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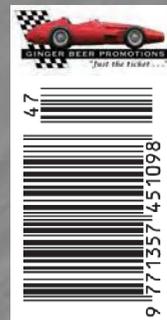
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In this issue we report on the first Scuderia Auto Italia event, which was a driving experience held at our test track at Longcross Studios in Surrey. The date was set to be the day before our Brooklands Italian Car Day so that readers would have the opportunity to take in two events over consecutive days. Because of the demanding nature of the course we ran the groups of cars behind control cars, on this occasion a Ferrari 488 GTB and a Lamborghini Huracán LP610-4. By all accounts the event was a great success and the drivers were delighted with the technical aspect of the circuit, especially the 'mountain' on the infield section. Not only that but they all enjoyed a very good Italian lunch and had a glimpse of the Millennium Falcon on the Star Wars film set. We are planning a repeat event for 2017 and will publish the date in due course. The following day we set another attendance record at the Brooklands Italian Car Day with 6239 visitors enjoying the spectacular variety of Italian cars at the historic venue. We are running a full report in the next issue.

I cannot deny that we feature some wonderful cars in *Auto Italia* and always enjoy the company of their owners on our photoshoots and at events, but every now and then we do something extra special that is off the scale when it comes to exclusivity. I served in the RAF in photographic engineering for 20 years and I still maintain contact through various retired airman's associations. I had a message from the former CO of No. 3 (Fighter) Squadron, of which I am an Association member, he is now managing the Lockheed F35 Lightning II project. The F35 is the new fighter aircraft that will be in RAF service in 2018. It's not everyday that I receive emails from a Group Captain, and especially with offers to set up a photoshoot with a brand new aircraft. The plan was to turn up at a US airbase with a couple of special cars to pose in front of the first F35 to carry RAF markings. As our picture shows we fulfilled the brief, read all about it in a feature coming soon.



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NEWS & VIEWS

RM SOTHEBY'S AUCTION

Monterey August 19-20



FERRARI DINO 268 SP

The unique Ferrari Dino 268 SP, Ch. 0798, is being auctioned at the RM Sotheby's Monterey sale on August 19-20. This car featured the very first V8 engine built by Ferrari, the earlier Grand Prix 801 being derived from the Lancia D50.

The Dino SPs were also the first rear-engined Ferrari sports prototypes. They were the precursor to the models which would go on to dominate sportscar racing for some years. The 246 SP was the first of the new cars and had the Jano-designed 2.4-litre DOHC 65° V6, utilising the engineering design from the 246 F1/156 F2 cars and the genius of Carlo Chiti to put it all together.

Ch. 0790 was the first 246 SP and appeared at Ferrari's press conference in February 1961. It shared the limelight with the new Grand Prix car, the 156 'shark nose', and there were the same flared nostril openings in the front of the new sports prototype. Ch. 0790 was raced at Sebring and Le Mans. A second 246 SP, Ch. 0796 joined 0790 for the Targa Florio and later at the Nürburgring.

Three new sports prototypes made their debuts at Maranello in February of 1962. Although each model was different in detail, these cars were outwardly very similar to

the 246s, sharing Fantuzzi's bodywork. The existing Ch. 0790 had a short nose body while 0796 received a 'long nose' treatment. The new 196 SP, the 248 SP and 286 SP were powered, respectively, by either the SOHC V6 or V8 Dino unit as distinguished from the DOHC V6 in the 246 SP.

Ch. 0804 was a 196 SP with a 2-litre 60° V6, 0806 was a 248 SP with 90° 2.4-litre V8, as was the featured car 0798. Ch. 0802 was a 286 SP, with a V6 60° engine of 2.8-litres. Ch. 0798 later became the unique 268 SP by having a new crankshaft fitted raising the capacity to 2644cc. The cam cover still

bears the inscription '248 SP', which refers to its original designation.

Tracing the technical development of these cars is complicated as the engines were shuffled around, for example 0802, originally a 286 SP, and 0790, a 246 SP, both became 196 SPs for the Targa Florio.

Ch. 0798 first appeared at the 1962 Le Mans test day as a 248 SP fitted with rear aerofoil and was the only Dino SP representative. It is important to note here that this was the first run for the chassis which was later to become the 268 SP. For the race in June, Enzo sent 246 SP chassis



Photos by Tim Scott



0796 for Ricardo and Pedro Rodriguez and this time 0798 made its appearance as the 268 SP it is today, to be driven by Baghetti and Scarfiotti, though the aerofoil had now disappeared.

Ch. 0798 was sold to NART and then Buck Fulp who raced it at Sebring in 1963 with Harry Heuer of Scarab fame, but it retired. Bandini also retired the car at Mosport that year and then it was campaigned extensively by a number of Americans in SCCA races until 1969. It passed through Chinetti's hands several times and was sold by Chinetti to Pierre Bardinon in France. Bardinon had it restored, but kept the original bodywork, complete with flared nose front end. With its original engine, it left the Bardinon collection for the ownership of American Bernie Carl and was looked after by Terry Hoyle.

Ed McDonough tested Ch.0798 at Silverstone for *Auto Italia* in 1997.

FERRARI 750 MONZA

In the mid-1950s, sportscar racing took America by storm. Almost every weekend at tracks around the country, both professional and gentleman drivers could be found pushing their machines to the limits. So often these race cars were driven hard, put away wet, damaged in accidents, and often modified for the sake of performance, as their drivers sought to extract just one more race behind the wheel. It was extremely rare for a racing car to enter the world of motorsport and then leave unscathed and unmolested.

It was even rarer for one of these racing cars to be retained by its racing driver after it retired from competition. Furthermore, it is almost unfathomable that one of these drivers would hold on to their cherished racer for the next 60 years. Yet, such is the story of this Ferrari 750 Monza, Ch. 0510M.

Having been raced by Carroll Shelby and Phil Hill the car was obtained and raced by Richard and Jim Hall. After it was retired in 1958 the car remained in storage with Jim Hall for nearly 40 years, preserving its unmolested condition. In the mid-1990s, Hall decided that his 750 Monza should be restored to its former glory. Since then, the car has remained well-preserved in Jim Hall's care in his native Texas. The provenance and importance of chassis number 0510M is irrefutable and second to none.

MASERATI A6G 2000

The 1951 Maserati A6G 2000 (Ch. 2020) offered in the sale comes from the Riverside International Automotive Museum. It is one of just nine Pinin Farina-bodied examples, this particular car was finished in Celeste (light blue) and fitted with a four-speed manual transmission and triple carburetors. The car saw extensive testing by Maserati from February to August of 1951, as the company

sought to perfect the design and execution of the car over that of the previous and first A6G 2000 bodied by Pinin Farina, chassis number 2013. According to Maserati historian Adolfo Orsi, the chassis and drivetrain were first tested with a provisional body fitted in February of 1951, prior to delivery to Pinin Farina for its own coachwork.

Ch. 2020 was sold new to its native Italy from Maserati on 8 September 1951 to Terzo Monachesi. In 1960, the car was imported to England and owned by a Mr Hambledon and Stan Derbyshire, and then purchased by Simon Moore in 1967. After about 10 years in England, the A6G 2000 travelled to America, and was eventually acquired by noted Houston-based Maserati collector John Bookout in 2000. It later appeared at the 2014 Pebble Beach Concours d'Elegance. Today, the car remains in concours-ready condition and would surely be welcomed at many of the world's most prestigious concours events.



Photo by Karissa Hosek

TOP MASERATIS AT PEBBLE BEACH

Gooding & Company, the official auction house of the Pebble Beach Concours d'Elegance has announced an outstanding array of Maseratis for The Pebble Beach Auctions on August 20 and August 21. Selections from an Important Maserati Collection include:

1961 Maserati 5000 GT Indianapolis

Maserati built just 34 examples of the 5000 GT between 1960 and 1965, with eight Italian coachbuilders supplying their own distinct designs for the chassis. Regarded as a 'Car of Kings', the 5000 GT was the fastest road-going automobile of its day, with its fuel-injected, four-cam V8 engine derived from the legendary 450S sports racing car. The 5000 GT pictured here, chassis AM103.014, was the first of 22 examples to receive elegant Coupe coachwork by Carrozzeria Allemano.

**1948 Maserati A6 1500 Coupe**

The introduction of the A6 1500 ushered in a new era for Maserati, as it was the company's first true production car, with 61 examples built and 59 bodied in elegant aluminium coachwork by Pinin Farina. This Maserati A6 1500, chassis 060, features a rare factory three-carburettor setup and has an exceptional racing history, winning its class at the Monza Coppa Inter-Europa in 1949 and 1950.

**1962 Maserati 3500 GT**

This gold Maserati 3500 GT comes complete with a Hollywood provenance to three icons – Eddie Fisher, Elizabeth Taylor and Anthony Quinn. In January 1962, Eddie Fisher purchased this 3500 GT Coupe (chassis AM101.2102) as a gift for his wife, Elizabeth Taylor. Taylor barely drove the car, so Fisher sold it to friend and car enthusiast, Anthony Quinn, who brought the Maserati to his home in Beverly Hills.

**1995 Maserati Ghibli Open Cup**

Maserati built just 27 Ghibli Open Cup cars to compete in the 1995 Ghibli Open Cup Championship. This car, chassis 361220, was the 11th car built. In its car nine races it took first place in the professional class and second overall in the series at the hands of Federico D'Amore. This car has been upgraded with Maserati's evolution kit.

**1957 Maserati A6G/54 Spyder**

Among the additional Maseratis offered in the sale is an A6G/54 Spyder. Frua Spyder, chassis 2191, was built in March 1957 and is one of only two originally finished in Ivory. Sold new through Charles Rezzaghi Motors in San Francisco, the Frua Spyder remained on the West Coast until it was eventually discovered in the late 1980s by noted Maserati collector Frank Mandarano. In the early 1990s, the car joined the famed Alfredo Brenner collection of custom-bodied Maseratis and was restored under his ownership.

**1971 Maserati Ghibli 4.9 SS Spyder**

Ghibli Spyder chassis AM115S/49.1237, is one of only 24 examples shipped to the US with the five-speed ZF gearbox. After an extensive five-year restoration in 2009 by marque specialist, Martin Logé, the car went on to win a Best of Marque award at Concorso Italiano in 2014 and a Best in Class award at the Greystone Mansion Concours d'Elegance in 2015.

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1990 Ferrari F40 Chassis no. 89028

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LAMBORGHINI AVENTADOR MIURA HOMAGE

Automobili Lamborghini presents the Aventador Miura Homage, a special edition of the current Aventador coupe that pays tribute to the Miura, the forerunner of all V12 Lamborghini super sports cars in its 50th anniversary year. Just 50 units of the car will be produced, the majority of which have already been sold, available in selected markets worldwide.

Created by Lamborghini's Ad Personam studio, the Aventador Miura Homage reflects the colours and specifications of original Miura models. The upper body in one colour is complemented by the lower body and sill in a contrasting tone. The original Miura was produced in a variety of colours, often to the particular specification of a client. The six of the most iconic colours selected for the Aventador include: Rosso Arancio Miura; Verde Scandal; and Blu Tahiti.

The Aventador exterior's tribute to the Miura continues with 20"/21" Dione rims in either matt silver or gold. A metallic Miura badge on the side and black Lamborghini logo on the rear, together with a limited edition plate positioned inside the car clearly denominates the Aventador Miura Homage.



ALFA ROMEO GIULIA QUADRIFOGLIO

The all-new Alfa Romeo Giulia Quadrifoglio made its UK debut at Goodwood Festival of Speed. High standard specification includes 19-inch alloy wheels, an eight-speed automatic transmission with paddle shifters, active aerodynamics, active suspension, bi-xenon headlamps, sports seats and Alfa Romeo's latest Uconnect 3D Nav infotainment system. Powered by an all-new 2.9-litre Bi-Turbo V6 engine, the Giulia Quadrifoglio produces a blistering 510hp and 600Nm of torque.

With prices starting at £59,000 OTR, the Quadrifoglio will be available to order shortly. Details of the rest of the Alfa Romeo Giulia range will be announced closer to the vehicle's on sale date.



Photos by Michael Ward



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ABARTH 124 SPIDER UK DEBUT

The eagerly-awaited Abarth 124 Spider was among the star cars when it made its UK dynamic debut at the Goodwood Festival of Speed.

The two-seater roadster, which has already attracted critical acclaim from the UK automotive press, was joined at Goodwood by the new Abarth 595 Competizione, the top-of-the-range version of the brand's striking new 595 range, which has just been launched in the UK.



The new Abarth 124 Spider marks the return of the 'Spider' badge, and is the natural heir of the original model launched in 1972. Equipped with a powerful four-cylinder 1.4-litre MultiAir Turbo engine, the new spider delivers 170hp and 250Nm of torque. With a top speed of 143mph the car accelerates from 0-62mph in 6.8 seconds. The range starts at £29,565 OTR for the 1.4 TJet 170hp Manual.

The new Abarth 595 follows on from the original model launched in 2008, and takes it to the next level, with a new design, greater performance and enhanced equipment. Available as a hatchback or convertible, the new Abarth 595 is offered with three trim levels: 595, 595 Turismo and 595 Competizione, and three power levels to satisfy the requirements of Abarth enthusiasts. The range starts at £15,090 OTR for the 1.4 TJet 145hp Manual.

Abarth has released a special video bringing together the Abarth 124 Spider and the Fiat 124 Abarth Rally which inspired it. To view it, enthusiasts should take a look at Abarth's Facebook and YouTube channels: www.youtube.com/abarthuk www.facebook.com/AbarthUK



BOLDER LOOKS FOR THE SPORTY FIAT 500S

The new Fiat 500S is available to order in the UK with prices starting from just £12,950 OTR. Designed to appeal to customers who want the compact dimensions, low running costs and cheeky appeal of the Fiat 500 but in a sportier package, the new Fiat 500S has been comprehensively restyled with new sports bumpers front and rear, special side skirts and a rear spoiler, while the door handles, tailgate, 'moustache', mirror fairings and 15-inch alloy wheels are finished in exclusive Satin Graphite. New to the range are bold body colours including Electronica Blue metallic and Marching Green matte.

The new Fiat 500S is on sale in the UK now, priced from £12,950 OTR when powered by the 1.2-litre 69hp petrol engine. The 85hp TwinAir version is priced from £14,250 OTR while the TwinAir 105hp is just £14,730 OTR. The 500S 1.3 MultiJet II 95hp is priced from £15,350 OTR.



EXCLUSIVE FIAT 500 RIVA

The Fiat 500 Riva has been introduced in a collaboration between Fiat and luxury yacht manufacturer Riva. The two symbols of Italian style and elegance converge in the form of the Fiat 500 Riva. Aimed at motorists seeking the same exclusivity of Aquariva Super yacht – the current Riva icon – but in an accessible, everyday package, the Fiat 500 Riva is finished in 'Sera Blue', an exclusive colour for this limited edition run of 500 numbered examples.

The 500 Riva will be available in the UK from the end of August with the 1.2 69hp, TwinAir 85hp and TwinAir 105hp engine options. The Fiat 500 range starts at £11,050 OTR while the UK pricing for 500 Riva range will be announced closer to its launch date later in the summer.





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Alfa Romeo Giulietta Sprint Veloce 1962



Alfa Romeo Giulietta Spider Veloce 1960



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DESIGN

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

Ferrari LaFerrari Aperta



The worst kept secret of Maranello finally received its own comp card; with Ferrari releasing three official images of the new limited edition LaFerrari 'Aperta' – soon to make its debut at the Paris Motorshow. One wonders if there is another way to surpass a superlative but for it to be topless. The LaFerrari Aperta instantly feels more desirable than its older upright relative, yet the near identical 'twin look' underlines just how perfect the original still is, now more than three years since unveiling.

Viewing both LaFerrari

and LaFerrari Aperta side-by-side and playing 'spot the difference' will have even the most eagle-eyed Ferrari punters scratching their heads. Apart from the obvious roof – or rather lack of – even the wheel and light design is the same. Implemented changes can only be found in the smallest of details – such as the revised front windscreen frame, the angle of the main front air outlet or the shut-line of the front wing – all solely results of technical necessities.

Designwise, this latest installment of the LaFerrari maintains its benchmark position in context of the hybrid

hypercar trinity; a harmonic balance between instant aggression and lasting beauty – a racecar inspired sculpture – the Flavio Manzoni styled masterpiece is a weapon of mass emotion.

However, as so many times with limited edition Ferraris of late, the single most impressive feat is the economical shrewdness behind it. Those who tipped their hat to the business plan of the F60 America had now better take their hats off altogether, for the LaFerrari series has the potential to generate more net profit for the brand than the 1311



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



mass-production-like F40s once did. Welcome to the Marchionne Ferrari era.

One can clearly remember the anoraks criticising Porsche for building 918 units of its hybrid hypercar, yet once Ferrari draws the line under all LaFerraris, FXX Ks and LaFerrari Apertas – and other, possibly Trident badged, derivatives that may yet pop out of Italian drawing cabinets – the difference will become marginal, they might even work out in Porsche's favour; for Ferrari has yet to disclose the production run for the LaFerrari Aperta.

