, allowing a touch of beautifully adjustable oversteer.





### ENGINE & TRANSMISSION

The 458's V8 is proving to be a tough and reliable engine with no major faults. In 2012, a handful of 458 Italias (six in the UK) were recalled due to a machining fault that could potentially lead to crankshaft failure. Aftermarket exhausts (such as those by Capristo) are fairly popular.

The seven-speed gearbox is made by Getrag and is very similar to the one fitted to the Mercedes-Benz SLS AMG. It seems to be very reliable in service, despite some reports about early 458s suffering from electrical glitches. That's just as well because a new gearbox costs £7200 plus fitting.

### CHASSIS & BODY

The aluminium body panels should have tight gaps all round, so check them all carefully. Parking dents and stone chips are common on the front end, sills and wheelarches. Many owners apply a protective layer to vulnerable areas such as the nose to lessen the impact of stone chips.





## TECHNICAL SPECIFICATIONS

### FERRARI 458 ITALIA

ENGINE:	V8
CAPACITY:	4499cc
POWER:	562bhp @ 9000rpm
TORQUE:	398lb ft @ 6000rpm
TRANSMISSION:	7-speed F1 dual-clutch automated manual, rear-wheel drive
KERB WEIGHT:	1485kg
TOP SPEED:	202mph
0-62MPH:	3.4sec



Corrosion is not an issue with the 458 Italia but if you need to replace damaged body items, they're very pricey (over £3000 for a front bumper, £2000 for a headlight). The factory paintwork isn't of brilliant quality, with an 'orange peel' effect even on brand new cars. This can make signs of a respray difficult to detect.

A high-profile spate of cars catching fire in 2010 was traced to overheating adhesive in the wheelarches. This was addressed with a recall of the first 1248 examples but no UK-delivered cars were affected.

Suspension ball joints wear out quickly – listen for noises over bumps and feel for snagging through the steering wheel. New dampers cost in excess of £1000 each. Cars with standard alloy wheels are more difficult to sell. Replacement wheels cost at least £1500 each, while tyre wear on the 235/35 ZR20 front and 295/35 ZR20 rear rubber can be severe.

The standard carbon-ceramic brakes are virtually maintenance-free – just as well since the carbon discs are extremely expensive to replace, while a pair of front calipers and pads costs over £3000. Cars that have seen track use are likely to exhibit more wear, even if their mileage is low.

## INTERIOR

The 458's cabin is better built than older Ferraris and seems to wear well over time. The standard leather seats are a little soft, though, so check for wear here.

Electrical gremlins are not unheard of. Check that the stereo and sat nav work properly. Cars built up to the end of 2011 had potential problems with the passenger's front air bag rupturing during deployment, resulting in a recall.

Desirable options include carbon-fibre cabin trim and race-type seats. The latter are especially sought-after; they can be bought new but are hugely expensive (around £15,000 the pair). Other good options to have include sat nav/Bluetooth, a rear camera, parking sensors and leather fitted luggage.

## SERVICING

The great news here is that all 458 Italias delivered after 15 March 2011 have Ferrari's Genuine Maintenance programme in place, providing free servicing on all scheduled maintenance, regardless of mileage, for seven years. That's one service per year, unless you do more than the regular service interval mileage (12,500 miles). It's fully transferrable between owners. Of course, you still have to fill the car with fuel (expect something like 16mpg average) and replace







consumables like tyres but the 458 is one of the cheaper supercars to keep going.

### OWNER'S VIEW

John Bragoli runs a garage called John Paul Motor Services and often goes to check out cars for customers. On the way to see an Alfa 8C last year, he passed Maranello in Egham, where he spotted this pearl yellow 458. "I just loved the colour," he says. "It really changes in dusk light."

This is a very high-spec 2011 car. As well as the paint (a £16k option) it has a carbon interior pack, yellow-stitched Daytona seats and upgraded wheels. It turned out to be an ex-James May car and was in near-concours standard. With only 8500 miles on the clock from new, it still looks that way. "The only issue I've had with it so far is a torn rubber window seal," says John.

