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# WELCOME



Fiat's revival of the 124 Spider title will, no doubt, regenerate interest in the original car to carry the name, which debuted at the Turin Show 50 years ago. Almost 200,000 Spiders were built and many of them went to the USA. Over its 29-year production span the 124 Spider had five different engine capacities offering varying degrees of performance. Its purity took a dip in 1975 when the USA imposed serious emission restrictions and inflicted the cars with heavy, impact resistant bumpers. A compromise was achieved in the 1980s with the introduction of the Spider 2000 (later Azzura) for the USA market. The similar Spidereuropa, as the title implies, was for the European market. These cars were a complete revamp of the original 124 having the benefit of efficient fuel injection and were generally better appointed.

Meanwhile, the UK market considered that the technically advanced, stylish, twin-cam 124 Spider would not be competitive with its national treasure the MGB (basically a two-door Austin Cambridge), so right-hand drive 124s were never officially imported into the UK. The cars that do exist are all conversions, save for one Spidereuropa that was presented by Pininfarina at Earls Court in 1982 to tempt Fiat dealers to place orders. Sadly it didn't happen.

The first Spiders that did actually make it over to the UK were personal imports, like my own red Spider imported in 1977 after serving with the RAF in Germany. I repeated the exercise in 1983 after another RAF Germany tour with my second car, a 1980 Spider 2000. After seeking out like-minded enthusiasts I became a founder member of the Fiat Twin Cam Register, which sparked off my interest in writing. So the 124 Spider has a lot to answer for . . .

The classic car boom in the 1990s saw many USA 124 Spiders come back to Europe to feed the demand in the new market. Although these cars were bodily sound, the asthmatic USA spec engines were a disappointment and provided lack lustre performance. Some enthusiasts that were handy with spanners uprated their cars by fitting tuned European engines and replaced the soft suspension, which I did with my final Spider, a blue car that is still operational with its current owner. Some cars were better prepared than others leading to many half converted abandoned projects appearing on eBay.

The best prospects today are cars in original specification or properly restored condition. These cars are now quite rare, but they are out there as a trip to the wonderful Padova Show will prove. Occasionally a Spider will come up for auction and one such car is in the catalogue for the RMSothebys Monaco sale on May 14th. It's a Spider 2000, almost identical to the one I brought back from Germany in 1983. With just 25k recorded miles it has to be the best example currently available. Accepting that the glamorous sale location will probably enhance the sale price, the figure achieved will set the bar for future prospects. Very tempting.

**Phil Ward**  
Editor

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# NEWS & VIEWS

## RM Sotheby's Monaco Auction

### Italian Cars featuring in the May 14th sale

To be held at the glamorous Le Sporting, a venue synonymous with the principality's most prestigious events, RM Sotheby's biennial Monaco auction takes place on May 14th alongside the legendary Grand Prix de Monaco Historique, making for a weekend ripe with automotive excitement. One of the highlights will be the sale of cars from the *Quattroruote* collection.

Notable Italian cars in RM Sotheby's general sale include a 1930 Alfa Romeo 6C 1750 Gran Sport Spider (Ch.8513048) from the renowned Count Agusta Collection. The car was originally sold to the Ministry of Agriculture in Rome in 1930. Professor Mario Ferraguti, Director of the Istituto di Frutticoltura at Grottaferrata, with co-

driver Femminini at his side, first ran this Gran Sport in the Mille Miglia of 1931 in standard form, and in 1933 and 1936 when converted to run on gasogen (gas from burning coal or wood).

This unusual car has similar styling cues to an 8C 2300 that Professor Ferraguti was working on for the 1936 Mille Miglia, but which was laid up that year with supercharger problems. While it is unknown when the current body style was fitted to this unique 6C, it is certainly period correct in its design and styling details.

The Monaco sale also includes some rare competition Alfa Romeos including a 1953 Alfa Romeo 1900C Sprint Supergioiello by Ghia and a 1965 Giulia Tubolare Zagato.

Only 18 Supergioiello's were believed to have been built and

only three are known to exist. Chassis AR 1900C 01549 is the final example built by Ghia.

Chassis 01549 was built in 1954 and delivered new to Gumersindo Garcia Fernandez of Spain, who is believed to have registered with the Real Automóvil Club de España. Mr Fernandez was an enthusiastic driver and competed in the car at many events that year, including the first Rally de los Pirineos. His season highlight was a 1st in class victory at the Subida a la Dehsa de la Villa held on 21 November.

For the 1955 season, Fernandez chose to enter the XXV Rallye Monte-Carlo. Although it is believed that Fernandez completed the event, his time was such that he was not formally classified as the 211th overall. Fernandez' season continued with another four

events in Southern Europe. In September 1955, Belén Aguilar also entered the Alfa Romeo in the Concorso de Elegancia en San Sebastián.

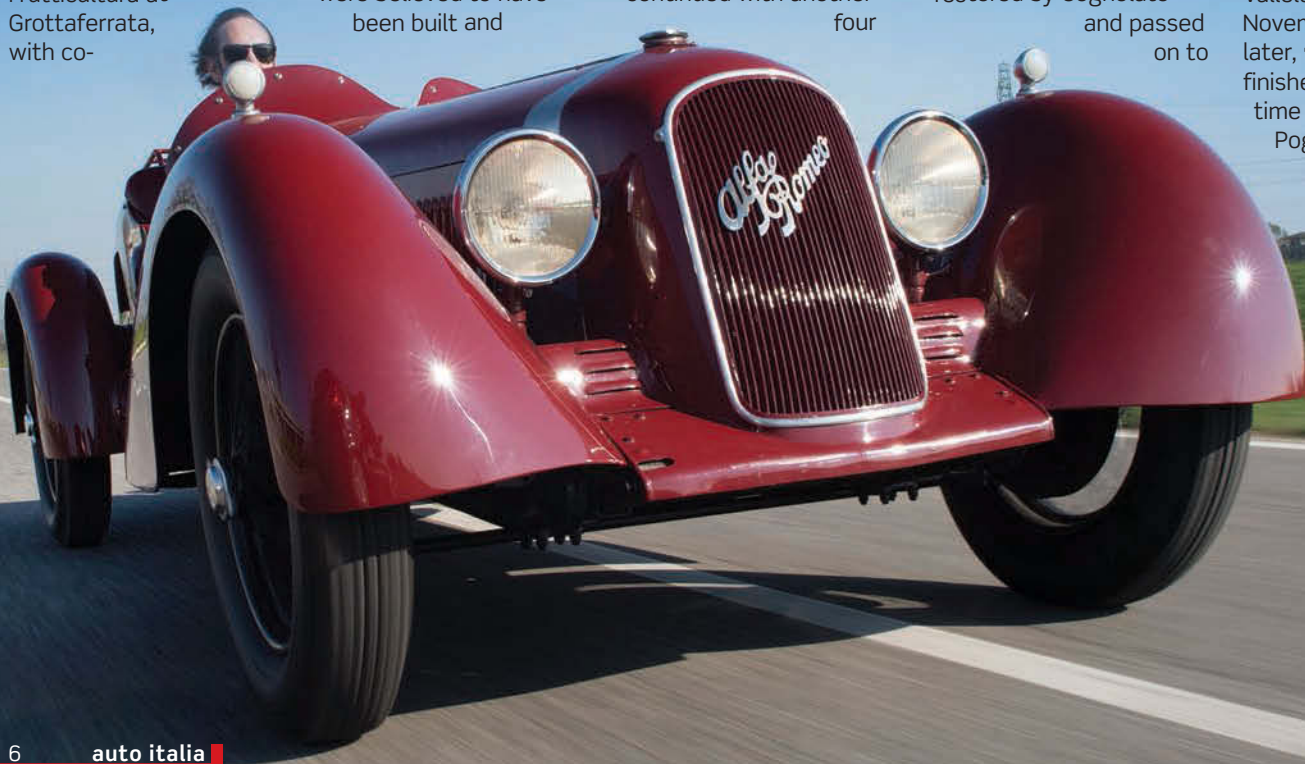
The car then passed to the president of the Club 600 Barcelona, Mr Salvador Ros, who again set about competing in the 1900C. His first event was the 1958 Rallye de los Pirineos, finishing 10th overall. He continued to enter events throughout the '59, '60, and '61 seasons before an accident side-lined further competition. Interestingly, at that time, the damaged nose section was replaced with that of a Touring design due to the complexities of the original Ghia nose.

After 30 years the car surfaced in 1990 and eventually found its way to Italy where it was fully restored by Cognolato and passed on to

another European collector.

The second competition Alfa in the sale is Giulia Zagato Tubolare Ch 750039. This car claims both a successful competition history and a more recent period of long-term care by a dedicated collector. According to the records of the Zagato Register, 750039 completed construction on 28 April 1965, equipped with dual ignition and 15-inch wheels.

Originally finished in blue paint the car embarked on a successful racing campaign starting with a 1st-in-class finish at the Valvisciolo-Bassiano on 27 June. The Giulia took 2nd-in-class at the Criterium dell'Ora Vallelunga in October and managed an impressive 6th-overall finish at the Trofeo 5 Conchiglie Vallelunga on 4 November. Twelve days later, 750039 again finished 2nd-in-class, this time at the Viterbo-Poggio Nibbio.