Considering the limited amount of design changes between coupe and drop-top, it would be safe to assume that a large number of

production tools can be re-used on the LaFerrari Aperta, thus creating an even larger chunk of profit, now that tooling costs were already written-off with the original programme. The real key question is now: how far can you stretch this elastic rubber-band that is brand equity?

It goes without saying that even this latest LaFerrari derivative will remain a rare spot on the open road, yet nobody can deny that the F-cars are becoming more common and with the recent announcement that Ferrari will celebrate its 70th Anniversary with 350 Special Edition Cars even the most loyal of Ferraristi have to admit that a new era of Ferrari has now well begun.



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Auto Italia Events

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Competition cars from all ages will again be put through their paces on the Mercedes-Benz World test track. Selected cars will also run up the demanding Brooklands Test Hill. Visitors can expect to see – and hear – a wide variety of competition cars including Formula 1, F5000, CanAm, GTs, Touring cars, Group B rally cars, off-roaders and historic cars like the record breaking 1933 Napier Railton – holder of the outright lap record at Brooklands.

Owners of competition cars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hill climb.

Display areas are available to car clubs of all marques and nationalities. Club organisers are invited to apply to book free stand space.

TICKET INFORMATION

Adults: £11 advance, £13 on the day

Seniors: £10 advance, £12 on the day

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As a celebration of Italian motoring, Brands Hatch will host the inaugural Festival Italia event on Sunday August 14th. The event will be based around the world famous 1.2 mile Brands Hatch Indy circuit, one of the best spectator venues in the UK.

Race content will be all Italian, with the Pirelli Ferrari Formula Classic Championship headlining proceedings. Other championships will include rounds of the Pirelli Ferrari Sprint Championship, BRSCC Alfa Romeo Championship and Classic Italian Sports & Saloons. There will also be demonstrations on the circuit by Italian competition cars including Formula 1, motorcycles and special road cars covering all eras.



All areas of the Brands Hatch venue will be filled with Italian cars, with dedicated display areas and privileged parking for club members and owners. Spectators will be further entertained with fun fairs, air displays, live



music and rally displays/demonstrations. Every Italian car attending the event will have the opportunity to participate in parade laps on circuit.

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Ferrari GTC4 Lusso

The new all-wheel drive Ferrari is the closest Maranello will ever get to an SUV, but with a car as good as this why would they need to?

Story by Sean Carson
Photography by Ferrari SpA





Even Ferrari's Chairman and CEO, Sergio Marchionne, famously said that you'd have to shoot him first before Ferrari ever built an SUV. Well, far from the morals of a Brexit politician, the Italian firm is showing no signs of a capitulating U-turn, so its not reneged on its promise to never build an off-roader, and Marchionne isn't about to face the firing squad. However, Ferrari is no stranger to four-wheel drive.

When it was launched in 2011 the FF was the closest thing you could get to a Ferrari SUV, but the four-wheel drive four-seater (hence the name) didn't sacrifice performance for the sake of following fashion. No, its V12 delivered bonkers supercar performance while the luxurious, spacious cabin and relatively practical boot meant a family of four could cross a continent in the blink of an eye. Well, blinks between fuel stops, at least.

While Ferrari's always had history with four-seat models (it still likes to ensure it covers that niche in its range today), the shooting brake styling of the FF was a contentious point for many. While it certainly looked like a Ferrari from the front, with a piercing scowl and wide-mouthed grin at the end of that long bonnet, the hatchback rear was a divisive statement.

It's here where Maranello's latest masterpiece is, initially, most obviously different, as under the watchful eye of Flavio Manzoni, Centro Stile Ferrari has subtly tautened up the FF's lines in the update and transformation into the GTC4 Lusso.

HISTORY REPEATING

Just as the new nomenclature references past icons to have emerged from the famous gates of the Maranello factory – including the 330 GTC and the sumptuous 250 GT Berlinetta Lusso – the refreshed design pays homage visually to cars like the 308, 355 and 456 with its quad taillights sandwiched by a pair of horizontal creases that run the width of the GTC4's vast rump.

New headlights and a lower roofline, complete with a clever rear spoiler that's helped reduce drag by a further 6%, are the other most notable changes when it comes to looks, but the latter also provides a functional benefit that gives the GTC4 Lusso its rationale.

It's no eco car, but this slight improvement to efficiency has meant with the GTC4 Lusso Ferrari hasn't followed the same path as with its new 488 GTB sports car, so there are no environmentally appeasing turbochargers here. Instead, like many of the brand's luxurious GTs and four seaters from the past, in true Ferrari fashion there's a V12 sitting under that low, expansive bonnet, so this £240,430 GT has a power unit befitting its price tag.

It's the same 6.3-litre unit from the FF, only power is up to 681bhp here, produced at a scintillating 8000rpm – just 250 revs shy of the limiter and delivered with a beautiful V12 bellow. That's a 30bhp increase, while torque is also up to 514lb ft. The engine's natural aspiration means it comes alive as the revs rise, but the sheer displacement means 80% of its twisting force is available from as low as 1750rpm, so even though the GTC4 Lusso tips the scales at a not inconsiderable 1920kg with fluids, there's still plenty of urgency on offer if you've not got space to fully extend the engine. The extra





ABOVE: Developments over its predecessor include increased performance and rear-wheel steering

performance has slashed the 0-62mph time by three tenths, so it'll now complete the sprint in 3.4 seconds, while top speed stands at 208mph.

ACRONYMS AHOY

Let's get the rest of the updates dealt with before a summation of what the GTC4 is like compared to its predecessor. The most notable mechanical update is the adoption of rear-wheel steering, similar to the outrageous F12 tdf. However, while it's there to improve stability in the stripped out track special, in the GTC4 Lusso, while it also makes the car feel reassuringly glued to the road at higher speeds, it adds sportscar like agility at lower velocities.

It's controlled by an improved 4RM Evo system, which has been integrated with the four-wheel drive and four-wheel steer systems to create 4RM-S. This also encompasses the car's F1-Trac, SCM-E adaptive suspension dampers, E-Diff and ESC systems, all governed by the fourth-generation SSC4 Slide Slip Control. Then there's the more precise Torque Vectoring for the front PTU (Power Take-off Unit) that uses a pair of clutches unconventionally taking drive off the front of the engine to deliver power to the front wheels. The benefit is that with no centre diff or propshaft diverting drive back to the car's nose, the GTC4's system weighs as much as 50% less than a conventional all-wheel drive setup, helping keep 53% of the weight over the Lusso's rear axle. And, crucially, it's this in part that makes it feel like a proper Ferrari on the road.

GT, SPORTSCAR, OR BOTH?

From even before you fire up the V12 you know the GTC4 is right. The driving position is fabulous, with lots of adjustment for the steering wheel and the supportive but comfortable seats. You can get relaxed in the car straight away and feel at ease to throw it around or spend hours inside on a motorway schlep.

Push the starter and as the engine catches and settles to a soft idle, the sensations that make all Ferraris an occasion to drive are present. The GTC4 Lusso is a sensory experience, and here's why: crawling away in auto mode the seven-speed dual clutch transmission effortlessly handles changes, swapping ratios early and giving you just a hint of the fury that lies beneath the bonnet. Select manual mode and explore the upper reaches of the V12's range and it takes on a very different character. It's docile and refined if you're just cruising, but approach 4000rpm and it starts to snarl as it wakes up. Towards 5000 it begins to uncork itself while beyond 6000 things are already getting fairly mental. Keep your foot in it and rev it all the way to its 8250rpm redline – impressive for an engine sporting such swept volume – and the sonorous V12 wail is addictive. So much so that your craving for crescendoing revs and accompanying noise will almost match the car's habit for great gulps of super unleaded.

This has to be one of the best sounding road car engines ever. It's character, razor sharp response once the engine's spinning and the way it delivers its power

TECHNICAL SPECIFICATIONS

FERRARI GTC4 LUSSO

ENGINE:	65° V12
CAPACITY:	6262cc
BORE & STROKE:	94mm x 75.2mm
COMP RATIO:	13.5:1
POWER:	681bhp @ 8000rpm
TORQUE:	514lb ft @ 5750rpm
TRANSMISSION:	7-speed dual clutch auto. Four-wheel drive
BRAKES:	398mm x 38mm (f), 360mm x 32mm (r)
WHEELS:	8.5J X 20 (f), 10.5J X 20 (r),
TYRES:	245/35 ZR20 (f), 295/35 R20 (r)
DIMENSIONS:	4922mm (l), 1980mm (w), 1383mm (h)
KERB WEIGHT:	1920kg
0-62MPH:	3.4sec
TOP SPEED:	208mph
PRICE (UK):	£240,430

– ramping up to the rev limiter with a resonant induction snort and an expensive howl from the sports exhaust – is nothing short of fabulous. That you can share it with three passengers makes the Lusso a social supercar. However, your occupants might be a little alarmed at just how visceral the GTC4 can be.

For a car weighing nearly two tonnes with a 2.99m wheelbase, the Ferrari boasts agility that'll spike your pulse rate. Because the first time you tip the GTC4 into a medium speed bend, the way the fine-boned nose darts towards the apex can be quite alarming. Ferrari says it's softened the steering response around the straight ahead compared to the GTC4's stablemates. However, it still reacts quickly to inputs at the wheel like all Ferraris, and combined with the rear wheels turning in the opposite direction by up to two degrees to help turn-in, the sense of the car pivoting around a





central point in the floor pan can make it feel slightly nervous at first. It's a sensation that takes a few miles to get used to, but once you are it means you can lean on the chassis to carry immense corner speed. The steering weight and gearing is close to perfect, and once you're in the groove, the systems working beneath you combine to inspire massive confidence in the car. The harder you drive it, the more this feeling grows – and it's a 681bhp car, remember.

It's a Ferrari, so the rear can be mobilised with liberal use of the throttle on corner exit if you trim your entry speed, but the four-wheel drive system means you really need to provoke the car to take on this attitude, as even with all the systems off the GTC4 has massive traction, so you can harness all of that rabid engine's power.

The gearbox is brilliant. Keep feeding it ratios and it'll snap up and down in manual mode with crisp shifts, while it quiets down and changes up early in auto so its superbly refined.

LUSO MEANS LUXURY

Apart from the performance and the improved looks (even though this might be subjective), this is where the GTC4 is superior to the FF. It's breadth of ability is even wider than before, so not only is it a purer, more capable sports car when you want it, it's also a better GT when you don't.

From Snow and Ice through Wet, Comfort and Sport on the Manettino, each twist of the dial subtly alters the car's character, but 'Bumpy' road mode will also soften off the dampers if you're in Sport,





transforming the GT4's chassis into a perfect tune for the UK. It lets the car flow over bad road surfaces and generally gives a more relaxed feeling filtered back through to the cabin.

And although the engine explodes with ferocity when you flex your right ankle, on start up and at low engine speeds the exhaust valves stay closed for longer, so the GT4 Lusso is quieter and less obtrusive crawling around town. But on the motorway it's also calmer, as the engine purrs along.

Ferrari's also quietened the climate control system by 25%, while the suspension pick-up points are 20% more rigid, so it's not only more responsive to drive, but you get less clatter over bumps as a result, so combined with more sound insulation it's also more hushed on the move.

There's 16mm more legroom for rear seat passengers and 450 litres of luggage space, rising to 800 litres if you fold the rear seats (complete with ski hatch) down. So it's roomy inside for rear occupants and can easily carry their luggage, too.

A new 10.25-inch touchscreen display brings the cabin bang up to date, with much slicker graphics and faster response. There's even Apple CarPlay if you're a fan of connectivity tech, while an 8-inch passenger display is the next evolution of what we've seen in the F12 and helps to give the interior its defined zones.

STILL AN FF

The name might have changed, but the GT4 Lusso is still an FF: fantastic and fabulous. It's improved on the old car, with sharper looks, more practicality, a smarter interior with more tech and even more mind-altering performance – and in more than one respect.

The GT4's character has grown. It's become a more rounded car that better delivers country-crushing capability and comfort for long journeys with an engine and chassis that'd decimate most out-and-out sportscars. It's a lot of money to spend, but if you're looking for one car with individual appeal that balances everything you'd expect from a luxu GT with a ludicrous level of speed, the GT4 Lusso is in a category of one. 

ABOVE: Fun for family and friends. The ultimate hatchback the takes all the luggage and does 208mph



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FERRARI

Quattroporte 2017

Maserati's flagship receives a makeover and we travel to Sicily to test drive the new car

Story by Phil Ward

Photography by Roberto Carrer and Phil Ward

Maserati launched its sixth-generation Quattroporte in 2013. The flagship model has now been revised and announced for 2017 with exterior restyling, further luxurious refinement for the interior and additional high-tech features.

The exterior of the restyled Quattroporte is recognisable with a new bumper design with matt black profile at the front and the matt black extractor at the rear. The front grille has evolved into a new Alfieri-inspired shape that has already featured on the Levante. Other distinguishing details are the matt black side skirts and the exterior mirrors, which have been slightly restyled to incorporate new technical elements.

An electrically adjustable Air Shutter has also been fitted in the front grille between the air vents and the engine's radiator. The Air Shutter provides optimal control of the engine's fluid temperature and, together with the optimisation of the new front and rear bumpers, air conveyor and flat bottom, improves by the 10% the aerodynamic drag of the car (now Cx 0.28), contributing also in the fuel consumption reduction about 3% while driving on the highway.

HIGH PERFORMANCE V6 & V8 ENGINES

The engine range, which was updated in 2016, is Euro 6 homologated and offers up to a 12% reduction in emissions and consumption, while its performance versus the previous Euro 5 engines is unchanged.

The petrol engines, all with direct injection, benefit from the introduction of the Start&Stop system. The family of Maserati petrol engines includes a 3.8-litre V8 (Quattroporte GTS) and a 3.0-litre V6 (Quattroporte S), both of which are twin turbos, developed by Maserati Powertrain in partnership with Ferrari Powertrain and built by Ferrari at Maranello.

The engine of the Quattroporte GTS provides Maserati's new performance benchmark, reaching 62mph in just 4.7 seconds and achieving a 194mph top speed. The Quattroporte S achieves 62mph in 5.1 seconds with a 179mph top speed. The GTS model is not only the fastest but also the most powerful four-door Maserati ever built, and also boasts the best consumption-performance ratio.

In the best Maserati tradition, the sound and performance of the Quattroporte's exhaust system is controlled by pneumatic valves in the pipes of each bank, and passes through the unique Maserati Sound Tank to maintain the rich aural tradition of the brand.

In the 'Normal' default mode, the bypass valves are closed up to





3000rpm to produce a comfortable and discreet engine sound. In 'sport' mode not only does the car adjust to a variety of handling parameters but the exhaust valves are also opened, offering the shortest possible, high-energy route for the exhaust gases, which gives the Quattroporte its maximum engine performance and unique Maserati engine sound.

The Quattroporte is also available with a 3.0-litre V6 Turbodiesel engine, now Euro 6 homologated and inclusive of Ad Blue technology. This powerful unit is specifically developed by VM Motori according to Maserati's requirements in terms of performance, efficiency and driving satisfaction.

The Quattroporte Diesel delivers 600Nm (443lb ft) of torque and a maximum power of 271bhp. The engine accelerates the Quattroporte from 0-62mph in 6.4 seconds up to a maximum speed of 157mph.

Thanks to Active Sound technology, the Quattroporte Diesel exhaust system produces a characteristic Maserati sound that underlines the sporty nature of the car and can be varied at the touch of a button.

Two sound actuators, fitted near the exhaust tailpipes, accentuate the engine's most distinctive tones and modulate them according to the way the car is being driven. When the driver presses the 'sport' button on the central tunnel, the sound becomes even more resonant and utterly inspiring for a diesel engine – reminiscent a V8 petrol engine.

8-SPEED AUTOMATIC GEARBOX

All versions of the Quattroporte are fitted with ZF AT8 - HP70 eight-speed automatic transmission that ensures improved comfort, faster gear shifting, optimised fuel consumption and reduced noise, vibration and harshness.

By delivering two over-drive gears, the transmission alone contributes to overall efficiency. As befitting the Maserati tradition, it can be set to five dedicated shift

modes: 'Auto Normal', 'Auto Sport', 'Manual Normal', 'Manual Sport' and the I.C.E. mode. All gearshift modes can be selected via buttons on the left of the gear knob. 'Auto Normal' is the Quattroporte's default setting and performs its gear changes with fluid shifts at low engine speeds to emphasise the car's comfort and to minimise fuel consumption. The 'Auto Sport' mode sees the transmission switch the drive character to change gears with greater alacrity at higher engine speeds and delivers a distinct gear engagement to enhance the powertrain's sporty feel. In both of these modes, the car recognises a variety of conditions, such as whether it is travelling up or downhill, is braking hard or is driving through a corner, and selects the best gear and the best gear-shift style accordingly.

The transmission can also be controlled manually by selecting the 'M' button on the transmission tunnel. In 'Manual Normal' mode, the driver can change gear with either the elongated gearshift paddles besides the steering column or by using the gear lever. The driver is in charge of gear selection although the system will intervene and change to a lower gear if the engine revs drop too low or a higher gear if the engine revs climb too high.