### TYPICAL PRICES

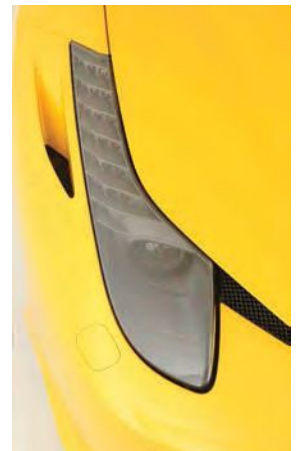
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2014 Speciale, black, RHD, 9000 miles, £320,000
2015 Speciale, red, RHD, 500 miles, £400,000
2015 Speciale Aperta, red, LHD, 100 miles, £700,000

### PRICES

The 458 Italia was priced at £175,000 at launch, but owners typically put a lot of options on – one 458 tested by this magazine had an astonishing £100,000 worth of options fitted!

The 458 has depreciated but not by much, and strong demand means prices have now levelled out. RHD cars start at around the £140k mark, although it's just about possible to find cheaper examples (such as LHD cars).

Harvey Stanley of DK Engineering says: "The 458 represents a big leap forwards over the F430, while the 488 is a very different car, so the 458 has no competition really. Always buy the best spec you can. In my view, red cars with a black roof and black interior are more desirable than black cars with a red interior."





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The Spider was the first-ever fixed-roof Ferrari convertible, so it's something of an unknown quantity, but loses nothing dynamically compared to the Italia. Expect to pay a premium of around £30k for a Spider.

The ultimate Speciale versions have moved into 'collector' territory, really taking off in value. RHD Speciales are now well north of £300k while the Speciale Aperta is over double that. There are even still some 458s around with zero miles on the clock – expect to pay £200k for an unregistered example and at least double that for a Speciale.

A high owner turnover is not unusual for the 458 but too many owners on the logbook can dent value. If the car has any gaps in its service history, that will also knock thousands off the price. 🇮🇹



#### THANKS

Many thanks to 458 Italia owner John Bragoli of John Paul Motor Services. [www.jonpaulmotorservices.co.uk](http://www.jonpaulmotorservices.co.uk) and to Harvey Stanley of Ferrari specialists, DK Engineering, for their help in the preparation of this buying guide. [www.dkeng.co.uk](http://www.dkeng.co.uk)



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[www.montecarlo.org.uk](http://www.montecarlo.org.uk)

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[www.viva-lancia.com](http://www.viva-lancia.com)

### Club LanciaSport

[www.lanciasport.com](http://www.lanciasport.com)

### Stratos Enthusiasts Club

[www.stratosec.com](http://www.stratosec.com)

### Maserati Club

Contact: Dave Smith, 2 Sunny Bank, Widmer

End, Bucks HP15 6PA Tel/Fax: 01494

717701 [admin@maseraticlub.co.uk](mailto:admin@maseraticlub.co.uk)

[www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### Northern Ireland Italian Motor Club

[www.niimc.net](http://www.niimc.net)

### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

### Yorkshire Italia

[www.facebook.com/YorkshireItalia](http://www.facebook.com/YorkshireItalia)

### Scuderia Italian Car Club

South Australia

[www.scuderiaitaliancarclub.asn.au](http://www.scuderiaitaliancarclub.asn.au)

## DIARY DATES

### August 19-21

#### Passione Engadina 2016

St Moritz

[www.passione-engadina.ch](http://www.passione-engadina.ch)

### August 28

#### Midlands Italian Car Day

British Motor Museum

Gaydon, Warks

[www.aroc-uk.com/eastmids/mitcar2016.html](http://www.aroc-uk.com/eastmids/mitcar2016.html)

### September 1-9

#### Amici della Lambda:

##### Fobello 2016

[www.lambdaworldregister.org](http://www.lambdaworldregister.org)

### September 4

#### Tetbury Classic Car Show

[www.tetburyclassiccarshow.org](http://www.tetburyclassiccarshow.org)

### September 4

#### Kent Italian Car & Bike Day

Honnington Country Fair

Southborough

[www.honningtonevents.com](http://www.honningtonevents.com)

### September 4

#### Gamma Consortium 2016

##### AGM and Rally

Sharnbrook Hotel

[www.thesharnbrookhotel.com](http://www.thesharnbrookhotel.com)