On 1 July 1966, the Giulia was sold to Ippolito d'Ippolito, a dealer in Catanzaro, and around this time, it was repainted in silver. In June 1968, the TZ was purchased by Pier Luigi Vasile of Salerno, a member of the Squadra Piloti Senesi racing team, and he campaigned the car extensively while making gradual modifications to the bodywork, starting with the addition of cooling vents to the hood. 750039 soon received yet another colour change, this time to orange. It also received widened rear wheel arches, and cutout door handles. In February 1972, Mr Vasile sold the TZ to Palmira Pisano of Nocera Inferiore, and it then passed to Ernesto Sant'Elia of Napoli in July 1974.

During the mid-1970s, the rare TZ was imported

to the United States and later owned by Wes Gilpin of Dallas, Texas, who is believed to have acquired the Alfa from an American serviceman who brought the car from Italy. In early 1983, 750039 was sold to its current owner, a Dutch collector of fine sports-racing cars, and it was re-imported to Europe. The TZ was treated to some restoration work and prepared for further competitive use, after which it successfully ran numerous vintage rallies throughout Europe, including the Coppa d'Italia as well as the Targa Florio.

*Quattroruote* magazine, one of the most famous names in Italian motoring journalism, was established in 1956 by Gianni Mazzocchi, founder of the Editoriale Domus publishing company.

Beginning in the mid-1950s, Gianni began assembling a collection of some of the most historically significant cars of the era. It was and still remains the Mazzochi family's desire to tell the history of the automobile through this collection, and a selection of these historically important cars will be offered in Monaco. The 40 strong *Quattroruote* catalogue includes an eclectic collection of ancient to modern machinery, from horse drawn carriages to a 1983 Fiat Spider 2000.

The selection of the cars, all offered without reserve, includes a 1930 Fiat 525 N Spider, described as: "This is a Fiat, but it looks like a Rolls-Royce – even more beautiful and elegant". The 525 N Spider has a 3.7-litre six-cylinder engine and was bodied by

Fiat Carrozzerie Speciale at Lingotto. The bodywork was repainted some years ago, but the interior appears to be original. The car is complete and would make an interesting restoration project.

Another Fiat in the sale is a 1932 Fiat 508 Balilla. The model is historically significant in being the first subcompact Italian car. This example, with its 36hp 995cc engine, is complete and in rare unrestored original condition.

This Balilla is a very early production car, built in the inaugural season. It has Italian registration documents recording that the last owner acquired the Fiat in 1976 following a succession of owners in Pavia, Rome, and Turin, dating back to 1952. Few extant examples of the 'Balilla' have such

continuous known history. This a great opportunity for someone to produce a concours winner, but on the other hand it would be a shame to restore it.

Jumping to 1983, the sale includes a Fiat Spider 2000. While these cars are not particularly rare, they are if they have covered just 25,291km. It was purchased new by *Quattroruote's* publisher Editoriale Domus. *Auto Italia's* Editor owned an identical 1980 example from almost new and it served him well for 10 years. With restoration costs ever on the increase it would be impossible to restore an existing example to anything like this condition and likely at several times the cost of what this superb example will sell for.

For further details visit [www.rmsothebys.com](http://www.rmsothebys.com)





## LAMBORGHINI IN THE NEWS

**2016 HURACÁN GT3 LAUNCHED**

Lamborghini have built 40 Huracán GT3s for 20 customer teams to race in 13 championships worldwide. The 2016 European series starts with Blancpain GT Sprint Cup Series at Misano with a grid of 40 cars including seven Lamborghini Huracán GT3s.

The Huracán GT3 is the first race car developed exclusively at Sant'Agata Bolognese. Its design is based on a hybrid body shell mainly formed of aluminium and reinforced with carbonfibre components in the areas of greatest torsional stress. Dry weight is 1230kg.

The body is crafted in composite materials (CFK, Kevlar and fibreglass), and the aerodynamics were developed together with Dallara Engineering, featuring the direct support of Gian Paolo Dallara, the company's founder. As in the Huracán Super Trofeo, the body has a quick-connect fastening system for the body panels and high-performance radiators for engine coolant, and engine and gearbox oil.

The aerodynamics of the car have been optimised to improve air stream penetration and to maximize grip and traction in any conditions, on any type of track. Extensive development ensures extremely efficient aerodynamics, thanks in part to an adjustable rear wing, front and rear diffusers and front air intakes, which can be regulated to obtain the best set-up on any track, whatever its condition.

The Huracán GT3 is powered by a naturally aspirated 5.2-litre 90° V10 engine with direct injection and derived from the street version of the Huracán.

With rear-wheel drive, the Huracán GT3 is equipped with a Hör 6-speed sequential gearbox with three-disc racing clutch controlled by two paddles behind the steering wheel.

The Bosch Motorsport ABS braking system boasts ten positions that can be selected by the driver using a button on the steering wheel, and the same is true for the traction control adjustment, which can also be set over ten parameters to trigger the system according to road grip and degree of tyre wear.

The price of the Huracán GT3 is €369,000, excluding taxes and delivery.

**HURACÁN GT3 DEBUT VICTORY**

The Lamborghini Huracán GT3 scored its first victory of the season 2016, by winning against 32 rival cars in the first round of the German ADAC GT Masters in Oschersleben. On the top step of the podium were drivers from the Austrian Grasser Racing Team, Rolf Ineichen and Christian Engelhart.

During the Oschersleben race weekend, Bonaldi Motorsport also debuted its Lamborghini Huracán GT3. The Italian team showed excellent performance in Race 1 on Saturday and took third place but a penalty during the pit stop did not allow Milos Pavlovic and Patrick Kujala, to celebrate on the podium.







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## BLANCPAIN ENDURANCE - KESSEL RACING

LTR (Liam Talbot Racing) entered the full Blancpain Endurance Series in 2015 for the very first time, but it took no time to make their name known. Starting off the season with a class victory at Monza, the team continued to gain experience throughout the season achieving another class podium in one of the most demanding endurance races ever – the famous 24 Hours of Spa.

In 2016 LTR is again partnering with the Kessel Racing organisation behind the wheel of the Ferrari 458 GT3 in AM class for the Blancpain Endurance Series after completing a successful two day test at the Paul Ricard circuit in early March. The BES is recognised as one of the most successful GT Endurance championships, with the grid filled by more than 60 supercars including a number of manufacturer backed teams, with three different categories competing side by side – PRO, PRO-AM and AM.

The series consists of five different races – starting in April in Monza with a three-hour race, moving to the UK round at Silverstone in May to another three-hour race, then Paul Ricard in July with its 1000km round, then in July to one of the most exciting races – the famous 24 Hours of Spa and finishing in September at the infamous Nürburgring with the last three-hour race to cap off an exciting season.

Join *Auto Italia* at Silverstone to see the Ferraris and Lamborghinis in action in the Blancpain Endurance Series on May 14-15.



## FIRST PODIUM FOR FERRARI'S 488 GTE

The challenging seaside circuit on the streets of Long Beach, California was the site of the first podium in the GT-LeMans class for the new Ferrari 488 GTE in April. The No 62 Risi Competizione Ferrari 488 GTE, which was driven by Giancarlo Fisichella and Toni Vilander, finished Saturday's 100-minute race in third position in the GT-LeMans class. After starting in eighth position, a consistent and trouble-free run enabled the Ferrari to steadily advance through the field throughout the race. It was the Risi Competizione's second-straight podium at Long Beach and their first of 2016.

The second Ferrari in GT-LeMans, the No 68 Scuderia Corsa Ferrari 488 GTB driven by Alessandro Balzan and Daniel Serra, finished in sixth position.

## FIAT 500X MULTIJET II 120HP POP STAR

Fiat UK has launched a competitive new contract hire promotion aimed specifically at business users. There are extremely attractive offers available across the Fiat range but the highlight will undoubtedly be the 500X 1.6 MultiJet II 120hp Pop Star. The popular model is available from just £155 per month (excluding VAT) with a low £954 initial rental (ex VAT) and a sensible 10,000 mile annual mileage allowance over the course of the 36 month contract. With Fiat Contract Hire, the customer will have fixed costs, clear budgeting and no resale to deal with at the end of the contract.

The Fiat 500X range celebrates its first anniversary in the UK market with sales topping 2863 in March 2016, making it the fourth best seller in the compact SUV segment. Thanks in no small part to the growing popularity of the 500X, Fiat UK has also achieved its best monthly sales total in almost 12 years with 13,190 registrations in March 2016, an increase of 10.62% compared to

March of last year. The 500X range is priced from £14,295 OTR.



## QATAR CONCOURS D'ELEGANCE

The list of countries that hold international concours competitions now includes Qatar. The new event, held at Doha in April, attracted collectors from around the world. The 80 strong entry of cars entered in the Qatar Concours d'Elegance were sourced from important local collections with many from abroad. The only Italian car in the event was Corrado Lopresto's stunning Alfa Romeo 6C 1750 Aprile, which was awarded 'Best Extraordinary Sports Vehicle'.