In 'Manual Sport' mode gearshifts are at their fastest and crispest, giving the driver full control of the powertrain. The system will not intervene, even if the driver strikes the engine's rev limiter. It will only intervene if the engine's revs drop too low to be effective in a given gear.

The I.C.E. (Increased Control & Efficiency) mode is designed for remarkable fuel economy and relaxed driving, and performs ideally in low grip conditions. The transmission changes gear as softly as possible, both going up through the gears and returning back down. The Quattroporte utilises a mechanical limited-slip rear differential as well. The bevel-drive, asymmetric unit offers 35% lock-up under power and 45% under release.

ABOVE: The new frontal design works very well and compliments the style set by the Alfieri and Levante

WHEELS AND TYRES

Featuring 19-inch rims as standard equipment on the Quattroporte S, and Diesel, all models can be fitted with various 20-inch and 21-inch wheels, even with forged technology.

The newly introduced GranLusso trim is available with standard 20-inch Mercurio wheels while the GranSport comes with the 21-inch Titano (USA market) wheels.

The 19-inch wheel, with its 245/45 front and 275/40 rear tyres, is geared towards reduced fuel consumption combined with low road noise and long, comfortable journeys and with a long tested compound capable of offering the sporty performance expected of it.

The 20-inch wheel, with a 245/40 front tyre and a 285/35 rear tyre, is the perfect compromise between sports and comfort, while the 21-inch wheel, with a 245/35 front and 285/30 rear tyre combination, is focused on sports handling. All three wheel sizes are available with Pirelli, Dunlop and Continental tyres. While the 19-inch and 20-inch wheels can be fitted with winter tyres, no commercially made 21-inch winter tyre is available.

The Quattroporte also continuously monitors its tyre pressure with a sensor mounted inside the rim, as part of the valve; the pressure can be read off the display on the dashboard. In the case of punctures or tyre pressure variation, the system notifies the driver with visual and acoustic warnings.

REFINEMENT AND INDIVIDUALITY

The elegant interior of the Quattroporte is further refined by new hi-tech content for 2017. The addition of the GranLusso and GranSport trims to the existing base versions offers more structured possibilities for individualisation with distinctive styles.

The dashboard features a wide central area in a variety of exclusive woods, with its full-width wooden surface underlining the refined character of

the Quattroporte and giving it the widest dashboard insert in its class. The central dashboard is redesigned to accommodate a high resolution 8.4" screen with multi-touch function. The brand new infotainment system impresses with its stylish look and improved functionality. It is also compatible with both the Apple CarPlay and Android Auto smartphone mirroring functions.

The central, lower console is also redesigned and now features a rotary control that offers extremely intuitive control of the audio volume and other functions of the infotainment system. The lid and the smartphone box are also redesigned and are even more user-friendly. The upper part of the central tunnel, completely covered in wood, also confirms the prestige of the Maserati flagship; to round out the abundant use of precious woods, the front and rear door panels are finished with inserts.

Many of the vehicle's settings are oriented towards the driver and are controlled with the buttons alongside the gear changer, while other on-board settings can be set by the driver via the high resolution Maserati Touch Control Plus (MTC Plus) at the centre of the dashboard.

The standard equipment includes leather seats with 8+4-way electric lumbar support and heating function for the front passenger and driver and a navigation system, while the upper dashboard and the armrests are upholstered in fine leather.

ADAPTIVE FRONT-LIGHTING SYSTEM

The standard headlights contain an Adaptive Front-lighting System (AFS) for an outstanding view of the road. Each headlight includes LED daytime running lights, with a light shape that is instantly recognisable in both daylight and at night. Each light also contains a high-pressure lens washer nozzle, direction indicators, LED side position lights and a side reflector.

Sensors monitor the driving style and speed and if



TECHNICAL SPECIFICATIONS

	QUATTROPORTE S	QUATTROPORTE GTS	QUATTROPORTE DIESEL
ENGINE:	60° V6 Twin turbo, direct injection	90° V8 Twin turbo, direct injection	60° V6 Turbodiesel
CAPACITY:	2987cc	3799cc	2987cc
BORE & STROKE:	86.5mm x 84.5mm	86.5mm x 80.8mm	83mm x 92mm
COMP RATIO:	9.7:1	9.5:1	16.5:1
POWER:	404bhp @ 5500rpm	523bhp @ 6800rpm	271bhp @ 4000rpm
TORQUE:	406lb ft @ 1750-5000rpm	480lb ft @ 2000-4000rpm	443lb ft @ 2000-2600rpm
TRANSMISSION:	8-speed auto ZF AT8 - HP70 Rear-wheel drive. LSD	8-speed auto ZF AT8 - HP70 Rear-wheel drive. LSD	8-speed auto ZF AT8 - HP70 Rear-wheel drive. LSD
BRAKES:	345mm x 28mm, 4-pot (f), 330mm x 22mm, single-pot (r)	380mm x 34mm, 6-pot (f), 345mm x 28mm, 4-pot (r)	345mm x 28mm, 4-pot (f), 330mm x 22mm, single-pot (r)
TYRES:	245/45 R19 (f), 275/40 R19 (r)	245/40 R20 (f), 285/35 R20 (r)	245/45 R19 (f), 275/40 R19 (r)
DIMENSIONS:	5264mm (l), 1948mm (w), 1481mm (h)	5264mm (l), 1948mm (w), 1481mm (h)	5264mm (l), 1948mm (w), 1481mm (h)
KERB WEIGHT:	1860kg	1900kg	1925kg
0-62MPH:	5.1sec	4.7sec	6.4sec
TOP SPEED:	179mph	194mph	157mph
PRICE (UK):	£82,750 - £91,150	£115,980	£70,510 - £78,910

the road is clear, the beam depth offers the greatest depth and width, combined with the directional rotation of the headlights themselves.

In addition, there are four different automatic lighting setups: for city driving, for motorway conditions, for low visibility and for driving on the opposite side of the road in applicable countries. Each of these modes automatically activates a strategy to best illuminate the road surface.

The Town Beam turns on below 45km/h and sets the beam wider and shallower, giving a better view for turning and for peripheral danger zones while causing minimum disturbance for fellow road users. Country Beam turns on at speeds below 90km/h and in the driving conditions typical of a normal street, sets the beam to be wider and less deep on the left side but just a little bit deeper on the right side. There is also a specific function for use in case of rain, activated when the windscreen wipers are in operation. The individual beams are set to different levels to minimise reflections, while the outer beams are set wider and higher to make the Quattroporte more visible to other road users.

DRIVING IMPRESSIONS

Sicily might not be the obvious location for a Maserati Quattroporte launch but the Trident is no stranger to the island. Back in 1926, a Tipo 26 was

driven by Guerino Bertocchi in the very first Targa Florio. This fact was verified because near our press launch base in Palermo is the very house where the event creator Vincenzo Fiori lived. In a room with wall to wall dusty unpolished trophies was a table where a collection of old albums were laid out. Each volume contained a complete picture record of the very early races. The album dated 24th April 1926 was open and a fold out page recorded the timings of all the cars recorded in minute detail. Bertocchi finished a creditable 4th. The trophies awarded to the winners, were shields – hence ‘Targa’ – but none of the originals were on display in Palermo although one of them exists at the Maserati HQ in Modena.

Seven 2017 specification Quattroportes were assembled in Palermo ready for the small group of UK journalists to test drive, all very shiny unmarked new cars to drive among the dusty chaos that is the Sicilian capital's traffic. Most of the local cars showed some form of body damage, which was a worry. Maserati had sensibly organised a police escort for the glamorous cavalcade and the outriders threaded our route through the streets lined with double and sometimes triple parked cars. The plan was to lead us round the original Targa Florio course which was a short street circuit in one of the city's parks. While this was intended to be a sightseeing exercise it was actually a case of concentrating on maintaining our position in



The New Quattroporte at a glance

- Revised exterior restyling
- Cx improved by 10%
- New GranLusso trim
- New GranSport trim
- New infotainment system with 8.4" touch screen
- Redesigned central console with rotary control
- Standard air quality sensor on all versions
- Advanced driver assistance systems
- Adaptive cruise control with Stop&Go
- Lane departure warning
- Forward collision warning with brake assist
- Automated emergency braking
- Surround view camera
- New electronic parking brake



the convoy and playing dodgems with the confused and annoyed drivers in local traffic. While the attempt to show us the sights of Palermo was a good idea in theory it meant we spent a long time in traffic reducing our opportunity to test the capabilities of the new Quattroporte on the open road.

Alex Fiorio, 1987 World Rally Champion, organised the test route, which commenced with a high speed run along the coastal autostrada, providing an opportunity to open up our Quattroporte S and exploit its 404bhp. Like the previous version the big car belies its size and shrinks around the driver, the twin turbo V6 growling nicely as you approach 6000rpm. As you would expect from a car in this class the ride and handling are excellent. The hydraulic steering has just the right amount of feel as the speed increases. Road noise is subdued and wind noise is minimal thanks to the highly efficient double-glazed windows.

The input from Alex Fiorio became evident when we left the autostrada and headed north for Castelbuono, which was part of the old Targa Florio route in the foothills of Le Madonie mountain. This section of the former mountain race route was well graded and surfaced, unlike my previous experience on the Targa Florio Retro driving a Fiat Millecento 1100Z when we encountered severe subsidence that left suspension wrecking steps in the tarmac. The climb up to Castelbuono comprised a series of short straights

punctuated by tight corners, just enough to exercise the paddleshift up and down the gearbox, with increased bravery after each corner. The car retained its composure throughout with the rear-wheel drive making itself reassuringly evident.

We only had time to drive the Quattroporte S, so cannot report on the diesel or V8 versions. As with the previous version of the Quattroporte the AWD S4 will not be produced in right-hand drive form due to the inconvenient location of the front differential.

As an evolution of the original 2013 Quattroporte, the new car works very well, the new frontal treatment being the most obvious improvement. The other developments are more subtle visually but technically significant for a car in this class. For example, my concerns over the gear selector's soft detent on the previous Quattroporte, which prevented accurate and confident operation seems to have received attention by the engineers and the gear selection is now much more positive.

What of the future? In due course the Ghibli will also be updated, although Maserati's current priority is promoting the Levante. The Alfieri is still some way off and its concept, first thought to be a GranTurismo replacement, may well be more related to the Ferrari California. The news is that there will be a new GT as a direct replacement for the GranTurismo. Interesting times. 🇮🇹

BELOW: A new colour for 2017 is Rosso Folgore, which is a welcome alternative to 'Euro' grey and 'limo' black



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165HR14 CA67 PIRELLI CINTURATO™ radial alternative to 560x14 and 590x14
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185/70VR14 CN36 PIRELLI CINTURATO™
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155HR15 CA67 Pirelli Cinturato™ radial alternative to 550x15 and 560x15
MGA, MG TF, MG, TD, TR2's TR3's Peugeot 403 and 404. VW Beetle; Morgan, Porsche 914; Saab 99; Alfa Romeo Giulietta, Duetto, Giulia (pre 1969), Lancia Flavia, Appia, Lotus Elite.

165HR15 CA67 & 165/80VR15 CN36 N4 radial alternative to 560x15 and 590x15
Alfa Romeo Giulietta Giardinetta, Austin Healey 100/4, 100/6 & 3000; Daimler Sp 250; Fiat 2300 Coupe; Gilbern; Lancia Flavia; MGA, MGC, MG T, MG YB & Magnette; Morgan 4/4 & Plus 4; Morris Oxford Traveller; Peugeot 403 & 404; Porsche 356, 912, 914 & 911; Triumph TR4, TR5 & TR6; TVR Vixen & Tuscan; VW Beetle, 1600, K70, 411 & Karman Ghia; Volvo P1800 & Amazon.

185VR15 CA67 PIRELLI CINTURATO™ radial alternative to 640x15 and 670x15
Aston Martin DB4 after 1962, DB5 & early DB6, Jaguar Series 1 & 2 E-Type and MK1 & MK2 Jaguar Saloons, Daimler V8 saloon, Mercedes 220D, BMW 2600, 3200, Citroen ID and DS. Ferrari 250 GT, 250GTE ; Morgan +8 Alvis 3 litre & TE21 51 - 68.

185/70VR15 CN36 N4 PIRELLI CINTURATO™ low profile alternative to 165R15
Austin Healey 100/4, 100/6 & 3000; MGC; Porsche 911, 924, 914 & 944; Triumph TR4, TR5, TR6; Volvo P1800.

215/60WR15 CN36 PIRELLI CINTURATO™
Rear Porsche 911, 911 Carrera RS 2.7, 911 Carrera 3L, 911SC, 911E, 911L, 911S, 911T, 911 Targa, 911 Cabriolet,

205VR15 CN72 PIRELLI CINTURATO™ radial alternative to 670x15, 760x15 and 815x15
AC 428, Aston Martin DB6 MK2 & DBS; Bentley T1; Bristol 410, 411 & 412; Ferrari 330 America, 330GT 2+2, 500 Superfast, 365 GT 2+2 & 365 California; ISO Rivolta, Griffo & Fidia; Lamborghini 350GT, 400GT, Islero, Espada & Miura; Maserati 5000GT, 4200 Quattroporte, Mistral, Mexico, Ghibli & Sebring; Rolls Royce Silver Shadow 1.

205/70VR15 CN12 PIRELLI CINTURATO™ low profile alternative to 185R15
AC Cobra; Aston Martin DB4, DB5, DB6; Citroen SM; Daimler Sovereign, Double Six; Ferrari 250; GT40; Jaguar XJ6, XJ12, XJS, E-type; Jensen Interceptor; Morgan +8.

215/70VR15 CN12 PIRELLI CINTURATO™ low profile alternative to 205R15
Double Six; Daimler Ferrari 365GT 2+2, 365GT4 BB 365GT/4 Daytona, 365GTC, 400GT; De Tomaso Deuville, Longchamp 2+2; Jaguar XJ12 HE, XJS HE; Jensen Interceptor 3; Lamborghini Miura, Espada, Islero, Jarama; Maserati Ghibli, Khamsin, Quattroporte, Mexico, Mistral, Sebring.

255/60WR15 CN12 PIRELLI CINTURATO™
Lamborghini Miura SV rear, Aston Martin Vantage '79-'84, AC Cobra, GT40.

165HR400 CA67 PIRELLI CINTURATO™ radial tyre
Alfa Romeo 1900, 2000, 2600, Lancia Aurelia, Flaminia, Citroen DS, ID19, Traction Avant, Ford Verdetta & Siata 208,

185VR16 CA67 PIRELLI CINTURATO™ radial alternative to 600x16
Aston Martin DB2, DB2/4, DB4, DB4 GT Zagato; Jaguar XK120, XK140, XK150, Jaguar C-type. BMW 250, 375. Bristol's 400, 401, 403, 405, 406, 407, 408 & 409; Triumph Gloria and Renown; Pegaso; Riley RM series and Pathfinder; Jensen 541. Daimler DB18. Maserati A6, 300/s, Maserati 3500 GT, Maserati Mistral; Fiat 8V; Ferrari 250 Europa,, 250 Tour de France, 340, 375, 410, 250GT Cabriolet S1, 250 GT Ellena, 250 PF Coupe, 250 GT California, Alvis TA14, TB14.

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Scuderia Auto Italia

A Ferrari 488 GTB and a Lamborghini Huracán control the pace at the Scuderia's first driving experience event

Story by Chris Rees
Photography by Michael Ward

Well, as days in the office go, this one ranks pretty high. Fifty-odd high-performance Italian cars waiting to pound around our private test track. A couple of brand new supercars to lead them around said track. And the keys to both in my sweaty palms.

Welcome to a new and rather wonderful thing: the Auto Italia Driving Experience. Held as a warm-up event for Auto Italia's 2016 Spring Brooklands Italian Car Day, it was a chance for owners of selected Italian cars to enjoy some unique track-based action on the day before. The event also saw the launch of Scuderia Auto Italia, which brings a smorgasbord of benefits for Auto Italia magazine subscribers (if you subscribe, you're a member).

The venue is a special one: a private test facility near the Brooklands event site in Surrey, presenting a unique opportunity for drivers. This demanding two-mile course, nestling in woodland, boasts a couple of high-speed straights, a dramatic banked section and the notorious 'snake' – a challengingly sinuous forest stage with trees perilously close on either side and a mini 'mountain' in the middle.

With track action from 10.30 right through until 16.30, this was a fabulous opportunity to experience a professional vehicle testing site. And even lunch was superb – an Italian buffet served from a yellow American school bus.

The quality and variety of cars present was something special, too, with machinery as diverse as an Abarth 500, Lancia integrale, Ferrari 458 Speciale, Ferrari F12 and Dino 206 SP. Perhaps the stars were a clutch of half a dozen Alfa Romeo 4Cs, which proved especially feisty in the snake section.

With no run-off areas and plenty of deciduous wood around to make contact with, we needed pace cars for the small groups of cars that were taking to the track. Luckily we had two ideal cars for the task: Ferrari's new 488 GTB – tested here in right-hand drive form for the first time – and Lamborghini's fabulously talented Huracán LP 610-4. Just how well did they perform when we (literally) put them through their paces?