### September 9-11

#### Imola Mostra Scambio

Autodromo di Imola

[www.mostrascambioimola.it](http://www.mostrascambioimola.it)

### September 15-18

#### Gran Premio Nuvolari

Mantova

[www.gpnuvolari.it](http://www.gpnuvolari.it)

### September 16-19

#### Best of Italy Race

Castel'Arquato - Morfasso

[www.bestofitalyrace.com](http://www.bestofitalyrace.com)

### September 17-18

#### Manchester

##### Classic Car Show

[www.manchesterclassiccarshow.com](http://www.manchesterclassiccarshow.com)

### September 24-25

#### Modena Motor Gallery

Modena Fiera

[www.motorgallery.it](http://www.motorgallery.it)

### September 24

#### Rallyday

Castle Combe Circuit

[www.rallyday.com](http://www.rallyday.com)

### September 24-25

#### Grand Hueres Automobiles

Autodrome Monthéry

20 x Group B rallycar demo

[www.lesgrandesheuresautomobiles.com](http://www.lesgrandesheuresautomobiles.com)

### September 25

#### Peroni Race Weekend

Salzburgring

Campionato Italiano Aci-Csai

velocità in circuito.

[www.gruppoperonirace.it](http://www.gruppoperonirace.it)

### October 1

#### Castle Combe

##### Autumn Classic

[www.castlecombeclassic.co.uk](http://www.castlecombeclassic.co.uk)

### October 9

#### Autumn Motorsport Day

Brooklands

[www.auto-italia.net](http://www.auto-italia.net)

### October 21-23

#### Auto e Moto d'Epoca

Fiera di Padova

[www.autoemotodepoca.com](http://www.autoemotodepoca.com)

### November 11-13

#### Classic Car Show NEC

[www.necclassiccarshow.com](http://www.necclassiccarshow.com)

### 2017

#### February 8-12

##### Retromobile

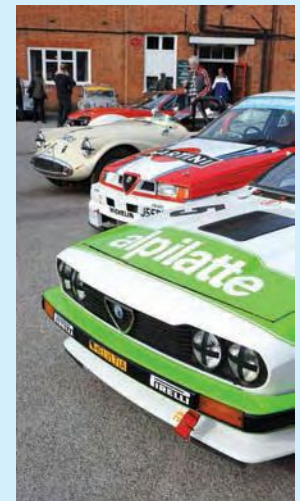
Paris

### February 24-26

#### Race Retro

Stoneleigh

[www.raceretro.com](http://www.raceretro.com)



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## ALFA ROMEO



**1976 Alfa Romeo Spider 2000 Veloce.** Red, original RHD. Interesting ownership history, ours for 14 years. Immaculate, loads spent, restoration photos and all bills. New seats, carpets, Coburn hood, windscreen, 2nd/3rd synchros just done, Chris Snowden maintained, only used in summer, drilled front discs, Sport Konis. Beautiful Melber wheels with Cinturatos. Engine 'fast road' mods, stainless exhaust with tubular steel manifold, electronic ignition. Manuals, tool kit, two spare wheels, set of standard steels, £17,995 ono. Tel: 01243 543036. Email: john\_penfold@btinternet.com. A248/016



**1985 Alfa Romeo Spider Series 3.** Metallic grey, RHD, ex S France car. Excellent condition but not concours, extensive bodywork and bare metal respray by specialist completed 2010. Mechanically excellent, rare period RUSPA alloys, seats retrimmed 2014. Dash and black interior good but not perfect, good hood but a few marks on window. Present owner 10 years. New MOT, downsizing forces sale, £8000. Tel: 01684 310103 (Worcestershire). A248/017



**1990 Alfa Romeo Spider S4 2.0.** 49,000km, metallic Burgundy, black leather and mohair hood with tonneau. Rare high specification imported from Germany December 1996, converted to RHD by Bell & Colvill, comprehensive service history. Concours winner, 50,000km, fine original condition. MOT to April 2017, AROC member, offers in the region of £13,500 ono. Tel: 01935 816822 (Dorset). A248/018