## LHD Ferrari 275 GTB "Short Nose"

This stunning LHD 275 GTB "Short-Nose" was completed in 1965 and first delivered to the dealer 'Rugico' in Madrid, Spain. In 2006 the car, having had just two owners from new, was purchased by a UK based dealer and was later sold to the current owner. During the current owner's tenure the car has been well maintained by DK Engineering. The car is presented in its gorgeous original colour combination and is Classiche Certified, confirming that the car is Matching Numbers throughout. UK registered and available immediately. £POA

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## The Ferrari Specialists

### Additional Motorcars Available for Acquisition



#### RHD Ferrari 365 GTB/4 "Daytona"

An early UK supplied RHD "Plexiglass" Daytona. This car has had just two owners in the last thirty five years and both of these have been fastidious with regard to maintenance. The car retains its original tools, books and warranty card. Recently treated to a major overhaul including an engine rebuild. The car is Classiche Certified and confirmed as Matching Numbers throughout.  
**£644,995**



#### Ferrari 250 GT Lusso

This UK Registered LHD 250 GT was supplied in July 1964 to an Italian Lady and was finished in stunning "Grigio Fumo" the same colour in which the car is today presented. In 2006 the car was totally restored by the well-respected "Sportgarage Bruno Wyss" in Switzerland. Since restoration the car has seen limited use and has recently been "Red Book" Classiche Certified at which time the car was confirmed as Matching Numbers throughout. **£POA**



#### Maserati Ghibli

This Right Hand Drive and recently fully restored Ghibli is equipped with the rare automatic gearbox. Previously owned by the Sultan of Brunei, this car is presented in superb condition throughout having benefitted from thorough overhaul at Bob Houghton. Presented in spectacular Midnight Metallic Blue it is complimented with black leather and accompanying black carpets.  
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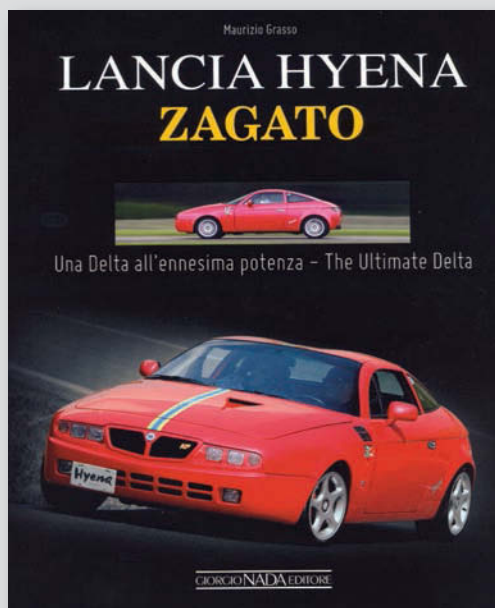
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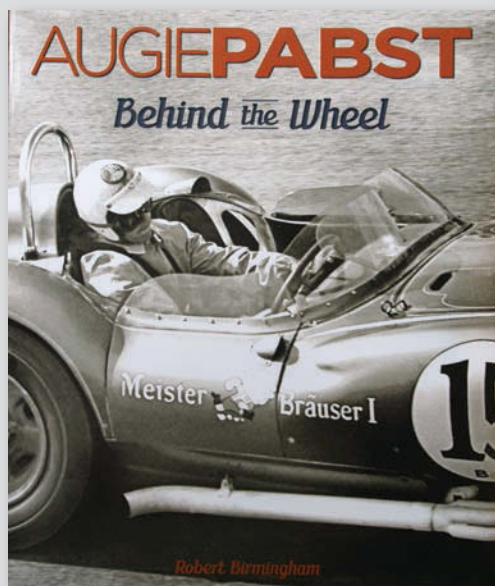






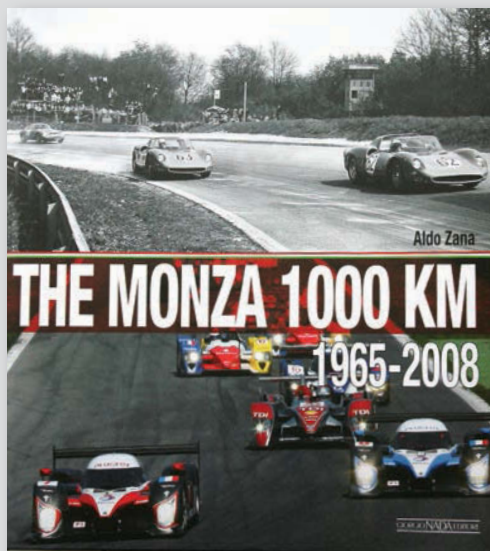
**Lancia Hyena Zagato  
The Ultimate Delta**  
by Maurizio Grasso  
Giorgio Nada Editore £40

It is a fact that mysteries surrounding Italian cars are not always buried in the past, some are more recent and the Lancia Hyena is one of them. Very little has been written about these fascinating cars and this new book from Giorgio Nada's comprehensive catalogue provides a welcome insight. It is written by Maurizio Grasso who is lucky enough to own a Hyena and he has thoroughly researched the subject. Each of the 24 cars built are recorded and with information on their histories and whereabouts. The colour of each car is represented with cleverly adapted studio images. Generally the photographic reproduction throughout the book is excellent and accompanied by revealing drawings and sketches for Zagato's archive. Highly recommended. **PW**



**Augie Pabst  
Behind the Wheel**  
by Robert Birmingham  
Dalton Watson. £69

Augie Pabst was one of the best American sportscar racers in the late 1950s and early 1960s. Having started with a Fiat 1200 Roadster he went on to race a Stanguellini Formula Junior, Ferrari 250 SWB, 250 GTOs, various Maseratis and most notably Scarabs. The period monochrome picture quality is excellent with some great shots including Pabst's horrific crash in the Maserati Tipo 61 Birdcage (Ch.2459). Despite the remains being disposed of a car bearing the same chassis number later appeared on the scene – nothing new there then. There are rare pictures of Pabst driving the fabulous Tipo 151 and even a Ferrari 330 LMB. Beautifully produced, this fine book is a must for readers interested in American racing history. **PW**



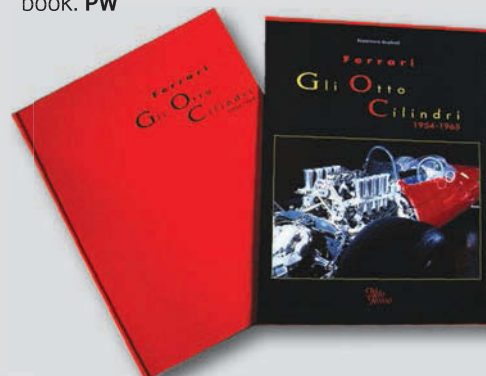
**The Monza 1000 KM 1965-2008**  
by Aldo Zana  
Giorgio Nada Editore. £80

If you are going to write a book write a big one! This book is a year by year account of the glory days of sportscar racing at one of the world's most evocative racing circuits. Monza is a shrine to Italian motorsport and has remained relatively intact, preserving its unique atmosphere. Anyone who has visited the unused part of the infield circuit and impressive banking will know that you can almost hear the wail of Ferrari 512s doing battle with the Porsche 917s. This book will rekindle those memories. Lancia Montecarlo Turbos, LC1s and LC2s, the weird Bellancauto 512BB, Ferrari 333SPs – they are all in here.

It is refreshing to see that the author has made the effort to describe some of the lesser known cars run by small teams. Who can remember Group C cars like the ADA,

Alba, Argo, ALD, Ceekar, Cheetah, Grid, Harrier, Gebhardt, Sehcar, Tiga and HRD?

Each chapter is headed by the cover of the year's raceday programme. Some of the titles have amusing translations, like 1970 which is subtitled 'Tremble, tremble, the Sports racers are back' and 1982 'He who came to play got clobbered'. The year's race report is topped off with grid positions and results. A memorable book. **PW**



**Ferrari Gli Otto Cilindri 1954 - 1965**  
by Francesco Scaletti  
MiTo Rosso €120

This is the 2nd book by Francesco Scaletti, and is a matching companion work to his 'Ferrari I Quattro Cilindri' which was published in 1998. Like that book it has been published in a limited edition of 1200 copies, on high quality paper, and has a matching red cloth cover and hard slip case. The book covers the eight cylinder engines used by Lancia and then Ferrari from the time that the company inherited the Lancia F1 cars in the middle of 1955, through to the 158 F1 used by John Surtees during the 1964 season to win the Drivers' World Championship.

There is a wealth of technical detail on the various engines and their development during each season, whilst all the F1 races in the period are reported, together with the 248 SP and 268 SP sports cars raced during the 1962/63 seasons. The photographic content is predominantly black and white, with a smattering of colour images, all from the period, sourced from some of the best known archives in the world, which make for a nice nostalgic trip back in time. There are also numerous informative technical drawings, pictures and details of the various engines, plus the people involved, which provides a good insight into the development work which took place in the search for more power.

A very worthwhile addition to any Ferrari enthusiast's library, and also for fans of that period of motor racing, at a very reasonable price for a book of this production quality. If you have any difficulty sourcing a copy then contact the publisher direct at info@mitorosso.it **KB**





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# DESIGN

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

## Maserati Levante

**L**evante is the name given to Maserati's 102-year awaited SUV; a vehicle with conceptual origins spawning more than a decade, originally in the form of Giorgetto Giugiaro's 2003 Maserati Kubang GT Wagon concept, and more recently through Marco Tencone's in-house effort, the 2011 Kubang concept named after a warm Mediterranean wind.

The Levante introduces a new era for the Trident intended to push annual sales beyond the 50,000 unit mark. The fact that half of all cars sold in the premium luxury segment are currently SUVs – and with predictions of a further increase to more than 75% by 2020 – is a solid reason why no premium luxury OEM can afford to ignore this lucrative segment. This is why traditional brands

ranging from Aston Martin and Bentley to Jaguar and Rolls-Royce have traded their model heritage for a ticket on the SUV development bandwagon; after shaking heads at Porsche management for the past two decades.