TECHNICAL SPECIFICATIONS

FERRARI 488 GTB

ENGINE:	V8 Twin turbo
CAPACITY:	3902cc
BORE & STROKE:	86.5mm x 83mm
COMP RATIO:	9.4:1
POWER:	661bhp @ 8000rpm
TORQUE:	561lb ft @ 3000rpm
TRANSMISSION:	7-speed dual clutch semi-auto Rear-wheel drive
BRAKES:	400mm (f), 360mm (r)
TYRES:	245/35 ZR20 (f), 305/30 ZR20 (r)
DIMENSIONS:	4568mm (l), 1952mm (w), 1213mm (h)
KERB WEIGHT:	1475kg
FUEL CONS:	24.8 (combined)
0-62MPH:	3.0sec
TOP SPEED:	205mph
PRICE (UK):	£183,964



FERRARI 488 GTB: WELCOME TO THE TURBO ERA

We've been itching to get behind the wheel of a new 488 GTB with that wheel on the 'correct side' – the right-hand one. Now's our chance. The pace-setting 488 GTB for the day is Ferrari North Europe's press car, which as usual for a demo vehicle has a few choice extras on board, such as Rosso Corsa paint (£7104), lots of carbon body bits (totalling nearly £25,000), lots more carbon interior items (another £25k) and 20-inch chromed wheels (£3552). Small surprise that the list price of £183,964 has been pumped up to £248,860.

It's impossible to avoid comparing the new 488 GTB to its predecessor, the 458 Italia, which was the last Ferrari I tested around Longcross and one of my favourite mid-engined Ferraris of all. One thing is immediately clear: the 488 GTB is just so much easier to pilot. While the 458 is a hardcore driver's car through and through – utterly alive and on the edge in pretty much every situation – the 488 is rather easier to live with. That's especially true when you're not going at the ten-tenths that the 458 always pleads that you do. The 488 is so user-friendly that just about anyone could drive it with ease.

Some of that is down to the new turbocharged engine. Yes, we're going to have to get used to using the 'T' word in relation to Ferraris. In contrast to the naturally aspirated 458, the 488 uses an all-new 3902cc twin-turbo V8. Those turbos make it an epically potent powerplant: with 661bhp, it has 169.4bhp per litre, the highest of any road-going Ferrari ever.

The V8 can rev to 8000rpm, which is lofty for a turbo engine but actually quite low by Ferrari standards. The turbos spool up incredibly quickly – if there's any lag, I didn't notice it – so that you have mighty performance from very low revs indeed. Peak torque – a scarcely believable 561lb ft of torque (more than a Ferrari F12) – arrives at just 3000rpm.

But before you know it, you've taken the rev counter round to its red line. This is the reason why I

instantly give up on using the manual paddleshift – it's difficult to change up at the right rev point and I find myself constantly bouncing off the rev limiter. Better to let the onboard software do its clever stuff and pummel you through the gears as quickly as (in)humanly possible thanks to some stupendously fast up- and down-shifts.

Ferrari describes the engine note as "unique and seductive." It's certainly very different to the searing 458 soundtrack, but is it better? One thing's for sure: it's more appealing heard from outside than inside: the sound of the 488 barrelling down the straight followed by an F12 in hot pursuit is one I shan't forget in a hurry. But sat inside the car, the engine/exhaust note is surprisingly smooth – almost refined, in fact. This sense of refinement pervades much of the car, something rather new for a mid-engined Ferrari, and makes the 488 GTB an unbelievably well-rounded machine.

The same can be said of the handling. Despite having the same hardcore adaptive dampers as the 458 Speciale, the 488 succeeds in being docile and predictable around corners, allowing you to enjoy tail-out action in a very progressive way. It's very far from being intimidating, even with the steering wheel manettino set to 'Race' mode. The super-fast steering (just two turns lock-to-lock) also has loads of feel, and even the ride quality is forgiving.

Other things to like? Plenty. The cabin is very easy to access and very like the 458's in feel, which is a good thing in my book. The optional carbon seats in our test car are perfect for the high-g corners on this track, and simply lovely. In conclusion, then, the 488 GTB feels quite a lot like a faster, more user-friendly 458 Italia. Some may feel that some of the 458's urgency has been rubbed off but this is just such a superb all-round supercar that it's hard to avoid the conclusion: this might just be the best V8 Ferrari ever.



ABOVE: Flamboyant treatment of the 488 GTB's engine bay – definitely Italian flair in evidence

LAMBORGHINI HURACÁN LP 610-4: HURRICANE FORCE

A red Lamborghini? The idea doesn't seem right. Searing green, luminous yellow, nuclear orange – yes. But red? Well, it may be an unusual choice but in the metal, red actually looks fantastic on the Huracán – it somehow makes it look serious.

Which, of course, it is. Seriously fast, at any rate. The 5.2-litre V10 engine remains – hurrah! – naturally aspirated. There's something magical about the immediacy of that throttle response and its linear torque delivery. But you have to be prepared to exercise your right foot a lot: peak torque doesn't arrive until a searing 6500rpm, so you really have to rev the engine hard to get its best. Since the soundtrack is so fantastic, that's no chore. The sheer noise is a truly visceral experience; if your hairs don't stand on end, you're either bald or dead.

Because we're at the track, I naturally keep the 'Anima' drive select switch on the steering wheel in its most extreme position – Corsa. This gives the Huracán face-slapping throttle response, a hyper-crackly exhaust note and revs held longer in auto mode. Speaking of which, the seven-speed dual-clutch gearbox changes cogs so crisply in auto mode that I find myself not bothering with the giant manual paddles behind the steering wheel; the rev limiter simply cuts you off in your prime if you do.

The Lamborghini Huracán is extremely quick at Longcross. I succeed in pulling 162mph on the back straight here, which surprises not only me but also the Ferrari F12 driver behind: he matches our speed but doesn't better it.

Substantial carbon-ceramic brakes ensure there's stopping power aplenty, and the Huracán has none of the cold-start ineffectiveness that I've

experienced in some ceramic brake systems: they're extraordinarily effective.

Lightweight aluminium and composite construction helps keep the Huracán's weight down to 1422kg, despite the considerable mass of the four-wheel drive gubbins. That helps a lot in the corners, all taken in 'Corsa' mode, which gives you the sharpest possible settings for the stability control, steering and dampers.

As the '4' in the Huracán's name signifies, you have four-wheel drive to cover your back in the twisty stuff. Most of the time, the LP 610-4 feels like a rear-wheel drive car, but there are times when you really appreciate its 4x4 system. For instance, when the skies open and a hailstorm spatters the Longcross track, I'm extremely grateful that as much as 50 per cent of the torque is capable of being diverted to the front wheels. Even in these treacherously slippery conditions, the Lambo feels safe and controllable. And when the track dries out, the chunky Pirelli P Zeros offer massive grip and utterly confident turn-in, with just a hint of understeer.

In contrast to the surprisingly upright windscreen of the 488, the Huracán's is as close to the horizontal as you can get without flattening the driver. It enhances the curious sensation that you're sitting aboard the Millennium Falcon. Somewhat bizarrely, as I relay this thought to my passenger, the 'real' Millennium Falcon heaves into view: the Longcross test track is currently also home to the crew of the next Star Wars movie, and they've built a full-size replica of Han Solo's space cruiser right alongside the track. For once, the Huracán might just have been trumped.

The feeling that the 25th century has arrived continues inside the car. The cabin bristles with



ABOVE: The Huracán's V10 looks compact and efficient – some German influence here perhaps?





TECHNICAL SPECIFICATIONS

LAMBORGHINI HURACÁN

ENGINE:	V10, Naturally aspirated
CAPACITY:	5204cc
BORE & STROKE:	84.5mm x 92.8mm
COMP RATIO:	12.7:1
POWER:	610bhp @ 8250rpm
TORQUE:	413lb ft @ 6500rpm
TRANSMISSION:	7-speed dual clutch semi-auto
	Four-wheel drive
BRAKES:	380mm (f), 356mm (r)
TYRES:	245/30 R20 (f), 305/30 R20 (r)
DIMENSIONS:	4459mm (l), 1924mm (w), 1165mm (h)
KERB WEIGHT:	1422kg
FUEL CONS:	22.6 (combined)
0-62MPH:	3.2sec
TOP SPEED:	202mph
PRICE (UK):	£180,720





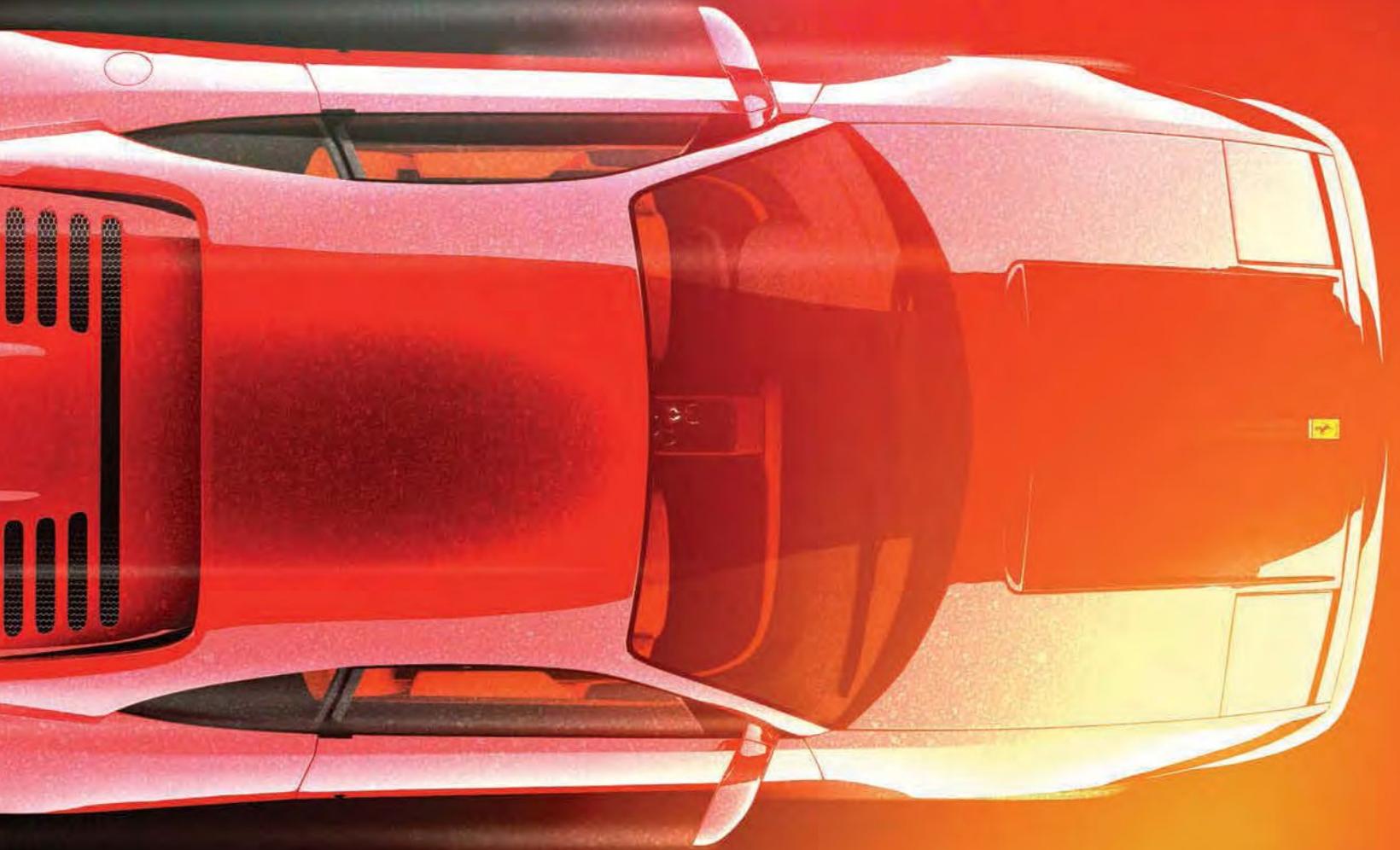
hexagonal geometrics, the flat-bottomed steering wheel has more buttons than your average star fighter, there's an evocative red flap protecting the start/stop button and an impressively crisp 12.3in colour screen provides razor-sharp graphics. The driving position in the tightly bolstered seat is fantastic, too.

So after a day behind the wheel on track, what do I make of the Lamborghini Huracán Longitudinale Posteriore 610bhp 4-wheel drive? It's a pretty special machine, that's for sure. Its sense of occasion has clearly impressed everyone who's blagged a ride in it today. Yet despite being a total tearaway – as you'd expect from a Lambo – with an excitingly raw soundtrack, it also feels amazingly grown-up, sure-footed and very high-quality. At the end of the day, though, I still end up feeling like I'm in a movie playing an astronaut. Sheer magic. 🇮🇹





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Lancia's Q-Car

Beneath the bonnet of this conservative-looking Lancia Thema executive saloon lurks a Ferrari V8 with a unique configuration

Story by Richard Heseltine
Photography by Michael Ward





The 1980s witnessed its fair share of horrors. There was war, record unemployment and, worst of all, big-haired pomp rock. In so many ways, and on so many levels, it was a hideous time and this was reflected in the cars we bought. It was the decade of the bland-mobile; where the angular 'origami' look of the previous decade made way for smoothed-over amorphous blobs, each more non-descript than the last. If there was a theme in car design, it was that outlines should upset no one and inspire even fewer.

The '80s did, however, witness an

interesting shift in the way cars were engineered. It was the decade of co-operation and collaboration between manufacturers as spiralling research and development costs meant firms were forced to look further afield than the nearest parts bin. Budget sharing became the norm. Expediency took precedence over principle which led to some intriguing alliances, witness the 'Type 4' scheme which spawned, in a roundabout way, the car pictured here: the mighty, if misunderstood, Lancia Thema 8.32.

To fully grasp the Thema's importance in the greater scheme of things, first you need to be aware of the project that preceded it. In the mid '70s, Lancia and Saab worked together to produce, brace yourself, an air-blending heater arrangement. This joint-venture proved so successful that the Italo-Swedish partners embarked on a much grander undertaking: a new breed of luxury medium-sized saloon car.

In the event, the Thema and the Saab 900 had little in common when it came to the overall structure: just 12 pressings within the engine compartment, inner doors and glass were shared between the two cars. The major payoff concerned the amount of time saved at the research stage: Lancia was able to provide Saab with information concerning transverse engine installations, while Saab's experience with anticorrosion techniques proved a welcome boon, as did its knowledge of ventilation systems. This marriage of convenience ultimately paved the way for the Fiat Croma and Alfa 164, which shared the Thema's platform, but there were one of two slight problem-ettes.

Despite breaking moulds and blazing trails when it came to inter-marque interaction, the sort of thing that is now commonplace, the Thema faced two near insurmountable hurdles when introduced to Blighty in 1985. First of all, there was the small matter of Lancia's standing in the market place. The marque's parent company Fiat had been painfully slow to react to the rust scandal at the end of the previous decade; the





TOP: Discreet badging refers to 8-cylinders and 32 valves. The engine is unique to the Thema

same one that in-time became front-page news in the tabloids. It largely ignored the problem, but the words 'Lancia' and 'rust' became synonymous to the point that ignorant prinkles *still* associate Italian cars with the dreaded tin worm all these years later. In the mid '80s, the issue was fresh in car buyers' minds. So much so, the quandary was how to convince deeply cynical and suspicious buyers that their new purchase wouldn't dissolve quicker than Alka-Seltzer at the first sign of inclement weather.

The other rather pressing issue was how to persuade the nation that Italy could make decent big cars. The five-door Gamma fastback and Alfa Romeo 6 had sold in tiny numbers in the UK so the future appeared bleak. The thing is, the Thema did sell well, at least initially. That said, Britain typically lucked out of getting all the variants, and there were several. Initially offered in 122bhp eight-valve ie, 165bhp LX Turbo and 150bhp PRV ('Douvryn') 2.8-litre V6 automatic forms, the line-up was augmented by the 120bhp eight-valve LX two years later. Further facelifts and engine options followed (the insertion of the 3-litre 12-valve Alfa V6 making for a superb all-rounder) to '94, as did the option of a five-door estate which also never made it to these shores. Sold in three distinct series', the end of the Thema corresponded with the termination of Lancia dealer network in the UK. Given what Lancia has become over the past few decades, that probably is no bad thing.

The Thema variant that continues to set enthusiasts' hearts aflutter, however, is the 8.32. During the development phase, the engine bay and subframe were



designed to accommodate a wide variety of potential powerplants – including Ferrari's all-alloy V8. The 8.32 (eight cylinders, 32-valves...) was announced amid much hoopla at the April '86 Turin Motor Show, Lancia's PR bods claiming it was the world's fastest and most powerful front-wheel drive production car. This was more than mere marketing hype although, as is to be expected, not all was quite as it appeared.