**1982 Alfa Romeo Sprint Veloce.** 4845 miles, red. Unique car carefully restored by owner. 1750cc engine with fast road cams, lightened, balanced with 40 Del'orto carbs fitted, suspension, brakes and wheels from 1988 model. Original stripped, cleaned and rebuilt 1500cc engine fitted with 105bhp head, Kent cams and Weber carbs come with car, gearbox original, interior original except steering wheel, freeflow 2" Manifold exhaust. Tailor made chrome bumpers, spares, £10,000 ono. Tel: 01489 573614. Email: clfarmiloe@msn.com. A248/019

**Alfa Giulia Spider.** 1963. Offers over £30,000. Tel: 01179 427178 (Bristol). A248/038



**1984 Alfa Sud Sprint Series 3 CLVR Green Cloverleaf.** Black, selling as spares, good engine/gearbox, prefer to sell as complete unit, offers. For more details email: senarayama@hotmail.com. A248/020



**Alfa Romeo 33 1.5 Cloverleaf.** Reluctantly offered for sale is this historic race/track car that is also road legal. Rare early series 33 with full MOT and only 29K miles in excellent condition, £2995. Tel: 07702 001409. A248/056

**2000 Alfa Romeo 145 TS 1750.** Rosso Red. It has been in my ownership since 2002, previously owned by Fiat UK. Currently SORN status, used until May this year, £500. Tel: 01477 500607. A248/021

**For TRADE advertising enquiries email david@talkmediasales.co.uk**



**Alfa Romeo Spider S4.** 1990, 64,000 miles, black. Present owner since 2002. Serviced by WAD Alfa and MOT'd (no advisories) in April. Tan interior, 64,000 miles (104,000km). An original solid example with a few modifications to improve the driving experience but nothing to threaten the insurance, £9500. Tel: 01543 682225. Email: davandsylv@aol.com (Staffordshire). A248/036



**2011 Alfa 159 Sportswagon 2.0 16v.** 170bhp engine, in black, 61 plate. In excellent condition inside and out with a full service history, maintained by an Alfa specialist, it has covered 104K. Next MOT due 5/9/2016. The car drives as new, the suspension has no knocks, it drives faultless, good tyres all round, oil and filter change every 5K, new brakes fitted front and rear. Any inspection by any car specialists welcome, £5250 ono. Tel: 01554 771668 or 07811 466658 mobile. A248/035



**2009 Alfa Romeo 159 Ti Limited Edition 1.9 JTDM.** 87,000 miles, Carbonio Black, full black leather interior. One of 250 made James Bond limited editions! 6 speed manual gearbox, 19" multispoke alloy wheels, Pioneer Mixtrax touchscreen radio/cd, FSH with stamped bookpack and cambelt/water pump change in 2013. Only 87,000 miles, multifunction leather steering wheel, cruise control, powerfold mirrors, red Brembo brake calipers, only 2 owners, 4 good tyres, MOT to December 2016, £6250 ono. Tel: Paul, 07709 846060 (Gatwick). A248/028



**Alfa Romeo 156 Sportswagon 1.8 Twinspark.** Very good condition, much service history from Alfa specialist. Silver, approximately 50,000 miles, leather trim. Much loved by owner. MOT March 2017, taxed. Tel: 07796 178346. Email: bennettwords@sky.com. A248/037



**2001 Alfa Romeo 156 T Spark Turismo.** 127,000 miles, dark metallic blue, £000 spent in maintenance and parts. Freshly MOT'd and within the last 12 months has had: timing belt, drive belt, tensioner and pulley, water pump, full exhaust includes both cats and Lambda sensors, factory boot spoiler fitted and recently refurbished alloys. A much loved car sadly no longer required due to retirement, £895. Tel: 07973 389774. A248/022



**2001 Alfa Romeo 916 Spider 2.0 TS.** 67,000 miles, red, serviced and Mar 2017 MOT. New S/S sports exhaust, carbon fibre free flow A/F and engine strut bar. Electric folding roof. Interior is in very good condition, very little wear. A very pampered car, excellent paintwork, no fading, slight lacquer peeling by door handle nearside. Drives superbly, number plate included, AROC member's car, £3995. Tel: Mike, 07730 955688. Email: mikefsteele@yahoo.co.uk. A248/023