If an OEM wants to survive and continue to build sportscars, they need to give the market an SUV first, it seems.

The Maserati Levante is manufactured in three different engine configurations – including one Diesel – with power-levels ranging from 275hp to 350hp and a list price to start in the low £50,000s. Maserati aims to target the image of the Porsche Cayenne combined with the price-range of the Porsche Macan, resulting in the Levante as an elegant Italian alternative to a premium luxury SUV such as Jaguar's F-Pace, et al.

Designwise, this has

translated into traditional SUV proportions combined with surface-treatment and styling-themes quoted from the contemporary Maserati catalogue; namely a sloped coupe-like roofline, muscular rear wings, as well as the Alfieri concept inspired front grille, the trio of air vents on the front wings and a signature trapezoidal C-pillar graphic. Designing by numbers.

It's not as if there is anything significantly wrong with the styling of the Levante, but at the same time, one would be hard pressed to proclaim it 'iconic'. Like many of the recent premium luxury SUVs, it achieves its target: a pile of pre-orders and a waiting list higher than most terrains it will end up being driven on. Yet, one wonders, if there

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will ever be another luxury SUV as unique and significant as Lamborghini's 'Lambo-Rambo' LM002.

Automobiles in the '50s and '60s were built and bought with the knowledge that they will outlive the owner, but today's products have

traded craftsmanship for volume; think ecological canvas bag vs. hand-stitched leather bag. As successful as the Maserati Levante will undoubtedly become, it also mirrors the attitude of today's consumption society and for this very reason the Levante is arguably perfect.





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# Spider vs Spyder

CHRIS HRABALEK CONSIDERS TWO UNLIKELY COMPETITORS WITH VERY DIFFERENT AUTOMOTIVE PROPOSITIONS



In the past six months the collectors' car market has undeniably changed. We now have reached a point at the top of the supply and demand curve, where the majority of investors would rather continue to advertise their rarities at tomorrow's prices, than

part with them at adjusted ones. However, contrary to a genuine economic crisis, this stagnation is a direct result of the luxury of being able to afford to wait.

This situation has led many of the automotive 'speculators' to safely

tuck-away their A-level possessions in dedicated storage facilities, while living their automotive desires through other products until the tide passes; for example banning the 911 GT3 RS to under a tarpaulin, while enjoying that Cayman GT4 on the road. As

today's junior sportscars comfortably outperform yesterday's supercars, fun and emotion certainly do not need to take the back seat.

Enter Alfa Romeo 4C Spider and Porsche Boxster Spyder. These cars are both products originating from the same

target, ie the return to the essential. Despite a theoretic overlap in price – and in this specific case in shade of colour – the two brands could not have come-up with a more diverse result. Porsche's 'raw' Spyder features a manually-operated soft-top paired with an







analogue gearbox, while Alfa's even 'rawer' Spider showcases a carbon tub and fully digital dashboard.

Alfa Romeo created the 4C as a democratic halo car for their newly repositioned marque, an automotive ambassador of all good things Alfa to come. Unlike the Alfa Romeo 8C Spider before it, production of the 4C Spider is not limited, thus stands a larger chance of actually being driven. Romantically, one would like to proclaim the 4C Spider as today's Dino 246 GTS, but the little Italian Lolita is more of a next-generation Elise S1; inspiring engineers with a similar chassis revolution in its segment.

The Boxster Spyder is Porsche's dissertation with distinction. Arguably only made possible due to

the co-existence of various 911, Boxster and Caymen models; the advantages of being able to apply economies of scale have never been so evident and unfair. With regard to materiality and perceived haptics the Boxster Spyder can shame products costing four-times its list price. The undeniable highlight of the Boxster Spyder is its gearbox – manual perfection close to extinction.

The fact that the Alfa Romeo 4C Spider requires the bigger compromise with regard to usability, will ultimately make it a much rarer sight than the Porsche Boxster Spyder. Additionally, while both can – theoretically – be configured to the same price-level, even when ordering the Porsche with every conceivable extra,

Alfa Romeo 4C Spider ownership ultimately requires the larger bank balance. This is due to the simple reason that the Alfa cannot be considered a second car – or whisper it – first car, but the Porsche Boxster Spyder can. The Alfa is more comfortable as the fifth car, for that very special day in the year.

Italian temptation v German rationale is probably the best way to describe the difference between the letters 'i' and 'y'. The Spyder is a car one instantly wants to commit and spend the rest of one's life with, while the Spider is that weekend affair; and as with other things in life, it is probably best not to compare the two, for this only underlines the downside of one as opposed to the highlight of the other.



Photos: Christiane Patric





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# Auto Italia Events

More Brooklands events for our readers to enjoy

## BROOKLANDS 'SUPERCAR SUNDAY' SUNDAY JULY 17TH

Developed over the last four years, this exciting event will be repeated at Brooklands in 2016.

This is a rare opportunity for the public to get close to exclusive motorcars and also see them in action. Historic Brooklands has easy access via London's arterial motorways and is conveniently located just within the orbital M25. It has excellent aviation and motoring exhibitions including the Concorde Experience, 4D cinema and London Bus Museum.

Highlight of the day will be a Formula 1 demonstration featuring the ex-Nelson Piquet Benetton, winner of the 1990 Japanese Grand Prix.

The event has proved to be popular with car clubs that put on complementary displays for members and also take part in the Test Hill runs. Owners of supercars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hillclimb.



## BROOKLANDS 'AUTUMN MOTORSPORT FESTIVAL' SUNDAY OCTOBER 9TH

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.



July 17th & Oct 9th TICKET INFORMATION  
 Adults: £11 advance, £13 on the day  
 Seniors: £10 advance, £12 on the day  
 Children: (aged 5-16) £6 advance, £7 on the day  
 Family: £30 advance, £34 on the day  
 Under 5s free. Advance ticket sales:  
[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)





# FESTIVAL ITALIA

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\*Advance tickets available until midday Wednesday 10 August. Postage fee applies. Calls will cost 7p per minute plus your telephone company's access charge. All event content is provisional and subject to change.





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# FESTIVAL ITALIA

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.

Italian car manufacturers and dealers are invited to attend and will be offered display areas. There will also be a trade village.



## BRANDS HATCH SUNDAY AUGUST 14TH

We can now confirm an exclusive ticket offer for Italian car owners and related Italian car and bike clubs at Festival Italia

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- Car pass providing access to a designated Italian car/bike display area inside the venue
- Opportunity to take part in parade laps around the circuit
- Exclusive Festival Italia sticker

\* Passengers will need a valid ticket that can be purchased at: [www.festivalitalia.com](http://www.festivalitalia.com).

Readers who would like to display their Italian car or motorcycle should apply for an entry by supplying their name, address, vehicle model, what category (car or bike), registration number, and which club they are a member of (if any) to: [festival.italia@msv.com](mailto:festival.italia@msv.com).

Please note, selection is not automatic, and tickets and vehicle passes are allocated at the discretion of MotorSport Vision.





# California Speciale

First drive of Ferrari's cruiser that toughens up with a new handling package

Story by Chris Chilton  
Photography by Ferrari SpA





The current California T that was introduced in 2014 ushered in the modern forced induction era at Ferrari, gaining turbocharged power before even the sportscars did. Although the subdued soundtrack that results from the otherwise excellent turbocharger installation is disappointing, it's an excellent car, vastly improved over the original 2008 California.

But when it comes to cars, even supercars, one man's masterpiece is another man's blank canvas. And increasingly, Maranello is happy to indulge customers' requests for more power, more luxury and more exclusivity if it means extra money in its own coffers that might otherwise have ended up with the likes of aftermarket lily gilders Mansory.

The California Handling Speciale is the latest of these side projects. The California's remit was always to bring new customers to the brand, and it has worked spectacularly. Ferrari's entry-level coupe-cabrio is its best-selling single model ever and half of buyers have never owned a Ferrari before. The HS offers the next step for those customers who have dipped their toes into Ferrari waters, and now want something with a little more bite but maybe aren't ready (or rich enough) to step up to a 488.

Despite the presence of 'Speciale' in the name, don't make the

mistake of trying to draw too many parallels with the incredible 458 Speciale of a few years back. In that instance the special stuff was everywhere and the resulting car featured more power, less weight, improved dynamics and revised aero work. The Handling Speciale pack on the California T is different. For a start it's an £5568 option rather than a standalone model. And, as the name suggests, its scope is largely restricted to improving the way the California copes with curves.

Readers with long memories might recall the Handling Speciale package that was available on the previous naturally aspirated California. That featured stiffer springs and a faster steering rack, both working together to generate a real improvement in the dynamics. It was certainly more exciting to throw down a twisty road but the engineers were so keen to convince everyone it was a proper driver's car, they ruined the ride and composure along the way, forgetting the whole GT ethos of the base car. Ferrari people admitted as much ahead of our drive in the new model. This one, they said, was a more rounded effort. The aim was still to push the handling angle, but without the compromises.