Outwardly identifiable from its lesser siblings by discreet black-on-yellow badging, chunky 15in five-spoke 'star' alloys and an electronically-operated tail spoiler that lifted at speed for additional downforce, these largely hand-built machines were trumpeted as being the closest thing to a four-door Ferrari. That was a bit of a stretch, not least because the press releases neglected to mention that the house of the Prancing Horse didn't actually make the engines: it supplied tooling to Ducati which, in turn, manufactured them to Lancia's specification. Though essentially the same unit as fitted in the 308/328, the 180deg crank was replaced with godeg throws in order to help balance out the inertial forces.

What really hindered the model's chances, if only in the UK, was that it was egregiously expensive. By the time the 8.32 went on sale in Great



TECHNICAL SPECIFICATIONS

LANCIA THEMA 8.32

ENGINE:	Type F105, 90° V8
CAPACITY:	2927cc
BORE X STROKE:	81mm x 71mm
CYLINDER HEAD:	DOHC per bank, 32 valves
FUEL SYSTEM:	Bosch KE3 Jetronic
POWER:	215bhp @ 6750rpm
TORQUE:	210lb ft @ 4500rpm
TRANSMISSION:	5-speed manual, FWD
BRAKES:	Discs all round
TYRES:	205/55 VR 15
KERB WEIGHT:	1400kg
0-62MPH:	12.1sec
TOP SPEED:	150mph
PRICE IN 1988:	£40,000
PRODUCTION:	2370 units



Britain in early '88, it cost £37,500. That was roughly 20k more than a fully-loaded Turbo which closely matched it for pace, and it was only ever offered in left-hand drive configuration. It is no great surprise, therefore, that only nine were officially imported. But that was then. Today, an 8.32 represents a very different proposition. A good, usable example such as the gorgeous '87 Series 1 cars seen here can be picked up in the high teens, and several have since arrived here from Germany and Switzerland.

Cost aside, what really did for the 8.32 in period was the small matter of its looks. It was too similar to more lowly models to be taken seriously, and not handsome enough to be coveted. Today, that sameness to other models only increases the attraction: it should be a great Q-car. And the styling has aged well, the outline by Giorgetto Giugiaro being soberly discreet; as soberly discreet as any car resplendent in a searing shade of Reflex Green ever can be, that is.

Inside, the 8.32 is spacious with plentiful head and legroom, the hand-stitched memory-programmable

seats embracing without pinching. The veneered burr walnut dashboard, meanwhile, is stacked with electronic gadgetry which does take on a bit of a 'disco inferno' vibe when the ignition is first engaged, mind, but that rather goes with the territory. Once fired, the all-Italian V8 doesn't exactly erupt into life. There are no theatrics; it's very restrained. Take-up on the reinforced clutch is such that there is no room for slippage: it's either in or out. The regular five-speed Thema 'box was carried over but with a taller first gear and molybdenum-coated synchromesh cones, and it copes admirably with the 215bhp and 209lb ft of torque loaded on it, although the actual shift action is a bit rubbery but you soon acclimatise. Not that you are called upon to race up and down the 'box as 80 per cent of peak torque is available from as low down as 2500rpm. It will pull from as little as 1000rpm in top without so much as a murmur. There isn't much in the way of torque steer, either. It doesn't launch sideways.

But – and it's an important but, don't approach the 8.32 expecting a backroad tearaway. It's way too

ABOVE: Unlike its Ferrari 308 GTB relative the Lancia unit does not have a flat plane crankshaft





refined for that. Throttle response is crisp and acceleration strong regardless of gear, but it isn't particularly choral until the V8 is revving off its axis. By this time, you are comfortably into triple digits. Either that or heading for a prison cell. It's a free-spinning unit, and sounds magnificent in the upper reaches, but most of the time it's relatively quiet; disappointingly so. The idea of a discreet super-saloon appeals massively, but such an engine really deserves to be heard.

Arguably, the 8.32's best feature is its steering set-up. The ZF Servotronic system reduces power assistance at higher road speeds (rather than engine speeds) and it feels beautifully weighted at all times. You are left in no doubt as to which wheels are driven, mind. Given that 55 per cent of the car's 1399kg (3086lb) weight is on the front wheels, the 8.32 is going to understeer, but it's nowhere near as pronounced as you might imagine. Not even close. Easing off the throttle a little mid-bend pulls the nose in on to a tighter line, but tail-out shenanigans require bravery/stupidity and a great deal of provocation. That, and plenty of run-off area. B-roads in Hertfordshire are not the right place to play Earl of Oversteer in someone else's car. Smooth driving is rewarded with a reasonably neutral cornering stance to the point that it never feels like it's about to spill unless you do something really stupid.



The car's ride quality is also better than expected. The 8.32 shares the same basic set-up as other Themas – MacPherson struts, lower wishbones, anti-roll bar up front, MacPherson struts with transverse links and anti-roll bar out back, and there are no clonks or shudders through the structure over calloused asphalt. It absorbs the worst of the bumps commendably well. The braking arrangement – a Bosch anti-lock system with large ventilated discs, also stops the car four-square, the 8.32 being the first Italian production car to be equipped with ABS as standard.

As for the vexed question of whether you would want one, it all rather depends on what you are after. The 8.32 isn't a factory hot rod, nor is it a work of great artistry. It is, however, comfortable and refined. That was what Lancia used to be all about, let's not forget. This is a car in which you could cross continents in a single bound, and arrive at your destination feeling unruffled. It also serves as a reminder of a time before Fiat threw in the towel. Yes, it might share its DNA with other marques, but there was no 'badge-engineering' here; no applying the Lancia name to cars that are clearly undeserving of such an honour.

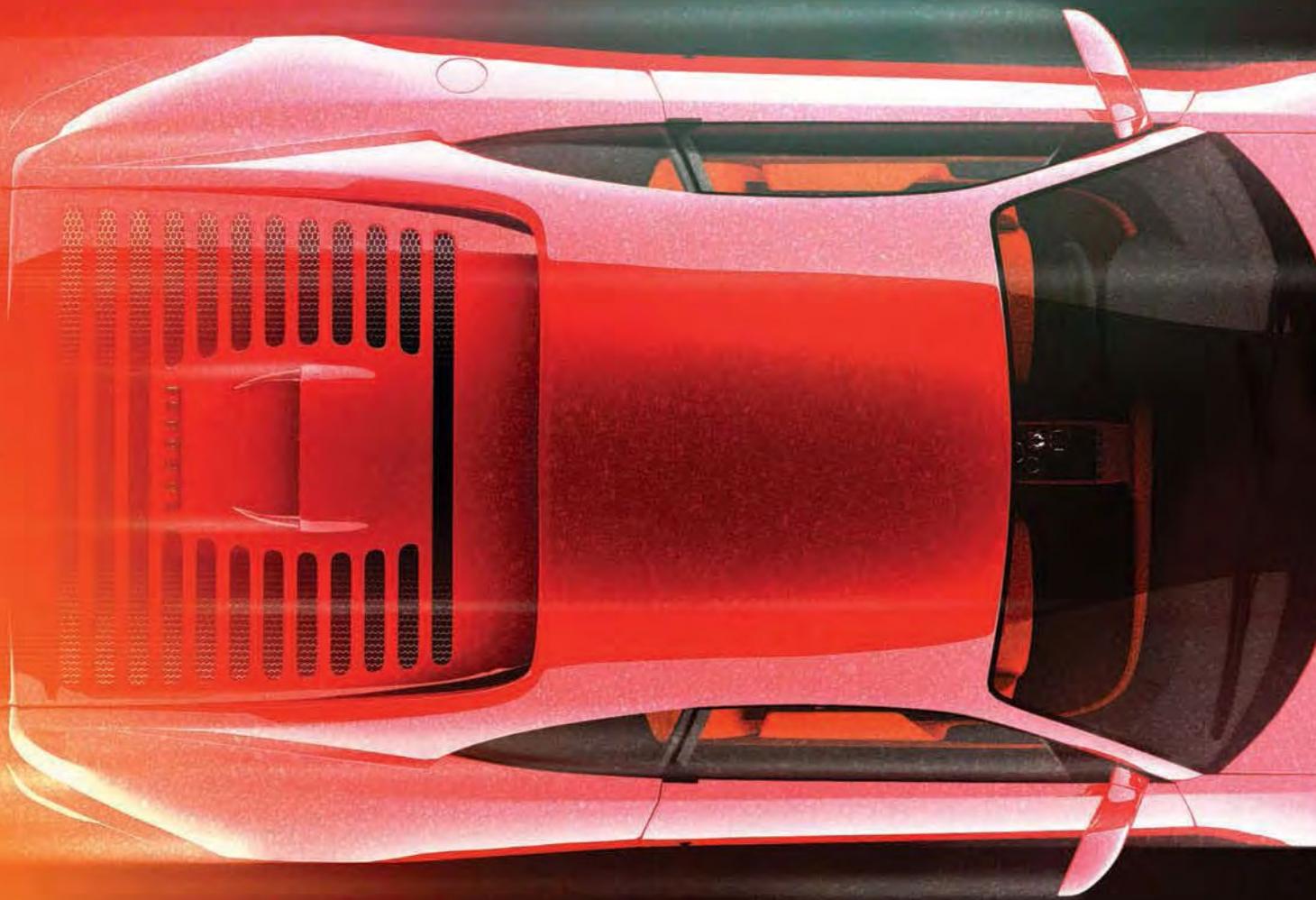
Not only that, it has pedigree. The union of Ferrari and Lancia previously resulted in such icons as the D50 Grand Prix car, the Stratos and the LC2 Group C challenger. That's pretty exalted company regardless of which subcontractor actually made the 8.32's engine. As pub ammo bragging rights go, having the legend 'Lancia by Ferrari' emblazoned on your car's cam cover beats an M-series or AMG logo any day of the week. 🇮🇹

Thanks to: Andy Heywood (www.mcgrathitalian.co.uk)





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Velocissimo

Original may be best, but can modified be better still?
We drive an upgraded Bertone GTV that's been perfectly
transformed into a fast road classic

Story by Chris Rees
Photography by Michael Ward



Original or modified? Tough question. It's one that, eventually, every owner of an older car must face. When the time comes to spend significant money on rebuilding your classic car, opinions have definitely divided into two very different schools.

It's hard to argue against the 'original is best' mantra when it comes to long-term ownership. Keeping your classic car as it is – or even returning it to its original specification – makes sense from a market value point of view. Modify your classic at your peril.

On the flipside, original factory spec means your car will not only look like it did way back when, but it will drive like an antique, too. Small wonder that it's very definitely become a 'thing' to enhance classics with modern parts to improve the way it performs.

Pub arguments will always rage over which is the better approach. Ultimately, though, it's your car – and you can do whatever you like with it. And upgrades that are sympathetically performed are definitely gaining a wider acceptance among enthusiasts.

The story of this Alfa Romeo 'Bertie' Giulia Sprint Veloce is a little muddled but the end result is spot-on. It started life as a 1968 'step front' Giulia Sprint Veloce. It had been modified quite a lot to make it a fast road machine, but the end result was perhaps a little too extreme for its owner. Ultimately the car ended up at Jamie Porter's Alfa Workshop in Royston with an instruction to make it as usable and as enjoyable as possible for fast road use.

The end result is spectacular, and there can be no argument about the way it now drives. While purists may be shocked to hear that the original 1750 engine has been swapped for a modern(ish) Alfa Twin Spark unit, anyone who appreciates driving will be delighted.

The powerplant is a 2.0-litre Twin Spark unit taken from an Alfa 75. Because it's had its variable valve timing removed and runs on twin Weber 45 carbs, it actually feels very much like a unit from the 1960s. This is no standard TS engine in other ways, too. It has been treated to an AH Motorsports inlet

manifold, new tubular exhaust manifold, aluminium radiator, oil cooler (sited to the left of the rad) and a Kenlowe fan. An Omex programmable ignition management unit helps keep the engine running smoothly and makes cold starts (and indeed warm ones) more reliable, while the original dynamo has given way to a miniature alternator.

In its original spec in the 75, this engine kicked out 148bhp. While this modified engine hasn't been dyno-tested, it should develop well in excess of 150bhp. It certainly feels lively in the GTV, especially as you build the revs. It's so smooth in the upper reaches of the rev range that you quickly find yourself going there as often as possible. With a relatively modest power output, this Bertie may not be the last word in ultimate performance, but by road-going GTV standards, it's certainly a feisty performer, something that's helped by this car's low-ratio final drive. In any case, ultimate power is definitely not the point of this car: it's been built for character, and it's got that in abundance.

Much of that charisma is down to the delicious noise it makes. You can thank the AHM exhaust (with chrome tailpipe) for quite a big contribution on that score. On the warm spring morning of our test, it took no persuasion at all to wind the windows down and let the old eardrums vibrate in tune to the richly resonant symphony of carbs, cams and exhaust. Taken as a piece, it's delightfully redolent of classic motorsport soundtracks.

The gearbox is a straight-cut unit (modified from the original 'box'). But unlike so many straight-cut gearboxes, it doesn't sound like a box of nails. Instead, it has just a hint of a hard-edged mechanical purposefulness to it. And what really counts is that it shifts through the gears in a such a crisp, positive, pleasing way.

So much for the powertrain. What about the chassis? Here's what really makes this car feel special. If Alfa Workshop is known for one thing in particular, it's getting the very best from every Alfa chassis it works on.

In this department, Jamie Porter didn't start from a



blank canvas; this GTV had already been modified when he received it. The owner felt that the set-up was much too hard for the fast road use he was after. Jamie agreed, and set to work transforming the way the car corners and rides.

The suspension has a Harvey Bailey handling kit sourced from Classic Alfa, complete with a beefy front anti-roll bar and Koni adjustable dampers. The 1750 GTV is capable of taking a rear anti-roll bar too (earlier GTVs aren't) but it was decided not to fit one at the back. Why? Because most owners prefer to keep the classic GTV handling trait of the rear wheel tucking under during cornering – you know, the stance where the diametrically opposite front wheel lifts off the ground. Why wouldn't you? And although this GTV rides much flatter than standard, it is still possible to lift a front wheel in spirited cornering.

A very easy improvement came in the tyre department. As received, the car was fitted with

skinny low-profile rubber. These tyres not only looked odd but gave the car a harsh, unforgiving feel that was out of character with the rest of the car. It was an obvious change for Alfa Workshop to select higher-profile rubber. Jamie went with Uniroyal Rain Expert 185/65 R15 tyres, which are the nearest to the original Dunlops that he could find in terms of handling response. Avons are also good, he reports. The wheels, by the way, are modern 15-inch alloys that replicate the look of 1970s Alfa wheels.

Steering geometry is a black art that Alfa Workshop has truly mastered, and its magic wand has been waved over this car, for sure. The steering is full of feel, and not too heavy, either. The handling is both forgiving and fun. The tyres start making noises at surprisingly low speeds – and the pitch and volume of this squealing definitely helps to communicate what's going on. It's delightfully easy to get the car to go sideways, but never unexpectedly: the GTV tells you

ABOVE: Twin-spark 2-litre power unit is from an Alfa 75 and boasts 150+bhp. Practicality vs purism.







exactly what's happening at every moment. All you need to do is to wind on some lock to correct the cornering angle as the rear end slides round, then you're off up the straight with a satisfying look of heroism on your face. You might only be doing 40mph, but low-speed thrills are arguably even more fun – and certainly less scary – than high-speed breakaways.

There's a limited-slip differential to help fire you in the right direction as you apply full power, too, as well as a roll cage to help stiffen the whole shell up, and provide reassurance on track days.

Jamie says that the brakes are destined to be upgraded further, but they're more than adequate as they stand. Four-pot calipers, Ferodo DS2500 pads front and rear and a brake bias adjuster bar give them plenty of feel. Where they're lacking is any servo assistance – personally I don't mind having to hoof the pedal hard to get the car to stop, but initially the lack of bite can raise the old eyebrows if you're not used to it.

There's no denying that this car looks the part, too. There are few shapes more perfectly proportioned than Bertone's step-front Giulia 105 coupe. With its bumpers

removed, this GTV has a hint of GTA about it, while the lightweight bonnet, plastic front quarter-lights and plastic rear side windows deliver pukka GTA alleggeritass. The cabin continues to blur those motorsport/fast road lines with its four-point harnesses and period Recaro bucket seats.

In fact, the blurred line between motorsport and A-road sums up this car perfectly: it's one step above being a road car, one step below a full-blown track day machine. It's a car that's really in its element on narrow twisty back roads, where you can fully enjoy the sizzling soundtrack, the sharp steering and the sense that – even though you may not be travelling as fast as a modern turbodiesel – every mile is a memorable one.