**2006 Alfa Romeo 159 2.2 JTS Sportwagon.** 73,000 miles, metallic grey with grey velour interior, sat nav, air con, cruise control. Full service history, MOT to March 2017, owned since 2010 (20K miles), one previous owner. Recent new tyres, cherished car, excellent condition, £3250 ono. Tel: Nick, 01789 262539 or 07050 234693. Email: sch.nsa@btinternet.com. A248/027



**Alfa Romeo GT 3.2 with LPG system.** Full service history on Alfa specialist and in good overall condition, 80,000 miles, with new MOT, £6445 ono. Tel: Claudio, 07592 380187 (Hertfordshire area). A148/013



**Alfa Romeo 164 2.0 TS Super.** 81K, FSH, excellent throughout, must be seen, £2995. Tel: 07702 001409. A248/033



**2010 Alfa Romeo GT 1.9 JD TM Cloverleaf Q2.** 58,200 miles, red. Selling to purchase motorbike. A great runner, in good condition and fantastic to drive. FSH. Full leather interior, integrated Bose speakers and subwoofer, cruise control, dual climate control, 18" alloys, Sport function (170bhp). Multi-function leather steering wheel, rear parking sensors, ski-hatch, Alfa Romeo branded mats, 2 spare tyres, £6250. Tel: 07825 988995. Email: martinpatterson@gmail.com. A248/026



**Alfa Romeo 164 3.0 V6 Lusso manual.** Rare early 1990 car, gorgeous Pininfarina styling and fabulous Busso V6 engine. Excellent condition, £2995. Tel: 07702 001409. A248/055



**2007 Alfa Romeo Spider 3.2 JTS V6 24v Q4.** 28,909 miles, Gunmetal Grey with red and cream leather interior. A very fitting personalised number plate. Very good condition, last serviced 1-10-15, next MOT due 1-10-16, part service history, £13,750. Contact Elizabeth Willmott, email: cass.willmott@hotmail.com. A248/029



**2001 Alfa Romeo GTV Cup no 67 3.0 V6 24v.** 94,081 miles, red. GTA clutch and flywheel, stainless custom quad exhaust, stainless custom equal length downpipes, Powerflexed on the rear, new discs and pads, Koni sport shocks, Cobra Thatcham 1 alarm, private number plate 'N67 CUP', cambelt and water pump changed at 78,000, remapped by Gus at Alfatune (240bhp), MOT 22/05/17, Sony Bluetooth stereo with handsfree calling, £11,500. Tel: 07725 024034. Email: daveheathcote1@hotmail.com. A248/024



**2007 Alfa Romeo Spider 2.2 JTS LE.** 33,000 miles, Misano Blue. Beautiful example of this limited edition with blue leather interior with contrasting tan. Very well cared for with up to date Alfa Service history. MOT Nov 2016, reg no not included, AROC member, £9950. Tel: 07837 606707. A248/030



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**1970 Alfa Romeo 1750GTV**  
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**1972 Lancia Fulvia Sport 1600**  
UK RHD, 1 of 50,  
40 year ownership, well restored  
£27,495



**1966 Maserati Quattroporte 1A**  
Rare 4.7 litre manual, Borranis, famous owner, LHD, Classicse, easy project.  
£49,995



**1963 Innocenti 1100S Spider**  
Rare big engine, twin carb/disc brake model. LHD  
£14,995



**1970 Lancia Flavia 2000i coupe**  
Only 700 made, 4 speed, PAS, leather, Blaupunkt, LHD, excellent car  
£17,995



**1975 Lancia Fulvia 1.35**  
Low mileage, structurally excellent, LHD, rare colour marrone pariali from new, good car  
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**2001 3.0 Alfa Romeo V6 Spider RHD 3.0 V6 24v.** 38,000 miles, Proteo Red. Genuine low mileage V6 Spider in very good original overall condition. Totally standard without modifications. Recent tyres, new stainless exhaust, battery, mats and badges. Electric hood, air con and elec windows work fine. Recently serviced and thoroughly checked over by Monza-Sport (Alfa specialists). Drives without fault, MOT 26/04/2017, FSH, £6250. Tel: Jason, 07768 913197. Email: jason.foord@tesco.net. A248/025