So what exactly do you get for your money, and is it worth it? Stripped back to its barest essentials, the HS pack is a set of new coil springs and a new exhaust silencer. Now if that sounds like







abysmal value at £5.6k, the kind of money that buys an entire car, and a very nice one at that, from our classifieds, you need to get yourself into the mindset of the supercar buyer. Compared to the £1440 you can pay for a carbon fibre-trimmed cup holder, the £6000 golf bag and the £800 floor mats on the same option list, it doesn't seem too bad. And besides, we're being slightly disingenuous: although the hardware changes may be minimal, the man hours involved in honing the package and the changes they bring to the car's character are pretty substantial.

Those springs are 16 per cent stiffer at the front and 19 per cent stiffer at the back, and mated to a recalibrated version of Ferrari's magnetorheological damper at each corner. And it's worth pointing out here that a hypothetical but probably non-existent option-free California actually comes with passive dampers. Merely adding the non-HS adaptive dampers, as most buyers will do, bumps the price up by £3168 anyway, meaning the cost of the HS kit is less than it first appears.

The first thing you notice about the HS though, isn't the suspension at all. Push the big red starter button and the engine fires with a far more promising growl than the standard car can muster. Ferrari claims no performance benefits for the new exhaust box but says sound levels are up 3dB across the rev range under full load.

Winding our way up through the narrow streets of Camogli we can certainly hear the difference. Following Ferrari tradition which means sportscars are always launched at the Maranello factory and allow access to track time at Fiorano, but GT cars like the California are launched elsewhere to underline the philosophical difference, we've come to Italy's stunning north western coastline to try the HS. The first part of the route, hugging the coast, is spectacular but slow. With the roof stowed and the sun shining it's a pleasant reminder that you don't have to be rocketing along at Mach 1 to enjoy a car – even a Ferrari. I'm streaming music from Spotify on my phone and controlling it

through the Apple CarPlay interface on the navigation screen, and the 3.9-litre V8's plentiful low-down pull means there's rarely more than a couple of thousand revs on the dial. There's some exhaust boom to deal with but the ride comfort is only slightly worse than the standard car's. For a good many Californias, this is as demanding as life is going to get.

But while the journey thus far highlights how little compromise the HS pack requires, the road is asking nothing of the car that the standard California couldn't answer and giving us little reason to recommend upgrading. Forty minutes in however, things get more interesting. The route changes tack, drawing us inland and away from the traffic for a long, twisty uphill climb. This is the sort of road that helps you rationalise the HS pack.

Because all Ferraris have pretty savagely quick steering these days, there was no need for the engineering team to fiddle with the rack this time. The 245-section front tyres are unchanged too, but the combination of those stiffer springs and tighter damping certainly sharpens the turn in and dials up the steering precision. It also helps contain the energy of a substantial, and unchanged, 1730kg kerb weight. At least that mass is spread evenly front to rear. The engine is mounted behind the front axle line and the transmission in front of the rear wheels, a tradition that goes back to Ferrari's 275 GTB of 1964, although here a torque tube connects them for extra rigidity.

What that means is the California has a lovely neutral balance. Twist the wheel into a corner and you can feel the weight shift front to rear, not sliding exactly, but moving enough that you need to unwind a little lock as you hit the apex. On dry roads there's no understeer to speak of and no danger of losing the rear end either. The manettino driving mode toggle features only Comfort, Sport and ESP off settings, compared to the five positions the 488 offers, and although Ferrari says it's worked hard to put distance between the ESP thresholds of Comfort and Sport, neither will let you get into any real trouble. Even with the ESP off you

*ABOVE: The handling package includes recalibrated dampers and uprated springs*



# FERRARI CALIFORNIA T HS







## TECHNICAL SPECIFICATIONS

### FERRARI CALIFORNIA T HS

ENGINE:	<b>V8 DOHC</b>
CAPACITY:	<b>3855cc</b>
BORE X STROKE:	<b>86.5mm x 82mm</b>
POWER:	<b>552bhp @ 7500rpm</b>
TORQUE:	<b>557lb ft @ 4750rpm (in top gear)</b>
TRANSMISSION:	<b>Seven-speed dual-clutch, rear-wheel drive</b>
BRAKES:	<b>390mm (f), 360mm (r)</b>
DIMENSIONS:	<b>4570mm (l), 1910 (w), 1322 (h)</b>
KERB WEIGHT:	<b>1730kg</b>
TOP SPEED:	<b>196mph</b>
0-62MPH:	<b>3.6sec</b>
PRICE:	<b>£160,798 (inc £5568 for HS pack)</b>

have to be trying hard to make a mess of things.

And that's because the traction is so good, and not because the engine is short on grunt. With 552bhp and 557lb ft on tap, no one could accuse it of that, but predictably the straight-line shove feels less bombastic than it does in the 661bhp 488 GTB. That's not necessarily a bad thing. The mid-engined car is so


fast you can actually struggle to find the space to wring the thing out, but that's never a problem in the California, which at 3.6sec to 62mph isn't exactly slow. That's the same time Ferrari quotes for the standard car (and 0.6sec slower than the 488, for reference), but the HS benefits from quicker shift speeds, which gives a heightened impression of speed, even if the clock doesn't concur.

The almost total lack of turbo lag remains deeply impressive, but there's still something missing from this engine. That new exhaust system might have upped the quantity of noise, but it still hasn't solved the quality issue. There's no getting away from the fact that the bass-heavy soundtracks of Ferrari's modern turbocharged engines simply don't set your spine tingling the way the old naturally aspirated motors did.

But that's more a criticism of the California as a whole rather than a problem specific to the HS. Other disappointments include the lack of keyless entry – if you can have it on a £20k Fiat, surely it should be fitted to a £150k Ferrari – and styling that, although much preferable to the 2008 California's, won't ever trouble a list of most beautiful Ferraris.

But the California T remains an impressive machine in its own right, playing the roles of coupe and cabrio convincingly in turn, and offering a huge boot (when the roof's up, at least) for those weekends away you'd want to engineer if you had regular access to a car like this. Even with the HS pack fitted it's nowhere near as exciting as a 488 Spider, but it has more of the flavour of that car, a harder-edged demeanour, and still costs almost £50k less.

One in five of the old Californias was fitted with the previous HS kit, and we'd be surprised if this far more polished update didn't make an even bigger impression on the sales charts. That's not to say that every California buyer should automatically choose the HS package. There's the unwelcome exhaust boom to contend with and although ride comfort is far less compromised than it was with the old HS pack, it still feels slightly less compliant than the standard car. If you're fortunate enough to be buying one of these you need to be honest with yourself about how often you'll really get to exploit the newfound dynamism.

With optimistic dreams of empty roads and never ending British summer days we'd be tempted to go for it. But for many buyers stepping into a Ferrari for the first time, the standard California is arguably still the better bet. 

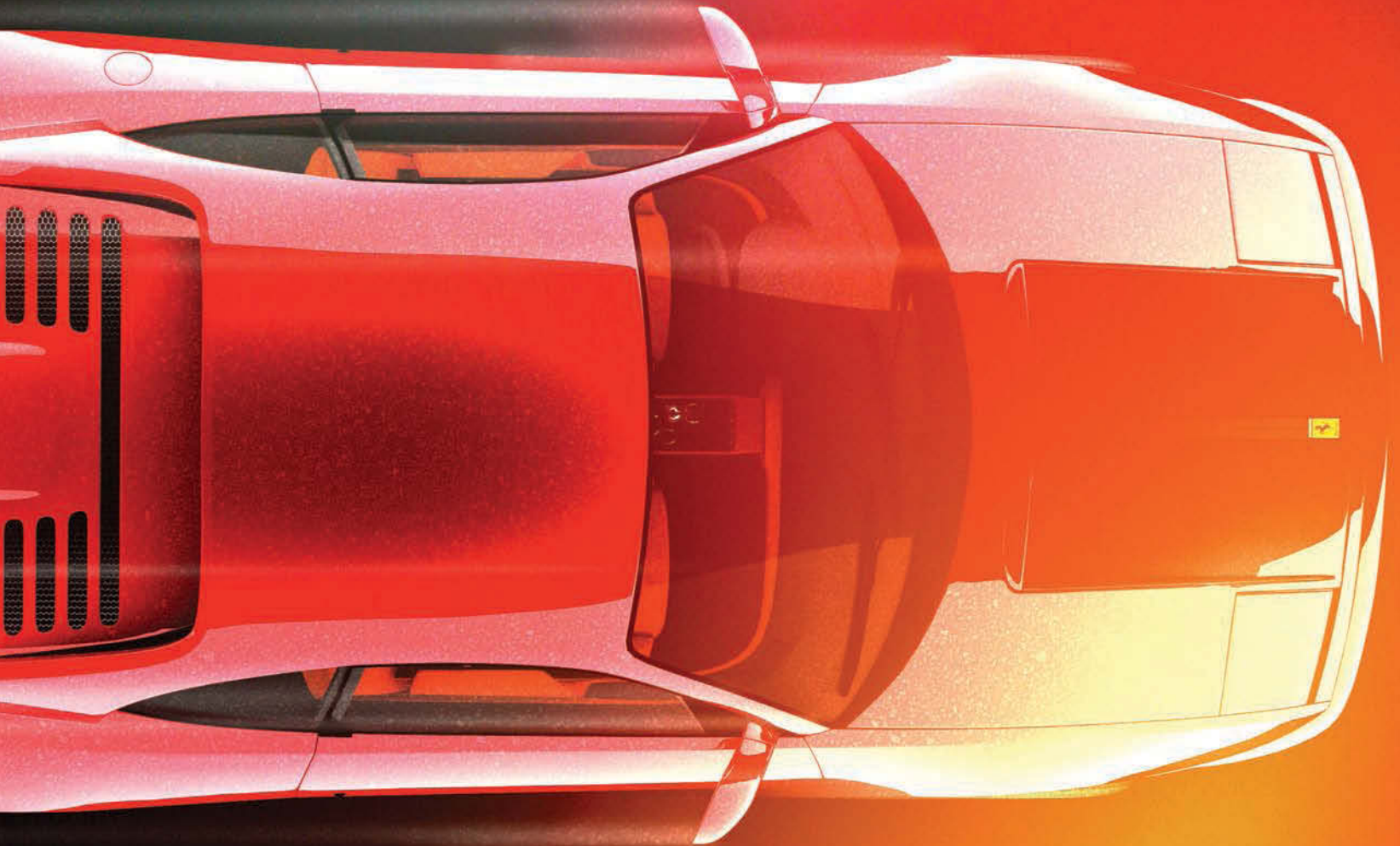
*BELOW: Potential California owners now have the option of a more involving driving experience*