So, should you go original or modified with a GTV? When your car can be as good as this, I'm tempted to say: stuff originality. This machine simply succeeds spectacularly in what it sets out to do. In fact, I'm finding myself asking if this could be the perfect classic road car for the enthusiast who likes his thrills delivered at road-legal speeds. I think you know the answer. 🇮🇹

ABOVE: Uniroyal 185/65 R15 tyres are a close match to the original Dunlops in terms of handling response





SPECIFICATION

ENGINE

Alfa 75 2.0-litre Twin Spark, twin Weber 45 carbs, AH Motorsports inlet manifold, tubular exhaust manifold, aluminium radiator, oil cooler, Kenlowe fan, Omex programmable ignition management, alternator, AHM exhaust

GEARBOX

Straight-cut five-speed manual gearbox, low-ratio final drive

CHASSIS

Harvey Bailey handling kit with front anti-roll bar, Koni adjustable dampers, limited-slip differential, four-pot calipers, Ferodo DS2500 pads front and rear, brake bias adjuster, 15in alloy wheels, Uniroyal Rain Expert 185/65 R15 tyres

BODYWORK

Bumpers removed, lightweight bonnet, plastic front quarter-lights, plastic rear side windows, roll cage, four-point harnesses, Recaro bucket seats

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Uno Duo

One of the most charismatic hot hatches of the 1980s, the Fiat Uno Turbo is now a rare sight. We test two upgraded, cherished examples

Story by Chris Rees
Photography Michael Ward

If you grew up in the 1980s, it's a dead cert that you'll have a warm, fuzzy feeling about many cars of the era. For some, it's the Testarossa or Countach QV, for others the Fiat Strada Abarth or Lancia integrale.

There's clearly also a lot of love out there for another iconic 1980s Italian: the little Fiat Uno Turbo i.e. And why not? There's just something so right about this slice of micro-mighty mayhem: its crisp Giugiaro-penned lines, its charismatic cabin, but most of all, its turbo tearaway entertainment factor.

The first series Uno Turbo i.e. (1985 to 1989) had a 1301cc engine with an IHI turbo strapped to it. It may have developed a mere 105bhp, but since the Uno was such a lightweight car, it was capable of achieving 124mph and a sparkling 0-60mph time of 8.3 seconds. The engine grew to 1372cc in the Mk2 version (1990 to 1998) and power rose to 116bhp, but performance was no better as the Mk2 had put on a little extra weight.

As the numbers of Uno Turbos on the road have dwindled, so demand has pushed prices up, as with so many cars of the period. But even I have been amazed by just how much people are prepared to pay to relive their youth – or indeed catch a slice of what they missed out on. Would you believe that you'll need to spend £5000 for a half-decent Uno Turbo these days, and we've heard of ones changing hands for over £15,000. Astonishing, I know. But then the Uno Turbo now a very rare machine: of the 4000 Turbos estimated

to have been imported into the UK, fewer than 30 are thought to remain.

We've brought together two examples of a very small pool of cars, a late Mk1 and a late Mk2. Both owners are extremely proud of their cars, and advocate membership of the Fiat Uno Turbo Owners Club, which has to be a good bet for enthusiasts of the car – especially as many parts are now getting very hard to find, like the body panels, front bumper, seats and door cards.

SILVER SIZZLER

I don't think I've ever come across such a heart-warming car story as Mark Serné's. With his Fiat Uno Turbo, not only is he reliving a huge passion from his youth, he's passing it on to the next generation, sharing the magic with his young son.

"When I bought the car in 2011," says Mark, "my son Kynan was aged just eight, and he really wanted to help me rebuild it. He's got an engineering mind, so I taught him how to weld and how to bend tubes and we restored the car together."

Mark had previously been really into Lancia integrales but fell out of love with the scene. What could possibly replace an integrale? Mark: "Aged 17, I really wanted an Uno Turbo but the insurance was too expensive then. I was forced to buy an Uno 55 instead, so this Turbo is the realisation of a long-held dream."

The 1989 silver Mk1 he purchased had the very big







benefit of solid bodywork – that’s pretty unusual, as most Unos do rust badly. The only welding it needed was the rear suspension turrets and a small patch in the floorpan, the sills having been done at some point in the past. It does now look sensational in its Grigio Chiaro metallic paint, sprayed by Darren at Auto Body Solutions.

This project took three years to finish, all done in Mark’s single garage. “This build was a thing of love, a thing of passion. It was a nut-and-bolt restoration using lots of new parts from Fiat. The paintwork and ECU are the only things that Kynan and I didn’t tackle ourselves. My wife even bought me a zinc-plating kit for Christmas so I could do some jobs on the car!”

It’s clearly not a completely original car, though.

Mark adopted this approach instead: if Abarth had done an Uno Turbo, what would it be like? His first thought was to fit a modern Abarth 1.4 T-Jet turbo engine but he quickly decided to keep the original engine, albeit modified.

One of the most obvious changes is that it’s wearing modern Abarth 500 16-inch alloys. The PCD is a perfect fit, using the original Uno hubs, but because of the larger rolling radius compared to the original 13-inch wheels, far skinnier Falken 195/40 R16 rubber is used.

It’s got coilover suspension and a ride height dropped by 75mm. “That’s about as low as it can go,” says Mark. “It’s a bit of a bone-rattler as a result but I love the look. I’ve also fitted a Hi-Spec front brake kit.”

Mark admits that he built the car more as a show

BELOW: Two very tidy Fiat Uno Turbos, rare survivors cherished by their enthusiastic owners





ABOVE: Power output is 203bhp and with the car weighing just 895kg performance is brisk

queen than a really fast car but it's certainly not short of power thanks to some impressive mods. The engine is still a 1301cc unit but it's got a Piper fast road cam and bigger injectors. The oil catch tank is a Citroen AX coolant reservoir, while the red-crackle finish for the head is nod to Mark's beloved integrale Evo 2.

The sizeable Garrett GT25 turbo came out of a Nissan 180SX and is much more progressive in feel – the original IHI turbo is tiny and very fast-spooling. To reduce lag, the induction pipes have been changed and air flow has been much improved. The boost can be controlled electronically, up to 21psi (although Mark is running it at 11.3psi currently). The intercooler was originally in the lower front bumper but Mark has relocated the OEM unit to the top of the engine to

shorten the pipe runs (he made his own pipes and bracketry, by the way). The air temperature sensor in the intercooler also looks very 'factory'. With a modern EMS, it's all very reliable, too.

It's making an astonishing 203bhp and 223lb ft, which considering the car weighs 859kg (Mark had it weighed at work), unsurprisingly gives it plenty of pep. The power delivery is certainly beautifully linear – although this isn't what you'd call a quiet car.

Inside, the seats are Abarth 500s, but not just ordinary ones: they're very special optional Sabelt Corsa seats in leather and Alcantara (priced at over £1000 new). These are matched by stitched Nappa leather for the dash top and a leather gear lever gaiter.

"I'm really OCD for detail," admits Mark. "It took me







two weeks to repaint the rear badge to invert the silver and black colours. The original badges are impossible to find now. I will never sell this car because it's actually my son Kynan's - I've just got permission to drive it! He's still got three years until he can pass his driving test, but we'll do shows and events with it till he's ready."

One last detail: what's the 'KM223' logo all about? Mark explains: "That means Kynan Mark 223lb ft - it's a kind of McLaren-style thing." Che bella!

RED DEVIL

If Mark's Mk1 looks fairly original, Andrew Gange's Mk2 takes a far more radical approach. This is probably the youngest Uno Turbo left in the UK, as it's a late (November 1994) Mk2.

Like Mark, Andrew owned a non-turbo Uno way back when - a Mk1 Uno 45 in which he drove 180,000 miles! He bought this Uno Turbo ten years ago. "I've never looked back," he says. "It makes me feel like I'm 18 again. I'm a mechanic by trade and I drive a lot of modern cars. It's the Uno that really has the fun factor, and always puts a smile on my face."

Race car tuner Mario Grech-Xerri built a very special engine for this car, so new it's still being run in. It's a 1.4-litre unit whose spec looks delicious on paper and uses a lot of bespoke parts. It was built to full race spec but has been detuned for road use by using a milder camshaft and low turbo boost.

So here's the tasty spec: race-spec JE pistons with Pro Seal rings, Cunningham race-spec rods, ARP bolts, valves cut and reshaped by Guy Croft, Colsibro machined valve guides, Omex 600 ECU with Lambda correction, redesigned thermostat and waterways, Kent race valve springs, Colombo & Bariani camshaft, ported head, steel head gasket, Ford distributorless coil pack, pure cold air intake, Laminova oil cooler and a large aluminium radiator.

The turbo is an S187 unit taken from a Fiat Punto GT Stage 2, using a T25 turbine assembly and Ford

Cosworth intercooler. The redline is set at 7300rpm but it can rev a whole lot higher than this if required. With the latest remap and 630cc Siemens DeKa injectors fitted, it's running at 218bhp at a 'safe' 17psi of boost and well over 180lb ft of torque. The turbo could easily be pushed up to 20psi, in which case Andrew expects it to deliver perhaps 230bhp.

With its very wide-diameter Scorpion exhaust, this is a loud machine that's full of purpose. Andrew clearly loves his engine - "it pulls your head off!" he says - and we'd certainly agree it's a very strong powerplant with masses of power available if you're in the right rev zone. There's a wonderful whoosh from the turbo and the engine note itself is high-decibel. The specially made Helix organic race clutch cost £400 alone, and the wiring loom is also bespoke.

The wheels - taken from a Fiat Tempra SW - have gone up in size from 13 to 14 inches because Andrew wanted to fit Punto HGT brakes; the discs are grooved and vented (on standard callipers) while there are road/race pads and braided hoses.

The suspension is a polybushed Koni set-up that's been lowered by 40mm, but it's not too harsh because the Yokohama tyres still retain a relatively high profile (185/50). There's a strut brace in place, too.

There are only a very few body mods on here, such as a raised bonnet to aid cooling and a full debadge job. The paint, by the way, is Rosso Proteo. Inside it's fairly standard, but the seats really stand out. The front ones are Ford Escort Cosworth Mk1 items which had to be modified to fit, while one-off suede rear seats were made specially to match. The pedals are Momo aluminium, and there's an AEM air/fuel ratio meter.

"I take great care of the Uno now because it's increasing in value and I don't want to end up in a ditch!" says Andrew. "I make sure I avoid narrow lanes and potholes. This is my weekend toy and show car. I may do a track day in it, though, and really want to take it to the Nürburgring in 2017." Where we're sure it'll surprise quite a few larger cars... 🇮🇹





Villa d'Este Concorso d'Eleganza

Italian cars once again dominated the Villa d'Este Concorso d'Eleganza, taking all of the most coveted trophies over the weekend

Story by Matt Zuchowski
Photography by Konrad Skura

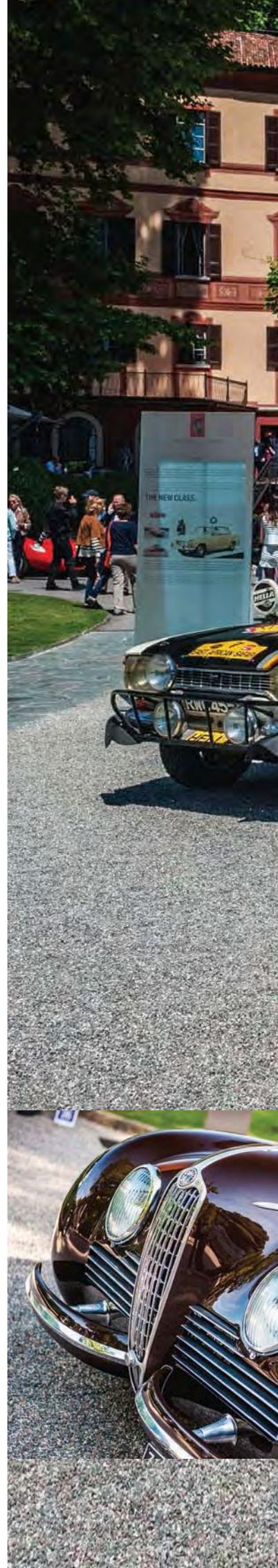
As if the historic garden surrounding the 19th century Villa d'Este hotel weren't one of the most exquisite places in the world itself, each spring for one Saturday it forms the background for one of the most dignified gatherings in the world. You can perceive the Concorso d'Eleganza that takes place here in two ways. It can be seen as a relaxed garden party for the world's elite who come here to enjoy a glass of chilled champagne and take in the view, or purely as a competitive exercise, it is a concours after all.

The nature of the show forces constant changes in the contest's line-up. Each year, the organisers think of different classes for the cars, showcasing different faces of automotive elegance and style. Even if the BMW patronage becomes more evident each year, the Italian bravado is still prevalent on the Villa d'Este's grounds. Many of the unique classics presented will surely stay remembered by every Italian car lover. Three of very special Lamborghinis served as a valuable lesson on the brand's history. Next to each other, there were green Miura P400 SV s/n 4846, a pre-production show car from the Bertone stand of the

1971 Geneva Motor Show (and, more recently, the first car to be completed by Lamborghini's classic car restoration arm Polo Storico); Countach LP400 s/n 1120202 'Walter Wolf Special', one of the cars built to the special order of Canadian millionaire and car enthusiast Walter Wolf; and Athon, an unexpectedly handsome Silhouette-based concept car from 1980, driven around Villa d'Este with unparalleled style by its female driver, who took her shoes off each time she got behind the wheel.

Three of very special Aston Martin cars dressed with characterful Zagato coupe bodies stayed at different parts of the Villa d'Este's grounds, adding for a quality representation of the cooperation between these two great names from two ends of Europe. Brand new Aston Martin Vanquish Zagato was presented here still as a concept car, but its low-volume production in the nearest future is certain. The impossibly stylish red GT was backed by two of its direct predecessors: the V8 Vantage Zagato (one of four early prototypes of the model) and DB4 GT Zagato (one of only 18 ever clothed by the Italian atelier).

Fine Italian classics became highlights in virtually all







of the ten concours classes held this year. In Class A, 'Pre-War Decadence - Flights of Automotive Fantasy', the jury awarded the 1937 Lancia Astura IV with a Pinin Farina convertible body, mostly due to its quality restoration, finished recently by the car's Lithuanian owner. For the fans of the classics maintained in original condition, a 1925 Alfa Romeo RL with delightfully preserved Farre bodywork impressed the enthusiasts even more after learning its history: for the first 75 years of its life, it stayed under one ownership.

Class B, 'Pre-1945 Supercars - The Fast and The Flamboyant', starred the cars of the same period, but distinguished by their more extravagant nature. There were some great Lancias Asturas of this sort as well, as another one took a class win; a one-off berlinetta with a Castagna body built in 1933 to the order of Benito Mussolini's son, Vittorio. Built around a shortened chassis and equipped with a three-litre V8 engine, it effortlessly combines the elegance with a sporty spirit just as the best Italian designs do. Thus, it should come as no surprise to Ton and Maya Meijers that their car was awarded the most coveted 'Coppa d'Oro' award picked by a public referendum. However, they appeared somewhat amazed by the verdict.

Even if the next class, 'Sur Mesure et Haute Couture - Rarities for the Connoisseur', was dominated by some grand Rolls Royces and Facel Vegas, the Italians did have their part in creating the car that won the top

honours: a 1968 Bentley T built for the London Motor Show featured a unique body designed by Paolo Martin and built by Pininfarina, another car that perfectly combines British engineering with Southern flair.

The description of class D, 'Petite Performance - Pretty Pocket Rockets', suggested a high condensation of svelte Italian racing metal. And this was the case. Apart from the extraordinary Alfa Romeo of Corrado Lopresto, the class featured all kinds of Italian designs; a rare Fiat Moretti 850 Sportiva SS, two very different cars sharing the same Fiat V8 engine, a no-nonsense Siata 208S and an opulent Fiat 8V Supersonic, and a pretty much ideal Maserati A6GCS/53 Pinin Farina Coupe. The s/n 2059 in this year's edition is possibly the finest of the four berlinettas ever built up to this terrific specification. Understood to be a 1954 Paris Motor Show car, it features an unusually original body that was little damaged or modified throughout its sixty-year-old life.

Class E celebrated the racing machines which were 'Daring to be different', as the name heralded. Although it certainly did feature some extraordinary designs, the jury appealed to its own rules of choosing the best and most historically correct car, awarding a somewhat conservative Fiat 8V with a Zagato coupe body. It could be only here that this racing car reunited with its original driver Luigi Nobile, who saw his old weapon for the first time in many years since the Fiat was brought

*TOP RIGHT: Maserati A6GCS Coupe chassis no.2059
TOP LEFT: Lancia Aurelia B52 Vignale Cabriolet
ABOVE LEFT: Editor's favourite - Fiat Moretti S1*



to the USA. Each Villa d'Este event provides many occurrences like this one, proving the concours not only commemorates the past, but also writes the next chapters of history.

The next class was all about 'Cars of the Stars'. As the Italian exotica was the default choice of successful actors not only from Hollywood, from among the five cars in the grid, four came from Italy, three being Ferraris: a 330 GTC once owned by Marcello Mastroianni, a surprising 365 GT/4 Berlinetta Boxer with a removable Targa roof built of Clint Eastwood, and a 275 GTB/4 that was the property of none other than Steve McQueen. An exceptionally valuable car even for 275 GTB/4 standards, it easily won the prize, while the only non-Ferrari in this company, a Dual-Ghia convertible, earned the jury's mention of honour.