## FERRARI

**Ferrari 360 Coupe.** 2004, Nero Daytona with black leather and blue stitching, shields, carbon racing seats, manual gearbox, Tubi exhaust, yellow rev counter, yellow calipers, immaculate. Full service history during my ownership by Graypaul. Approximately 43K miles, one of the best. Email: g11hammad@googlemail.com. A243/023

## FIAT



**Fiat 128 Mk1 4 door Saloon.** I bought this car in Rome. It's been owned by one family from new. Only 38,000 miles on the clock. This car is in unbelievable condition, it has to be seen. The car runs beautifully and is really nippy. Call for more info. Tel: Peter, 07557 918775 (London). A248/045



**For sale Fiat 124 Abarth replica.** Based on a 124CS1. Concours winner, hillclimb record holder. Fitted with a fresh 16V Lancia head fuel injected 2L run in km only, close ratio straight cut gearbox just rebuilt, 4.3:1 diff just rebuilt with larger axles, Brembo front calipers. Too many other mods to mention, ready to race. It is the only group 4 replica or original in Australia, any inspection welcome, will assist with shipping, approx cost to UK £1800, car is located in Australia, please email Chris for more info, £23,000 obo. Email: dallostest\_racing@optusnet.com.au. A248/040



**Fiat 130 Coupe:** This car was owned for the last 15 years by the president of the Fiat Club Holland and has been kept in fantastic condition. Gunmetal grey metallic, red leather seats, red leather door panels, black carpets, 14" cast light alloy wheels, 4 asymmetric beam halogen headlamps, front seat headrests, air conditioning, electric windows, hydraulic power assisted steering, self adjusting ventilated disc brakes on all 4 wheels, dual hydraulic brake circuits, independent all round suspension, limited slip differential, 5-speed manual transmission, single dry plate clutch, imported into the UK in 2015, 1 of 900 manual versions made. Call for more info. Tel: Peter, 07557 918775 (London). A248/043



**Fiat Punto Cabrio.** 1.2cc 16v. Full MOT, history, new MOT test, expiry is 18 May 2017, 3 keys, 54,136 mileage, electric roof and windows, CD player, roof does have couple of repairs but 100% water tight, last service at 53,940 miles, for sale £950 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A248/041



**Fiat Seicento competition prepped car.** Sporting 1108 engine with 3/4 race piper cam, full pro installed OMP cage, polycarbonate race windows, Sparco FIA seats and harnesses, fibreglass hatch and bonnet, new 7x13 wheels and stud conversion, new 235 Toyos, recent EBC pads and brake overhaul, recent new tank, recent new radiator, recent cambelt and water pump, new anti gravity race battery, FIA cut off switch new Faulkner springs, new updates shocks, straight through exhaust with cat, sunroof blank, Momo wheel, MOT until March 2017 and taxed. This car comes with spare Abarth bumper, new unfitted stainless 4 into 1 manifold, new adjustable turret platforms and a 1242 low mileage engine, £2000 takes the package for a great sprint/hillclimb/track or rally car which I've owned from new, can deliver. Tel: 07774 202671 any time. Email: filmprojects@hotmail.co.uk (Southend on Sea, Essex). A248/032



**Fiat 124 BC Coupe.** Owned by the same family in Milan from new, I bought the car from the owner's son-in-law as the old boy passed away. The owner spent ten years slowly restoring the car with all original parts. The engine and paint job have been undertaken by the owner and helped out by his friend who retired from Zagato's build team. It truly is in amazing shape and has to be one of the best in the country if not Europe. Call for more info. Tel: Peter, 07557 918775 (London). A248/042



**Fiat 750 Vignale.** Rare 750 Fiat priced to sell. The car is in fantastic shape and ready to drive away. It's really fun to drive and turns heads where ever. Less than 20,000 miles on the clock. Call for more info. Tel: Peter, 07557 918775 (London). A248/046



**Fiat 130 Coupe.** Bought from Milan 8 months ago. It has had two owners from new and has covered only 55,000 miles. The interior is in fantastic original condition with no marks or tears. These cars were just under 60K in today's money! Has just been tipped by Quentin Wilson in *Classic Car* magazine as where the smart money is going right now!! The engine is a twin over head cam 3.2 ltr V6 165bhp. Call for more info. Tel: Peter, 07557 918775 (London). A248/044