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# Fighting Fit

On track with two legendary Lancia Stratoses including comments from the actual drivers who raced them in period

Story by Ruoteclassiche/Emanuele Sanfront  
Photography by Ruoteclassiche/Massimilano Serra



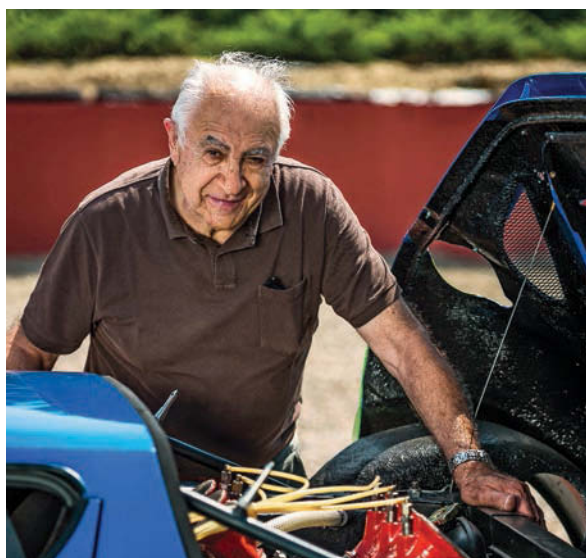




**H**ad it not become a rally star, the Lancia Stratos would have probably left only vague memories in the history of the automobile, memories usually associated with concept cars created for motor shows, which are bold in style, exaggerated inside, designed to strike imagination, and intended to promote a brand or a designer. The production version didn't make a big impact either, being built by Bertone in as few as 500 examples to obtain racing homologation in Group 4, and stir up the hearts of Lancia's racing clients. Indeed, the Stratos slipped away without too much regret, only to later reach 'stratospheric' prices that currently range from €350,000 for a good road car, to over a €1m for a rare version from the official Lancia team.

The false start was mainly due to the fact that, in order to hold down the price and cut the production costs, there was a great deal of speculation concerning the quality of materials, especially relating to the bodywork. Launched in 1973 and offered at the considerable price of 8,850,000 lire, the Stratos clearly had many imperfections. The upper part of the doors would warp and the fibreglass had a tendency to break near the hinges. Also, the narrow rear storage compartment had a reduced load capacity, and overheated quickly when driving so barely anything could be carried without being affected. These faults would ultimately be fixed, although they initially discouraged even the most passionate and brand-loyal customers, to the detriment of sales. It is said that one of the first road Stratoses was purchased by the Italian ski champion Clotilde Fasolis. Clotilde complained about the poor quality of the car she had just purchased via Sandro Fiorio, director of Lancia's communication office. Miss Fasolis' Stratos was sent to the racing department, which was responsible for preparing the racing versions to compete in rally events. Lancia's public relations office bore the costs involved in replacing the poor doors and front and rear covers with better quality parts that had been manufactured on an experimental pre-production basis.





LEFT: Carlo Facetti, racing driver and design engineer for Lancia, was responsible for the technical development of the Stratos

The Lancia Stratos racing history began in the early 1970s and the car was designed to dominate the rally scene and challenge the supremacy of the small French Alpine A110. It was technically advanced compared with other rally cars, and quickly stood out from the group due to the considerable power of its 2.4-litre V6 engine, the easy handling, easy service access and the reliability of its mechanics. The car was incredibly versatile and began to dominate on any terrain, be it the gravel trails of the African Safari Rally, the snowy roads of the Monte Carlo rally, the asphalt of the Tour de Corse and even on the track, for which it was never designed.

The two featured, gorgeous, Group 4 Stratos examples are owned by two brothers from Como, and entered the gates of *Quattroruote's* track at Vairano near Milan. Coincidentally, the multi-coloured car is a version set up for high speed circuit racing and was prepared in Carlo and Giuliano Facetti's workshop.

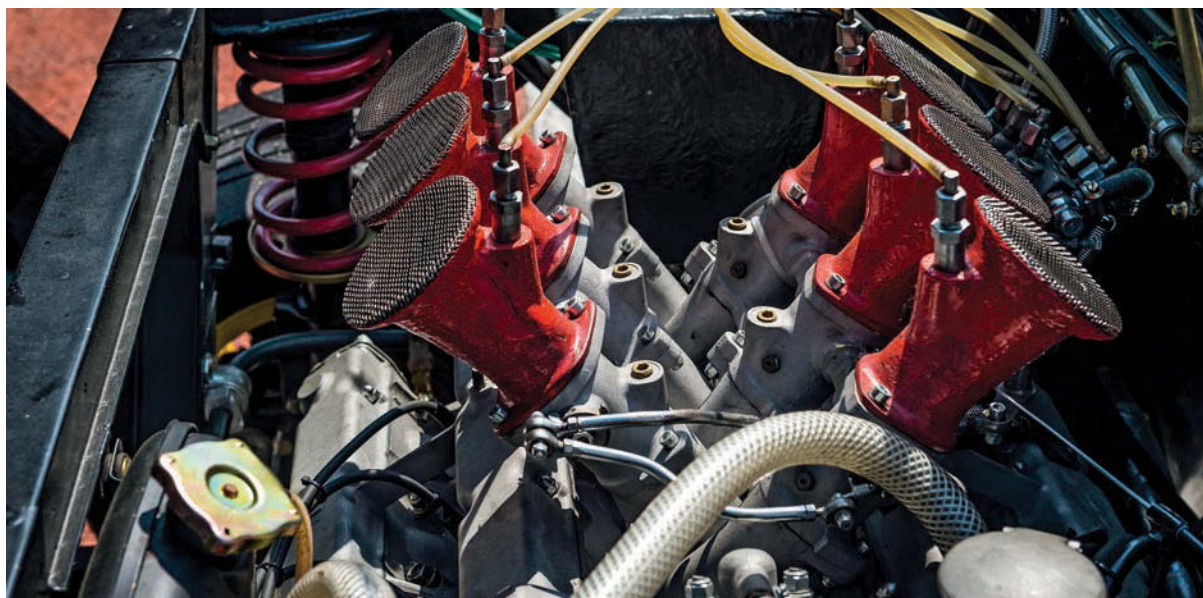
#### IN THE BLUE CORNER

"Racing drivers Carlo Facetti and Gianfranco Ricci performed very well with this Stratos in the 1976 season," says Claudio Magnani, an entrepreneur who raced in as many as 250 events between 1976 and

1993, and continued until 1999 when he finally hung up his helmet. "I bought it in 1977 and a few months later, Emilio Paleari and Anna Cambiaghi drove it in the 6 Hours of Mugello. Initially, I tried hillclimbing, then in 1978 I asked Fulvio Bacchelli to join me in that season's 6 Hours of Mugello. We were first in Group 4 and placed eleventh overall in the 1978 season. In October of the same year, together with Leo Pittoni and the unforgettable Sergio Cresto as a navigator, I raced in the Giro d'Italia. We were placed third overall and first in Group 4. The featured car raced in the original Rino Fabbri Editore livery until 1980, when the body was repainted white. Formula One racing driver Renzo Zorzi ran it, among the others mentioned before."

"The car always performed well," confirmed the famous former driver Carlo Facetti, who prepared this Stratos together with his brother Giuliano and raced it at many events. "It's a competitive car and it has always given me great satisfaction, especially the second place in the 1976 Targa Florio with Gianfranco Ricci, who owned it before it went to Claudio Magnani. Now that it has been entirely overhauled, it's a gem".

Claudio Magnani looks on with a smile at his Stratos while the mechanics do their best to heat up its powerful six-cylinder engine. Before getting behind the











wheel and taking to the track, he describes some peculiarities of the dynamic behaviour of this Stratos.

"The short wheel base makes it very sensitive, so it should be driven as smoothly as possible, a little like you would drive a Sports Prototype. The mid-rear engine layout makes it more suitable for rallying rather than for the track," Magnani explains, "however, the special aerodynamics, modified suspension and low setup makes it perform very well in high speed track events."