Class G can be described as the Villa d'Este classic. The 'GT Man is Back - The Golden Era of Sports Car Design' class focused on the European GTs of the '60s, and not many car makers could be a match for Ferrari in this competition. Apart from a rare 250 Europa with a Vignale body and a more easily identifiable 250 GT Boano, the class was completed with the aforementioned Aston Martin DB4, a rather handsome Bizzarrini GT Europa, Lancia Aurelia B52 and an early example of a Spanish Pegaso. Understandably, the prize went to David Sydorick from the USA, the owner of the Zagato-clothed Aston Martin.

Class H, entitled 'Driven by Excess - From Glam Rock to New Wave', showed some internal inconsistency. Apart from featuring the aforementioned Lamborghinis (coming from different eras, mind you), it included an '82 Rolls Royce, an '85 Zagato-bodied Aston Martin V8 Vantage, and an exciting Ferrari Testarossa Spider, the famous one-off originally built for Gianni Agnelli, sold only a few months ago by Artcular in Paris for 1 210 080 €, well above estimation. The professionally executed prototype didn't meet the approval of the

jury, though, which gave the top honours to Lamborghini Countach 'Wolf Special', a car no less special (as its name would suggest), albeit less popularised in the recent months.

For the first time, Villa d'Este welcomed rally cars, which had their own class 'Heroes of the Rally Stage'. The sole Italian representative, a well-preserved Lancia Stratos, had to accept the superiority of cars with significantly greater rally record, like the class-winning Ford Escort RS 1600 that finished first in the 1972 East African Safari Rally.

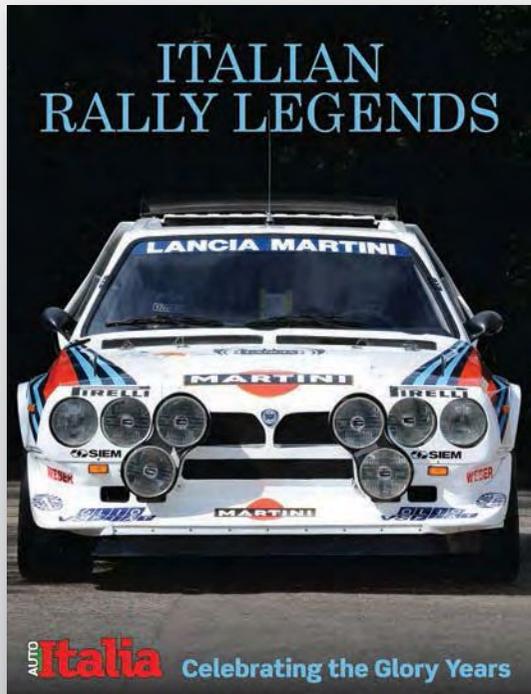
As each year, apart from the usual classes encompassing the classic cars, the organisers invited the most recent concept cars and prototypes as well so that they could compete for their own trophy. This tradition, revived by BMW, dates back directly to the original pre-war Villa d'Este competitions, which were, more than anything else, celebration of the latest forward-thinking designs. In the spirit of these concours, some latest concept cars were brought here by the biggest players in the industry (Mazda, Renault) and the small boutique carmakers alike. Next to the perfectly executed Pininfarina H2 Speed racing car study there stood Alfa Romeo Disco Volante Spyder bodied by Touring Superleggera, only three months after both celebrated their world premieres next to each other at the Geneva Motor Show. It was the blue Alfa Romeo 8C-based Touring creation that was voted in the Sunday public referendum at the Villa Erba the best design this year, much to the delight of the new owner of the car, who collected it just the day after the weekend exhibition. Sadly, all six of the remaining Disco Volantes to be built are already taken as well.

The results of the prototype class proved an important point; the Italian design is still strong, ready to bring new bold style to the automotive industry. The recent works of Zagato and Touring prove to be worthy successors of the cars that took the top honours this year. Without exception, all were Italian. 🇮🇹

BELOW: Aston Martin Vantage Zagato and the ex-Agnelli Ferrari Testarossa Spider - now with UK owner



AUTO ITALIA SPECIAL EDITIONS



CONTENTS

- ◆ Lancia Fulvia
- ◆ Fiat 124 Abarth
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Italian Rally Legends is a celebration of the glory years when Italian cars dominated the international rally scene. Written by author and *Auto Italia* co-founder Peter Collins, *Italian Rally Legends* is packed with top quality pictures from *Auto Italia*'s archives. Printed using superior quality materials in a 'bookazine' format, this special edition is essential reading for the Italian car admirer and enthusiast. The print run is strictly limited so order early to avoid disappointment.

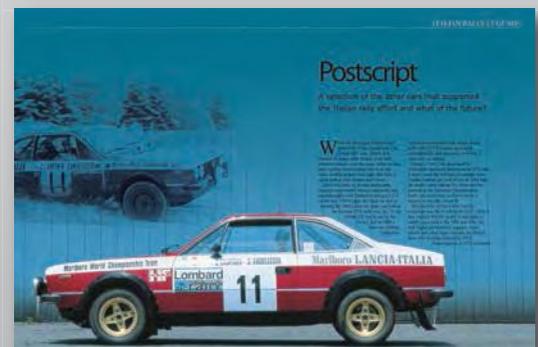
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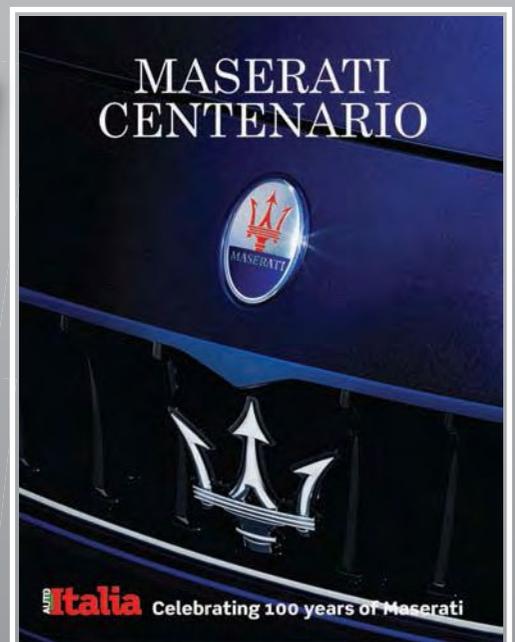
Postscript

A look back at the glory years of Italian rally and what the future holds.

When you think of Italian rally, you think of the glory years of the 1970s and 1980s. It was a time when Italian cars dominated the international rally scene. It was a time when Italian cars were the most respected and exclusive car marques.

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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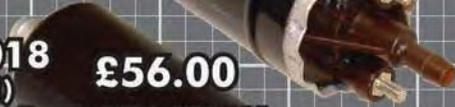
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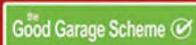
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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Ferrari F40

The standout Ferrari of the 1980s, Enzo's last ever road car and one of the purest drivers' cars ever made – the F40 is the supercar that every enthusiast lusts after

Report by Chris Rees

Photography by Michael Ward

If you thought the Ferrari marque might have been getting a bit 'louche' in the 1980s, the F40 thundered in to pummel those qualms into oblivion. Born out of the abortive 288 GTO Evoluzione Group B racer, the Ferrari F40 is perhaps the purest, most focused supercar ever built. It's certainly one of the most desirable.

Launched in July 1987, it was given the 'F40' moniker to commemorate the company's 40th birthday. Significantly from a historical perspective, this was also the final Ferrari signed off by *commendatore* Enzo himself, before his death in 1988.

The F40 rivalled the Porsche 959 as the world's fastest and most appealing 1980s supercar. In contrast to the technology-laden Porsche 959, the Ferrari F40 was a stripped-out, lightweight, old-school machine with almost no driver aids. It was probably also the first production road car genuinely capable of exceeding 200mph.

The F40's chassis was a wider version of the 288 GTO's tubular steel frame – no great change there, then – but the bodywork was pioneering in that it was made entirely of composites, namely Nomex, Kevlar and carbon. There were eleven panels in all, including massive one-piece front and rear sections. Even the rear screen was composite (an iconic vented Plexiglas screen).

Whereas the 512 BB and 288 GTO had been gracefully elegant in looks, Pininfarina's design for the F40 was overtly aggressive. This massively wide car had a huge road presence, from its pop-up headlamp front end to its super-sized rear wing. But it was all about purpose: essentially this was a competition machine turned road car.





The stripped-out racer theme continued inside the F40, with ultra-focused race-style seats and virtually no concessions to luxury. So you got no radio, no carpeting, no leather and almost nothing covering the bare carbon interior (just felt for the dash, centre tunnel and roof lining). You did get air-conditioning, though, to keep that hot cockpit cool.

The F40 was not Ferrari's first turbocharged car – the 288 GTO had already burst that bubble – but the era of turbos was still quite new for Maranello. Ferrari did get the turbo power thing spot-on, though, using a slightly larger (2.9-litre) version of the V8 engine seen in the 288 GTO. With two turbos strapped on, peak power was a mighty 478bhp. Weighing only 1100kg (dry), the F40 could do 0-62mph in just over four seconds, faster than

pretty much any other car before it.

At launch in 1987, the F40 was priced at £160,000 – the equivalent of over half a million pounds in today's money. Between 1987 and 1992, there was very little in the way of development, the only real changes coming in 1991 when catalytic converters were fitted and adjustable suspension was offered as an option. A total of 1311 F40s were built over five years, all painted in Rosso Corsa and all in left-hand drive (apart from seven RHD cars specially built for the Sultan of Brunei in grey or yellow). Around 600 cars were sent to the USA to a slightly different specification to European ones, including aluminium fuel tanks in place of rubber ones, a black rubber chin spoiler and side marker lights.

ON THE ROAD

The F40 is a raw, exciting and frankly intimidating supercar. It's unwieldy to manoeuvre and difficult to see out of – but as supercar experiences go, this is right up there with the very best.

The engine only really gets going once the turbos spool up at around the 3500rpm mark. Once into their stride, they provide a truly mighty kick, but unlike many turbo powerplants, this V8 loves to rev, with a red line set at 7800rpm. The sound is a heady mix of V8 burliness, exhaust scream, turbo whoosh and wastegate chatter.

This is a 'hard' car in so many respects. The suspension is ultra-firm, revealing every minor imperfection in the road surface. But that means





TECHNICAL SPECIFICATIONS

FERRARI F40

ENGINE:	V8 twin-turbo
CAPACITY:	2936cc
POWER:	478bhp @ 7000rpm
TORQUE:	425lb ft @ 4000rpm
TRANSMISSION:	5-speed manual rear-wheel drive
KERB WEIGHT:	1100kg
TOP SPEED:	201mph
0-62MPH:	4.1sec





ABOVE: Only the first 50 F40s had Lexan windows, some were non-adjustable and intended for racing

almost no body roll and the grip from the enormous 10 x 17 rear wheels is towering – although not quite physics-defying. Hoof the accelerator pedal firmly when exiting a bend and you have to remain alert to the feel of the turbos kicking in, for when they do, the rear wheels can lose traction in an instant (and there's no traction control to save you). In the wet, you'd better be either ultra-cautious or highly skilled...

The steering feels a little vague at around the centre position but once you're into a corner, it's full of feel and feedback. Like many supercars, you get a bit of kick-back if you hit a mid-corner bump, and there's also a tendency for the car to tramline.

The gearchange quality is ultra-mechanical to the point of being brutal, while the clutch is pretty heavy – all very old school. If there's a fault with the F40, it's the brakes. The pedal requires heroic levels of pressure and repeated use (for example, hooning around a track) can result in significant brake fade.

ENGINE & TRANSMISSION

Fundamentally, the F40's 2.9-litre V8 is a tough engine whose internals appear to be very robust. There should

be no oil leaks; check the cam covers and turbo pipes especially. If you do suffer a problem in the engine department, it's most likely to be an electrical one. The F40 was one of very few cars to use Weber-Marelli engine management, and tracking down a good specialist with experience in this can be a challenge. As the engine is eminently tuneable, many cars have received some sort of upgrade over the years, notably to the turbos and fuel injection, but these days it's considered wise to return the car to its original spec.

The turbos do get very hot but they are fairly simple to overhaul if you do encounter a problem, normally revealed by a lot of smoke and/or noise. Note that post-1991 cars have catalytic converters fitted. Expect a new exhaust system to cost from around £3000 fitted.

The F40 has rubber fuel cells (except for US cars, which have aluminium tanks). These rubber tanks need to be replaced every 10 years at an eye-watering cost of £12,000 a time. The factory fuel pump is prone to cracking and leaking fuel, so is often replaced with a more robust one. Not using the car for long periods is common, which can result in leaking seals, clogged

BELOW: Non-cat, Lexan window F40s like this one are the most valuable and sought after by collectors





injector nozzles and cooling system corrosion.

The differential is mounted on the back of the engine in unit with the five-speed all-synchromesh gearbox (a non-synchromesh sports 'box was offered as an option). The gear change can be rather notchy when cold, but the transmission seems to be very robust in service. Clutch life varies greatly depending on use, but is unlikely to exceed 20,000 miles. You might experience loss of pressure in the clutch due to a chemical reaction in the fluid, so consider switching to a non-reacting fluid. A replacement clutch is around £4000 fitted.

CHASSIS & BODY

Post-1991 cars came with the option of electronically adjustable suspension, which offers better ground clearance over speed bumps, but generally speaking, non-adjustable cars are favoured these days. Rebuilding each damper costs around £300.

The split-rim five-spoke Speedline single-nut alloy wheels have a tendency to weep air from the tyres, which can be a hard problem to fix. The fixing bolts can also corrode. The Pirelli P Zero tyres cost around £500 each for the super-wide rear ones. The weak standard brakes are often upgraded by owners (Brembo upgrades





ABOVE: Pop-up lights do nothing for the aesthetics. Some cars are fitted with aftermarket adjustable ride height mods



can be used with the standard 17-inch wheels). New brake pads cost around £600 per pair, while new Brembo front discs are more like £1000 a pair.

The F40 uses carbon-Kevlar body panels, the weave of which should be visible in the paintwork. If not, the car has probably had a respray. The underside of the body panels was left unpainted by the factory. Repairs to damaged panels are extremely expensive, so check the bodywork carefully. Commonly damaged panels include the nose section and underbody area (some owners fit scuff plates to protect this). The front splitter is also prone to damage.

As standard, the F40 has winding side windows but some early cars have race-style Perspex sliding windows, which tend to scratch easily. Check also for faded, milky Perspex rear quarter-lights and rear screen; these are very expensive to replace.

INTERIOR

All F40s were supplied with red cloth seat trim which is very easily damaged, and tricky and expensive to replace. The carbon inside the cabin should be inspected thoroughly for damage, too.

Check that all the electrics work. The F40 suffers similar fusebox issues to other Ferraris of this period: the fuse panel really isn't up to the task of handling the electrical systems, so F40s often have aftermarket replacements fitted.

Make sure that your car comes with its original leather wallet, handbook, service book, toolkit and spare keys.





F40 VALUES

Few F40s do high mileages, so although the recommended service interval is 3000 miles, it's much more likely that servicing will have been carried out each year – and it needs to be done annually to maintain the car properly. A minor annual service should cost around £1200 from a specialist, while a full cambelt service (recommended every two years) costs more like £2000.

TYPICAL PRICES

1989, 12k miles £825,000
 1992, 8k miles £895,000
 1990, 5k miles, £899,000

The fact that the F40 was made in relatively high numbers for a Ferrari means that it's taken a while for prices to rise, but rise they certainly have done in recent times. At one point, you could have picked up an F40 for as little as £130,000. Today, you're looking at well over £800,000 for an F40. Most examples have very low mileage, and ones at the lowest end tend to have the highest asking prices. However, originality and provenance is much more important than a low count on the odometer.