**Fiat 500 Abarth.** 2009 (59), 58,200 miles, 1.4 TJet, 12 months' MOT, well maintained, new rear exhaust, upgraded music system, in very good condition, private plate not included, £7250 ono. Tel: Martin, 07867 771203. Email: martindwyer01@hotmail.com (located in West Yorkshire). A248/012



**1997 Orange Fiat Barchetta.** Absolutely gorgeous condition, comes with a fresh 12 month MOT. ABS, recent service, re-upholstered Italian black leather heated seats with orange stitching, four good tyres on steel wheels, DAB radio with iPhone connection, perfect roof, 130,000 miles. Open to sensible offers. Tel: Aldo, 07841 777155 (Kent area). A248/031



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**2008 58 Fiat Panda Cross 4x4 1.3 Multijet.** Black, 76,265 miles, MOT April 2017, FSH, 2 owners, climate control, Vredestein tyres, roof rails and towbar, £3595. Tel: 07890 349092 (Newport, Pembro). A248/003



**Fiat 124 Sport Coupe.** 1976. RHD, been stored since 1987, looks like new, will require some restoration, £3950 ono. Tel: 01948- 840813 (Shropshire). A248/047

## LANCIA



**Lancia Fulvia '71 S2 1.3S.** Maroon/black, lhd, 2 previous owners, low mileage, no rust or filler, repainted + front seat retrim (March 2016), new tyres. MOT'd (safety inspected until July 2017), excellent body/brightwork and mechanics. Chassis: 818630004187, £11,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A248/008



**1967 Lancia Flavia Vignale Convertible.** One of 40 or so RHD cars, the first UK registration was in March 1967 but the car is believed to be from 1964. 2nd owner purchased in 1988 at around 14,000 miles and kept the car for 10 years, during which time significant work was carried out, and articles featured about the car in both *The Sunday Telegraph* and *Classic Cars* magazine. The subsequent owner carried out a major restoration costing over £21,000 from 1999-2000 at which point the mileage was 31,000, it was regularly and properly maintained mainly by Tanc Barratt and Omicron. In 2007 the car was sold again and regularly serviced until it was purchased by the current owner in 2014. The current MOT dated 1/12/2015 shows a mileage of 43,296, Thornley Kelham have carried out a full service and a number of additional maintenance items. A genuine, rare 4-seat convertible, the Flavia Vignale displays all of Lancia's renowned engineering excellence and driving satisfaction, comes complete with factory hardtop, and is ready to be driven and enjoyed over the summer, £32,500 ono. For more information call Simon, 01285 869791. A248/014



**Lancia Fulvia '68 S1 Rallye.** Light blue/burgundy, rhd, rebuilt engine, new clutch/water pump/tyres and exhaust. No rust or filler, excellent body, brightwork/interior and mechanics, currently undergoing a bare metal repaint. MOT'd (safety inspected until 27/11/2016), ready in 2/3 weeks, hopefully! Chassis: 818331009471. Engine: 8181402239540, £12,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A248/006



**1994 Lancia Delta Integrale Evo 2.** White/fawn Alcantara interior, 60,000 miles/96,000km, imported from Japan in 2011 by Auto Integrale, this immaculate Evo 2 has been owned by 2 serious Lancia collectors since. A totally correct car to standard factory specification - very rare in a Japanese-sourced car. In the past 12 months Thornley Kelham has fully serviced the car, replaced the front dampers, fitted a new battery, recharged the air con, refurbished the road wheels and painted them 'Martini' spec white, fitted 4x new Pirelli P Zeros, repainted the rocker cover and sourced and fitted a period Clarion radio. The front interior shows slight wear commensurate with the mileage, whilst the rear doors are still covered in their original plastic. Paintwork is immaculate throughout, as are all panels and panel gaps, the underneath of the car is also rust-free. The car drives as a proper, last generation Integrale should and only covered 3000km since import, will be sold with 12 months' MOT and 6 months' road tax, any inspection welcome, £41,000. For more information, call Simon, 01285 869791. A248/015