Magnani warns: "Beware though! A small distraction is enough to abruptly switch from neutral to oversteer,



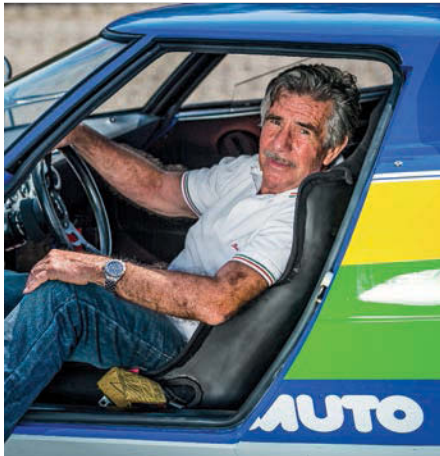
which should be fought decisively to avoid ending up in a spin. The Stratos, unlike other GTs, is a true race car in terms of its dimensions, driving position and steering features. Being robust and very fast on the straights, thanks to its aerodynamics, allowed it to get the better of the more powerful 3-litre Porsche 911 in period.

Magnani continues: "The Stratos is equipped with a powerful V6 Ferrari injection 2.4-litre engine with two valves per cylinder that delivers an output of 270hp between 5000 and 8600rpm. In case of need however, you can pull up to 9000 rpm. The gear ratios allows the driver to exploit this Stratos to its best on any circuit."

*ABOVE: This Stratos is unusual in that it was rally car converted for road use, not the other way round*







## THE DRIVERS' VERDICT Leo Pittoni (Racing career 1967-1988)

"In the autumn of 1971, while I was collecting my Lancia Fulvia HF from Lancia's racing department to run the San Marino Rally, I had the opportunity to admire the Stratos prototype. I was struck by the aggressive lines and the overall racing look of that small sized car. It was only a year later that I managed to test the road version, albeit with a negative impression. Although the torque generated by the 195hp engine was quite high, the

gearing made the car slow and the setup was unstable. Moreover, the interior ventilation was marginal. I had to wait until 1977 to realise the great qualities of the Group 4 Stratos. The specimen handed over to me by the Jolly Club to run the Monte Carlo Rally had been prepared by Claudio Maglioli, and it delivered about 240hp. But that is another story!

"The short wheelbase, reduced size, weight distribution and good overall handling made tight cornering easier. Direct steering allowed quick adjustment of the trajectory. The close ratio rally transmission and light weight (900kg) body ensured impressive acceleration and good traction even on the snow.

"In 1978 I again sat behind the wheel of a Stratos to run in the Italian Rally Championship. I had an Olio Fiat version on that occasion prepared by Genoa's University Motors (below, the 1978 Valli Piacentine Rally, photo courtesy Pittoni Archives). The power had been increased to 250hp at the expense of some torque. The setup could be changed easily through the newly calibrated shock absorbers and adjustable anti-roll bars. When I went off the road at nearly 200km/h due to the wet asphalt on the Rally of Sicily, I quickly understood the car's limits on mixed fast ground. The winding gravel roads of the Rally of Elba, on the other hand, made me appreciate the remarkable handling and easy driving features on the loose surface, provided I was good enough to anticipate the bends and then power out holding the car steady. The good power to weight ratio guaranteed good stage times at reduced risk. The only inconvenience was the heat inside due to insufficient ventilation.

"At the end of the 1978 season I had the opportunity to run the [featured] race version prepared by Facetti on the Giro d'Italia. The 270hp engine was definitely performing well, although the higher power was penalised by the long gear ratios, that could be changed quickly for accelerating through a special device, which helped maintain optimum engine revs. The stiff racing suspension setup required more precise driving especially around fast bends and on rough asphalt. The third place overall and the first place in the Gran Turismo category helped me get back up the Italian Rally Championship list, after I was forced to retire a few times due to small mechanical problems, and which was concluded victoriously with my team mate Vudafieri."



## IN THE RED CORNER

The second contributor to our track test is a Stratos rally version that began its career in 1976. Numerous drivers sat behind the steering wheel, among them the Frenchman Francis Serpaggi, of Corsican origins, who participated in the 1976 Tour de Corse. Tony Carello drove the car in 1977 and Anna Cambiaghi in 1978, who at the time alternated between track racing and rallies.

In the early 1980s, after competition homologation expired, the Milan Jolly Club team handed over this red Stratos to Giuliano Facetti. Facetti restored it to its original road specification, but retained some details of the previous racing engine preparation, the transmission, the chassis and rose jointed suspension.

"My passion for the Stratos was born when I started following my brother Claudio during speed races", explains Marco Magnani. "I discovered rallies later on, but I never ran. I obtained this car in the early 1980s but it was not until 2002 that I decided to bring it back to a race configuration, entrusting it to the expert hands of Luigi Foradini from Biella, who teamed with Claudio Maglioli in those glorious years.

Magnani continues: "The complex operation involved the updating of some vital mechanical parts, including the engine, starting with a meticulous rebuild. The car was equipped with a more powerful exhaust system, while the brakes were improved thanks to the adoption of a sophisticated Lockheed system. The electrical system was serviced thoroughly, and the







#### THE DRIVERS' VERDICT

Anna Cambiagli (Racing career 1974-1987)

"The short wheelbase, exuberant power and correct weight distribution made the Stratos the ideal car for rallying. The dynamic, fundamentally neutral behaviour, becomes oversteer during acceleration, thus allowing the driver to switch to the most appropriate driving style depending on the route, be it a track with large, speed-friendly bends, or mixed ground. In short, the rally version adjusts well to any road condition thanks to the bespoke mechanical tuning and the great handling. In special racing events it requires bold driving to accommodate the nervous dynamic behaviour and the considerable power delivered to the wheels. In difficult weather conditions visibility problems may occur, at least according to my experience. Any verdict on the racing version of the Stratos should necessarily depend on its competition application. There are obviously differences compared to the rally version, but the starting point is the same. In fact, the changes are not likely to alter its structure and the key features, but have a strong influence on its dynamic behaviour. Driven to the limit, the track racing Stratos requires a delicate touch otherwise spinning is guaranteed. In fast corners, like at the Mugello track, you drive in continuous suspense, as the car requires very clean driving in the constant search for the best trajectory."

two original front and rear covers were replaced with light weight versions. In my opinion as an amateur, your goal is to own a car which is as true as possible to the original. In my case, I wanted to hold my hands on the steering wheel of a rally Stratos identical to the one that competed in the mid 1970s. So I needed the help of some very experienced technicians who knew how to retain the original features of the engine, the setup and suspension of the car. I must admit that although

it is not easy to drive, this car truly delivers unique emotions. The spark plugs are problematic though, when wet it is particularly hard to start the engine. You should be very careful to gently press the accelerator pedal then lift the foot, activate the fuel pump, and wait. Do not over indulge though, otherwise starting becomes hard again. Ultimately, you feel like you're sitting in an aircraft cockpit for the final checks prior to take-off." 🇮🇹







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# Rising Stars

It's still possible to find a bargain, low mileage 916 series Alfa Romeo – but is time running out?

Story by Richard Heseltine  
Photography by Michael Ward

It was affirmation, if it was needed, that Alfa Romeo was back. And how. The 916-series GTV and Spider represented a bold departure from the norm back in the mid '90s, the styling being both bold and contemporary. There was no reheating of old models here, nor make do and mend engineering. The models' debut at the 1995 Geneva Motor Show saw the once proud marque back in the limelight for all the right reasons. The thing is, that was then. More than two decades on, they languish in a netherworld between used car and classic status, so do they still stack up?

Now, as then, these wedge-shaped Alfas continue to polarise opinion. In period, they represented a new territory of aesthetic adventure. Not everyone liked the Enrico Fumia-penned styling, the car borrowing cues from his earlier efforts at Pininfarina including the Audi Quartz. Those who did, *really* liked them, and both models have aged better than many of their contemporaries. Beneath the dramatic skin, the GTV and Spider notionally shared their basic architecture with the Tipo but, in reality, there was little commonality. For starters, the multi-link rear suspension was all-new. It comprised an upper wishbone with a welded steel lower arm, coil spring/damper units and an anti-roll bar, mounted on a light-alloy subframe, which in turn was bolted to the monocoque. The front end was suspended by MacPherson struts, coil springs, lower wishbones and an anti-roll bar.

UK imports began in 1996, with only one engine being offered: the proven two-litre Twin Spark unit. The GTV was available with the glorious three-litre, 220bhp 24-valve V6 from 1998. In May of that year, both variants received a minor makeover, with external changes comprising a chrome surround for the signature triangular grille, and colour-coded side-skirts. Inside, these so-called 'Phase 2' models had reconfigured switchgear, but the bigger news occurred beneath the injection-moulded bonnet: the new intake manifold and engine management system raised power from 150bhp to 155bhp. The three-litre GTV also receive a six-speed 'box as standard.

As tends to be the way with these things, the UK had to wait as late as 2001 before we received the three-litre V6-engined Spider. Near concurrently, Alfa offered the three-litre GTV Cup limited-edition, upgrades being desirable but purely cosmetic



nonetheless. The biggest changes across the board occurred in 2003, when both iterations received a styling facelift that consisted of a larger and deeper grille, with the number plate relocated to one side. At the same time, the V6's displacement was stretched to 3179cc, which meant a useful 240bhp at 6200rpm. The two-litre Twin Spark unit, meanwhile, made way for the new 165bhp JTS unit.

Around 39,000 Spiders and 41,700 GTVs were made to '04, the Brera replacement and its open-top sibling failing to raise enthusiasts' pulses thereafter. Residual values subsequently took a tumble, but they have long since bottomed out and interest is on the rise. Should you be tempted?