Speaking of originality, a Ferrari Classiche certificate is a big boon. This factory-backed scheme authenticates any Ferrari (for a fee) based on the originality and authenticity of its specification. The beautiful red Classiche case-bound book is a very useful item to have when selling. 🇮🇹

Thanks to
 Hertfordshire Section of the Ferrari Owners Club and featured car owner Nick Hart



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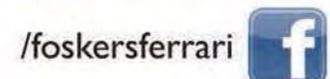
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ALFA ROMEO



Alfa Romeo Spyder S3. 1985. 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 (Worcs). A247/040



1987 Alfa Romeo Spider 2.0 Cloverleaf. 68,000 miles, red Spider 2.0 Quadrifoglio, left-hand drive, UK registered, one owner from new. Black leather seats. Electric windows, door mirrors and aerial, Pioneer stereo, MOT July '16. Good runner and generally good condition but bodywork/paint needs attention in some areas: rust to O/S front wing and other spots, paint fade at rear, side skirt needs replacing (spares available), £4750. Tel: Ashley: 01252 910815 (Rowledge, Surrey). A247/054
Alfa Giulia Spider. 1963. Offers over £30,000. Tel: 01179 427178 (Bristol). A247/014



1990 Alfa Romeo Spider S4 2.0. 50,000km, metallic Burgund, 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, fine original condition, current MOT, AROC member, £13,950. Tel: 01935 816822 (Dorset). A247/053



Alfa Romeo Sprint Veloce. 1982, 4845 miles, red. Unique car carefully restored by owner. 1750cc engine with fast road cams, lightened, balanced with 40 Dellorto 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 comes with car, gearbox original, interior original except steering wheel. Free flow 2" Manifold exhaust, tailor made chrome bumpers, spares, £10,000 ono. Tel: 01489 573614. Email: clfarmiloe@msn.com. A247/037



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: davadnsylv@aol.com (Staffordshire). A247/044



2006 Alfa Romeo 147 2.0 Twin Spark. 59,000 miles, metallic black. Please note: full UK and Europe touch screen Pioneer satellite navigation system installed, USB connection, iPhone/iPod charger and connection to play music through the sound system. Bluetooth hands free system, DVD player. Full service history incl cambelt change. Very well looked after and drives beautifully - sad to sell. Registration plate is not for sale with the car, £2495 ono. Email: dantediaferia@aol.com. A247/056



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. A247/004



2006 Alfa Romeo 156 Sportwagon 2.5 V6 Lusso Q-System. 66,000 miles, red. Beautiful, very rare, first registered in 2006 and has 1 owner from new, excellent condition. Full heated leather interior, 6 CD changer, system, auto climate control, semi-auto gearbox and many other extras. Engine and gearbox are in perfect condition, as is the tyre condition. The car also comes with an MOT till March 2017, offers. Tel: Nigel, 07966 932890. A247/058



Alfa Romeo Sud Sprint Series 3 CLVR Green Cloverleaf. 1984, black. Selling as spares, good engine/gearbox, prefer to sell as complete unit, offers. For more details contact by email: senarayama@hotmail.com. A247/042

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2003 Alfa Romeo 156 GTA Sportwagon. 80,000 miles, red with black and grey leather interior, factory sunroof. Full Alfa Romeo service history. MOT to March 2017. Cambelt and water pump replaced 16 thousand miles ago, recent battery. Harvey Bailey suspension kit (HBE front and rear shock absorbers) and CDA air box, Q2 system. Supersprint stainless steel centre section and rear box, Parrot hands free phone, rear parking sensors. Drives superbly and has been wonderfully reliable since my purchase in 2005, £11,750. Tel: Ian, 07759 696378. A247/055



Alfa Romeo 156 Sportwagon 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. A247/003



2008 Alfa Romeo 159 2.2 JTS Ti. 49,700 miles, Alfa Red, black leather heated seats, 19" alloys. Dual digital climate control, cruise control, traction control, front and rear parking sensors, Alfa alarm and immobiliser, on board computer. Multi function sports leather steering wheel, chrome electric power folding heated door mirrors, red Brembo callipers, Blue & Me phone and music interface, front fog lights, split folding rear seats. 185 bhp + 6 speed, full service history, £5300 ono. Tel: 07710 571848. A247/057



Alfa Romeo 159 Ti 1.9 JTDM Limited Edition in Carbonio Black with full black leather interior. 2009, one of 250 made James Bond limited editions! 6 speed manual gearbox, 19" multispoke alloy wheels, Pioneer Mixtrax touchscreen radio/cd, FSH with stamped backpack 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). A247/038



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. A247/005



2006 Alfa Romeo 159 2.2 JTS Sportwagon. Metallic grey with grey velour trim, 73K miles. Full service history, MOT to March 2017. One previous owner, excellent condition, £3250 ono. Tel: Nick, 01789 262539 or 07050 234693. Email: sch.nsa@btinternet.com. A247/045



2002 Alfa Romeo 916 GTV Cup. 82,000 miles, red. GTV Cup 3.0 being a numbered limited edition. One owner from new, FSH, MOT September 2016. Maintenance included new clutch 2012, new cambelt 2014 and new head gaskets being fitted 2015, £5250 ono. Tel: Angus to view, 07814 802795 (Shropshire). A247/052



Alfa Romeo 164 2.0 TS Super. 81K, FSH, excellent throughout, must be seen, £2995. Tel: 07702 001409. A247/006



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1998 Alfa Romeo 916 GTV 3.0 V6 24V Lusso. 97,000 miles, green. Owned by me since 2005, MOT to Nov 2016. Good condition, used every week, Konis, front strutbrace, Sony head unit (original available), 2 sets of matching alloys with legal winter and summer Hankook tyres. Black leather interior with repaired bolsters. Wipers behave badly on intermittent. Redundancy means I will not be able to look after her properly, £2500. Tel: 07775 817883. A247/061



Alfa Romeo GTV Cup no 67 3.0 V6 24v. 2001, red, 94,081 miles, 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. A247/036



2001 Alfa Romeo GTV 2.0 TS. 47,000 mile, blue. A great all round car, looked after by Alfa Craft. FSH + lots of bills. Superb all round condition, bodywork excellent. Engine pulls nicely, brakes are very strong, leather nourished, carpets plush, oil always topped up. Recent oil and filter change and pre-sale check-over. MOT no advisories, MOT history, non smoker. Any questions please ask! 3 owners, next MOT due 06/03/2017, £4250. Tel: markakarolak@gmail.com. A247/062



Alfa Romeo Spider 3.2 JTS V6 24v Q4. 2007, 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. Please contact Elizabeth Willmott. Email: cass.willmott@hotmail.com. A247/043



Alfa Romeo 916 Spider 2.0 TS. 2001, 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. It drives superbly, number plate included, AROC member's car, £3995. Tel: Mike, 07730 955688. Email: mikesfsteel@yahoo.co.uk. A247/039



Alfa Romeo GT 1.9 JD TM Cloverleaf Q2. 2010, 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: 0782 598 8995. Email: martinratterson@gmail.com. A247/041

FERRARI

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

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). A247/048



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). A247/050



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). A247/047



Fiat 124 Sport Coupe. 1976. RHD, been stored since 1987, looks like new, will require some restoration, £3950 ono. Tel: 01948- 840813 (Shropshire). A247/011



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). A247/051



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, £7500 ono. Tel: Martin, 07867 771203. Email: martindwyer01@hotmail.com (located in West Yorkshire). A247/025



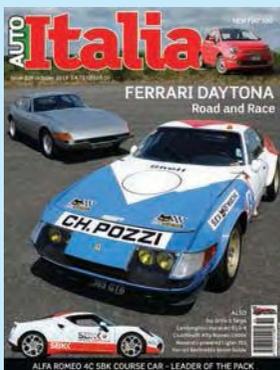
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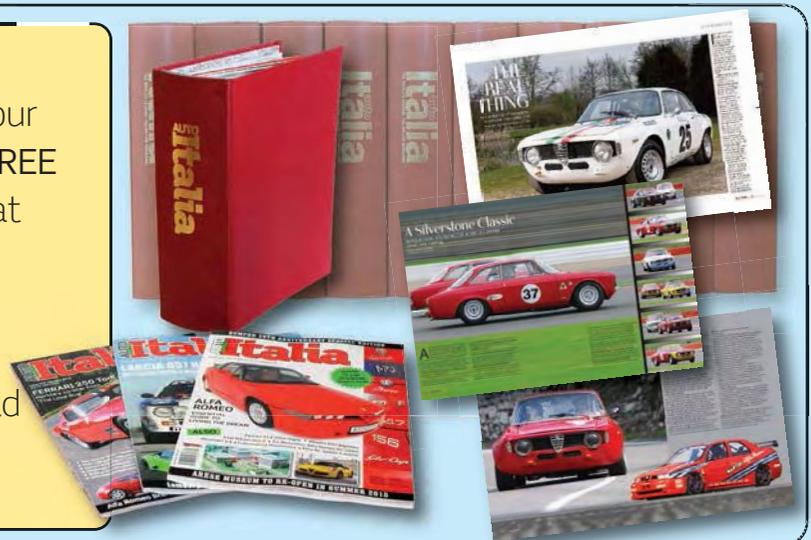
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Fiat 124 BC Coupe. Owned by the same family in Milan from new, I bought the car from the owner's son-in-law as the old boy passed away. The owner spent ten years slowly restoring the car with all original parts. The engine and paint job have been undertaken 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). A247/049



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). A247/015

LANCIA



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). A247/010



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. A247/001

MASERATI



Maserati 3200 GT auto. Low mileage, FSH, only 2 owners, £14,750. Very reluctantly selling my 2002 Maserati 3200 GT auto as I have had to make space for a QP IV Evo that I have recently purchased to sit alongside my Citroen SM. As a Maserati Owner's Club member I have owned the car for the last 2 very enjoyable years and am only the second owner. In gorgeous Brooklands Green with contrasting cream seats, piped green and with green carpets, this really is a distinctive 3200 which has only covered 57,400 miles. I have a comprehensive invoice file detailing work carried out, including rebuilt suspension, rebuilt throttle body, new throttle potentiometer and fitting of a custom stainless exhaust. There is a full service history with 12 dealer/specialist stamps in the book. Cambelts were changed in 2014 and the car has just had an annual service. There are 2 new rear tyres fitted and the MOT is valid until April 2017. The original radio cassette is also still in place. This really is a wonderful car and needs to be viewed to be appreciated. Please call me to arrange a viewing. Tel: Jonothan, 07807 718288. Email: golfswjon@gmail.com. A247/008



1989 Maserati Spyder 2.8 RHD. It has not been out of the garage for eight years and although started it regularly during that time, it would not start when it was tried recently. The tyres, although good, are fairly flat and it could not be pushed out of the garage to take proper photographs, suggesting that the pads may be stuck to the discs. It is believed it needs a new compressor. The interior is good, the hood is good and the bodywork, including the chrome, is good. There is with it most of its service history, old MOTs, service manuals, handbook and a comprehensive list of work done on it in the last eight years. The original registration number was 'G538 TVR' and the mileage is 90,275, offers over £5000. Email: Rob, rsc100@hotmail.co.uk (Cheshire). A247/019



Maserati 4200 V8 Coupe Cambiocorsa facelift. 58,239 miles. The car is presented in excellent grey metallic paint with a beige interior with two tone dash and door cards. Lovely spec which includes skyhook suspension and navigation system. Unblemished 19-inch GrandSport wheels. The car has a flawless main dealer service history which includes ten stamps by Dick Lovet and HR Owen who fitted a new clutch about 1000 miles ago. The car was again serviced last month by PK Supercars with £1246 spent on getting everything just so. There are two former keepers and the cherished registration number is optional (no extra charge). I bought the car just over a year ago and have kept it garaged and covered and is only been used in the dry, it's as flawless an example as you're likely to find out there and wants for absolutely nothing. Any questions at all please don't hesitate to call. Tel: Jamie, 07557 510740. A247/021



2003 (53) Maserati Coupe Cambiocorsa. Nero Carbonio, black leather with Avorio cream piping and stitching, carbon fibre trim, Avorio leather head lining. Purchased from Meridien in July 2006, only casual mileage since 2010, garage parked since purchase. Cherished and enjoyed over past 10 years, selling to move onto something different, £16,000. Tel: 07976 275039 any time. A247/018



Maserati Biturbo Spyder 2.8 auto. 1989, 42K, lady owner last 16 years. Always garaged. Recent big service, oil, filters, water pump, belts, electrics, brakes. MOT May 2017. Original paintwork, outstanding condition, £12,250 ovno. Email: wychwood6@aol.com. A247/016



2006 (56 reg) Maserati GranSport. Exceptional GranSport in Blu Nettuno with special order beige leather with Blu piping and Blu carpets finished off with woven blue and gold overmats. This is a proper well-cared for example in great condition: completely unmarked interior, excellent paintwork, undamaged alloys and driving perfectly. 4 previous owners, 43,000 miles from new and a full service history, the service book and accompanying invoices show a total of 7 services all at main dealer or Maserati specialist with the last one at 39,526 miles and with a new clutch 12,000 miles ago. Chassis number is ZAMEC38C00027661 and engine number is 111280. Full specification with red calipers, 19" Trofeo alloys, heated memory seats, Skyhook suspension, Auditorium 200 sound system with CD, rear parking sensors, the car is also complete with its original toolkit, book pack and tyre repair kit. Fresh MOT, 3 new tyres and just returned from the Maserati Club rally to the Mosel Valley - 1600 miles of comfortable and exciting driving in a proper, high performance, grand touring car - thoroughly enjoyable and just what motoring should be! Rare opportunity to acquire a good well cared for GranSport in the best colour combination from a Maserati Club member, £29,950. Contact Greg for further details: Tel: 07980 681519. Email: greg@dysonholdings.com. A247/024

PARTS



Ferrari wheel knock off nut. 42R Maserati Borrani, pair, new unused, £350 pair, Ruote Borrani Milano Smontare. Tel: 020 8399 7541 (Surrey). A247/012

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Distributor cap. Maserati 3500 GT Sebring, 911 RSR, in original box, £75, as new. Tel: 07968 659967 (Surrey). A247/013



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For sale '488 RYU'. Dateless plate for the new Ferrari 488 on V750 from DVLA UK. Tel: 07733 431997. A247/007 **'GTS BEST'.** The Best GTS registration number. 'GT5 8EST' is currently on retention. Please provide sensible offers to Kevin Johnson on 07422 520731 or 01268 773948. A247/020

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Wanted Fiat 131 Sport/Racing. Any condition, even rotten or incomplete, for restoration. Tel: 07907 904492. Email: nick131@btinternet.com. A247/046

Wanted Fiat 131 Mirafiori. Any condition, even basket case or rotten spares etc. Also 132 rear axle needed. Tel: 07778 596167. Email: p.brew533@btinternet.com (Cumbria). A247/060

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

STRALE DAYTONA

Story and pictures by Chris Rees

This obscure sixties supercar combined American brute power with Italian design flair – and just possibly, a Bizzarrini chassis

When a sleek-looking, dark green two-seater sports coupe parked up at the 1966 Italian Grand Prix, there was much perplexity among the spectators. What was it? The 'Daytona' flash on the bonnet offered little help as to its identity.

Auto Italiana magazine claimed to have solved the mystery in its September 1966 issue. The car, it announced, was called the Strale Daytona.

But that's only the start of the conundrum. Strale (which means 'dart' in Italian) was a company with no prior car manufacturing experience. It was a Turin-based design company owned by aeronautical engineer, Edoardo Martini, who had previously (at the 1965

Salone di Torino) shown a scale model of a mid-engined supercar with advanced aerodynamics such as a flat undertray.

However, the driving force behind the Daytona was in fact Carlo Bernasconi, a dealer of high-quality cars based in Como. The story is even murkier than that, because the Daytona very closely resembles the Nembo II, a car made by coachbuilders Neri & Bonacini of Modena in mid-1966. This in turn may well have been based on a Bizzarrini chassis, and was intended to put into production at a price of 5.7 million lire.

It seems very likely that the Daytona, as seen at the 1966 Italian Grand Prix, was in fact the Nembo II. Whatever the truth of the matter, the prototype used a front-mounted Chevrolet Corvette 5.3-litre V8 engine with 300bhp, a four-speed gearbox and a rear-mounted fuel tank.

When the Daytona went on

display again at the Turin Show in November 1966, it featured a light restyle with less prominent Ferrari 250 LM-style rear flying buttresses and a longer, taller rear end. This production version was intended to have a Chrysler 6276cc V8 and side-mounted fuel tanks made by Pirelli in plastic (capable of holding a massive 120 litres of petrol). Quoted power outputs could range from 325bhp up to 431bhp, and a top speed of up to 180mph (290km/h) was claimed. Like the Nembo II, the suspension was all-independent featuring a de Dion rear axle. The wheelbase measured 2500mm, the car was 4180mm long overall and it weighed a mere 998kg dry. The bodywork (supposedly designed by Bernasconi) was realised in aluminium and glassfibre by Neri & Bonacini.

The price tag was now a lofty 7.45 million lire, and a more luxurious 'Grey Flash' version was

also mooted, as well as racer intended for Group 4 competition. There were supposedly talks with 'American parties' to manufacture the Daytona in limited numbers, but whether any further cars were built seems unlikely.

The story becomes even harder to unravel because a car described as a 'Strale Daytona 6000GT prototype/Iso Rivolta Daytona' has come up for auction several times in recent years (it sold for a remarkable \$522,500 in 2010). This car looks quite a bit different to the original show car (for instance, it has a rounded rear arches, a truncated tail and front wing vents) but that could be because it apparently suffered flood damage in 1991 while still in the possession of Bernasconi, and had to be rebuilt. As is so often the case in a column that celebrates obscurity, the complete story may well never be known.





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Was it Marcello Gandini or Giorgetto Giugiaro who designed the 1960s icon? We consider the evidence



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Some features may appear in a later issue

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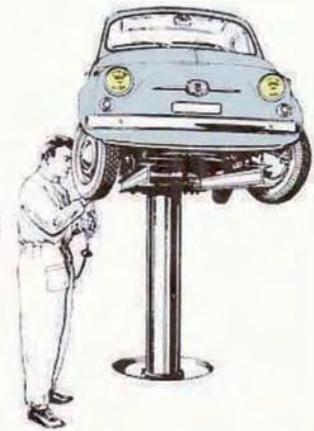
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