**Lancia Fulvia '69 S1 Rallye S.** Red/black, lhd, 1 previous owner, low mileage. No rust or filler, repainted + retrimmed front seats (2015), MOT'd (safety inspected until 24/09/2016). Excellent body/interior/brightwork and mechanics. Chassis: 818330009925. Engine: 818303011107, £12,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A248/007



**Lancia Fulvia '66 S1.** Aubergine/tan, rhd, 2 previous owners, restored professionally about 7 years ago, repainted + front seats retrimmed (2015), 12 months' MOT (safety inspection) no rust or filler. Excellent body/bright work/interior and mechanics. Very reliable, in the 5 years, the only problem has been 2 leaking brake calipers! Chassis: 818131004106. Engine: 8183027390, £12,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A248/005



**Lancia Fulvia for sale.** Genuine 1972 Lancia Fulvia Montecarlo. Substantial monies spent with Lancia specialists in the UK to be well prepared for touring or competition use. Very reliable and sound car in very good condition. Original Italian FTP papers and Historic passport with Italian history. Original parts and spares. Full price, details, spec, photos for serious enquiries. Tel: Maurice, 07507 853980. Email: mefkingst@aol.com. A248/053



**Lancia Ypsilon Versus.** LHD, 1.4 16v. UK registered, only 18,600 miles, ltd edition, 1 of only 1000 built in collaboration with Versace, beautiful leather interior, pure Italian chic, £4995 ono. Tel: 07769 405010 (Plymouth). A248/052

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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## FISSORE ARUANDA

Story by Richard Heseltine



The 1960s witnessed its fair share of car design competitions, many promising to transform the winner's rendering into a fully-functional, three-dimensional reality. The boxy device seen here was the end result of one such contest. The Aruanda was designed by Brazilian architecture student Ari de Rocha in 1963, and built by Carrozzeria Fissore in 1964 but it wasn't seen publically for another year.

De Rocha had entered a competition sponsored by *Luccio Meira*, the brief being to conceive a car specifically tailored for urban use. The São Paulista devised a 'one-box' machine which was notionally powered by either a petrol engine or a raft of batteries. How, precisely, Fissore came to be involved is lost to history, but it was possibly due to its prior work with Brazilian firm, DKW-Vemag, and other South American concerns. The

Savigliano-based coachbuilder faithfully reproduced de Rocha's original renderings to 1:1 scale. Basis for the car was a Fiat 500 Giardinetta, which was stripped and shortened but retained its 499cc 'twin' out back.

The Aruanda's outline may have appeared angular – even the steering wheel was rectangular, but there were some subtle compound curves. It was an attractive(ish) design, and a well-received one on its unveiling at the '65 Turin Motor Show. Finished in an eye-watering shade of yellow, it was certainly noticeable. *Autocar* magazine reported, not altogether coherently: 'The Aruanda is a real solution to the town car problem, one which looks right and, within the limitations of the Fiat layout, seems to satisfy all the engineering requirements. Its Fiat-based unit [chassis], has been shortened so there are only two seats. Wheel arch clearance is restricted, but a lot of wheel

work is not required for town use.' *Design Journal*, meanwhile, started that: '...the Aruanda has plenty of interior space as well as exceptional visibility.' It was also reported that one particularly intrigued visitor to the Fissore stand was five-time Formula One World Champion, Juan Manuel Fangio, but it's hard to believe that he was in the market for a city car.

That said, several firms did show an interest in at least evaluating the prototype, Fiat and MV Agusta among them, but there were one or two issues which ultimately nobbled the Aruanda's chances. Firstly, the high beltline ensured that there was no easy or graceful means of entry. Also, with the sliding glass 'doors' and roof in situ, it got a mite toasty very quickly. Hopes of attracting a Brazilian backer for a production run also came to naught, so the project was dropped. That wasn't quite the end of Fissore's flirtation with city cars, however, as it unleashed the brilliantly-named Mongho 650 at the 1969 Turin Motor Show. This Aldo Sessano-styled tiddler was a remarkably accomplished machine, if only visually, but it too remained unique.

As for de Rocha, he never designed another car as far as we are aware. The fate of the one and only Aruanda also remains a mystery. Rumour has it that it's in Brazil, and if you cannot trust Internet web forums, who can you trust?



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