### LIVING WITH ONE

Even now, at a time when car styling seems to have fully embraced the maxim 'it ain't done 'til it's overdone', the Spider and GTV appear radical. Beneath the skin, however, they are relatively ordinary. One criticism that is often levelled at the Spider is that it isn't particularly rigid. True enough, scuttle shake is never far away, but that is true of many open cars. You are all too aware of travelling on calloused asphalt as the ride comfort isn't brilliant, but it isn't appalling, either. It's certainly a million times better than most modern-day German performance saloons we can think of. Some have argued that the issue isn't so much an issue of regarding tyres or dampers as the seats. A few road testers in period complained that they were a bit too unyielding, but in either cloth or later Momo leather versions, it's hard to understand what they're on about.

That said, the one thing that you're immediately made aware of on getting into a GTV is that headroom is at a premium. If you're of even average height, your head will become intimate with the headlining. You do feel slightly perched, which, given the rakish drop-off the bonnet and shallow windscreen, does lend the impression that you're driving into the road rather than on it. You soon acclimatise, however.

### PERFORMANCE

Performance wise, either model is fun to drive regardless of engine. The Twin Spark is in no way the duff old bluffer of the family. It's a free-spinning unit that, as with all true Alfa engines, thrives on revs. It comes alive around the 3500rpm mark and sounds suitably tuneful. Not that it's all at the top end. There is still plenty of torque when you need it. You're rarely kept hunting around for a gear. The 'Busso' V6, meanwhile, is an absolute jewel of an engine. It is beautiful to look at and choral with it. Few mainstream 'sixes' have ever sounded this good. In run-out 3.2-litre form, the GTV in particular was good for almost 160mph and 0-60mph in a whisker over six-seconds. Even now, it still feels fast.

The one thing that tends to go unreported is how well these cars handle. Some might argue that a sports car is not a sports car if it isn't rear-wheel drive. Drive one of these and the naysayers will probably believe otherwise. If anything, the four-cylinder cars are more fun to hustle. Cornering is neutral without any of the plough-on understeer you might expect. The V6 edition, by comparison, has a 63 per cent front-end weight bias which shows when pushing hard on a track. Even then, it doesn't wash out. With a quick rack set-up with just 2.2 turns lock to lock, it's a joy to drive in the real world, even if owners report that front tyre wear is horrific.

### 3.0 V6 SPIDER CHRIS EATON

There is so much to love about g16-series Alfas. But enough about our thoughts, what do the owners think? Immaculate doesn't come close to describing Chris Eaton's 2002 V6 Spider, which is unusual in being black on black. The car has been 'refreshed' rather than restored. Nevertheless, he baulks on being asked to lift up the bonnet. He hasn't finished detailing it yet... "I bought the car around 4 years ago," he says. "I got my first Alfa by default. I inherited it as a company car

*BELOW: Chris Eaton's superb black 3.0 V6 has had a high quality repaint to concours standard*



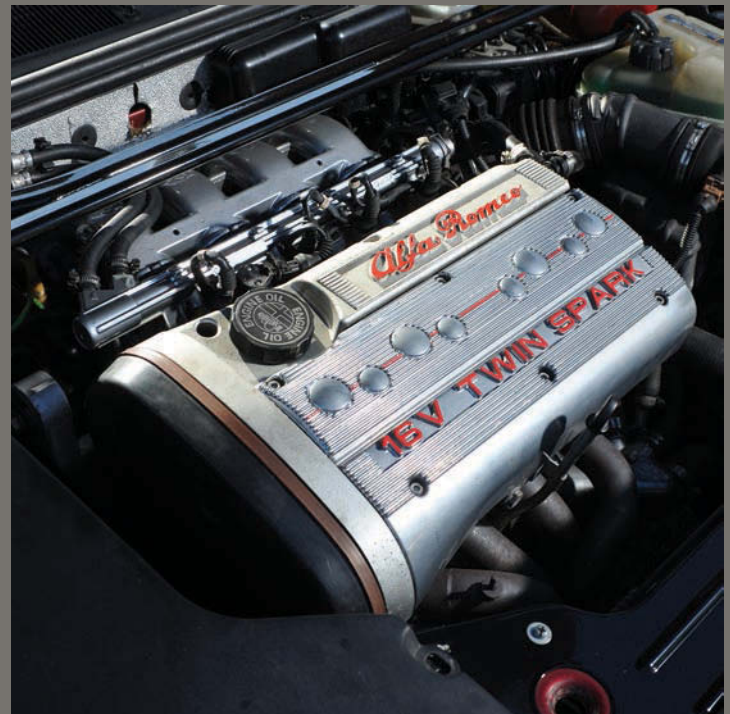




## TECHNICAL SPECIFICATIONS

## ALFA ROMEO 916 SPIDER AND GTV

MODEL	CAPACITY	MAX POWER	MAX TORQUE	0-62MPH	TOP SPEED	YEARS	ENGINE CODE
1.8 TS	1747cc	142bhp @ 6500rpm	125lb ft @ 3500rpm	9.2sec	130mph	1998-2000	AR 32201
2.0 TS	1970cc	148bhp @ 6200rpm	137lb ft @ 4000rpm	8.4sec	134mph	1995-1998	AR 16201
2.0 TS	1970cc	153bhp @ 6400rpm	138lb ft @ 3500rpm	8.4sec	134mph	1998-2000	AR 32301
2.0 TS	1970cc	148bhp @ 6300rpm	133lb ft @ 3800rpm	8.5sec	134mph	2000-2006	AR 32310
2.0 JTS	1970cc	163bhp @ 6400rpm	152lb ft @ 3250rpm	8.4sec	137mph	2003-2006	937A1000
2.0 V6 TB	1996cc	197bhp @ 6000rpm	200lb ft @ 2400rpm	7.4sec	146mph	1995-2000	AR 16202
3.0 V6 12v	2959cc	189bhp @ 5600rpm	192lb ft @ 4400rpm	7.3sec	140mph	1995-2000	AR 16101
3.0 V6 24v	2959cc	217bhp @ 6300rpm	199lb ft @ 5000rpm	6.7sec	149mph	1997-2000	AR 16102
3.0 V6 24v	2959cc	215bhp @ 6300rpm	195lb ft @ 4400rpm	6.8sec	148mph	2000-2003	AR 16105
3.2 V6 24v	3179cc	237bhp @ 6200rpm	213lb ft @ 4800rpm	6.3sec	158mph	2003-2006	936A6000







from my MD; a beautiful 156 2.0 Veloce in silver with red Momo leather. That was closely followed by another 156. I then moved up to V6 cars, firstly a 3.2 GTV in Etna black and then a pristine 147 GTA. After a brief fling with a Maserati and a couple of Abarths, I bought the Spider. I also own the last 'Busso' GT which has had a full Autodelta conversion from new.

"The Spider's appeal is a combination of things: noise, rarity, and good looks. Oh, and the top comes down. It's standard apart from a bespoke stainless exhaust, and the aerial has been removed and 'smoothed over' following its recent repaint. My cars are looked after by Alfa Tecnico in Sutton-in-Ashfield who I thoroughly recommend. I have had no problems with the Spider, though, apart from a few little electrical gremlins. Mechanically, it seems bulletproof."

### GTV CUP VIV STEPHENS

Something of a hardcore Alfista, Viv Stephens has owned ten Alfas to date ranging from a 33 1.5ie to a 4C Launch Edition. Tellingly, he has held on to the Cup for longer than any of them. While named after a one-make race series, this limited-edition (of 419) GTV was competition *inspired*, with changes over the standard car consisting of leather/fabric trim, colour-coded body kit, side vents and titanium finish 17in 'telephone dial' alloys.

"The car was first registered in September 2001 and I acquired it in February 2008," he says. "The things I like most about the Cup are the engine, the looks of the car, the exhaust note and the cabin. There isn't much to dislike except for the front brake squeal, which I hope to cure with new discs very soon. I haven't had any reliability issues, though." And is there anything he doesn't like about the car? "The gearlever throw is quite long, but it doesn't bother me. The Cup is completely standard apart from the stainless tail pipe, which came with the car which was supplied by Black & White Garage. I regard it as a 'keeper' as my son wants it when I pop my clogs!"







## GTV 2.0 JTS MIKE CROLL

A relative 'newbie' by Alfa standards, Mike Croll is nonetheless making up for lost time. "I bought the GTV in August 2015. It's a 2004 model, although I previously had a 1999 Twin Spark model. That was my first venture into Alfa territory, but prior to that I had run assorted classics including a 'Frog Eye' Sprite, a Ford Zephyr Mk3, a Triumph Vitesse and so on. For me, the Alfa's looks are the main attraction but it has great performance, too. It's a bit different from anything else on the road and is destined for classic status.

"I haven't done much to it myself, though. I use Performance Motors of Loughborough for routine maintenance, and it recently had some major surgery at Alfaworkshop. Previous owners had not looked after it very well, so I put right their bunglings. The car is pretty standard apart from a full stainless exhaust by Powerflow. I may tinker with it at some point, but, to be honest, I'm quite happy with the performance as it stands. It's got a lush set of limited edition alloy wheels, too. I have to say, the GTV has been quite expensive to run, but then it isn't my main transport so..."







### GTV 3.0 V6 BOBBY NOON

Despite working for Aston Martin, Bobby Noon is an Alfa man to the core. This 2001 GTV is his fourth V6 version, not forgetting a Twin Spark edition. "I bought the car off my dad in 2015," he says. "He originally acquired it in 2011. I also own a 146 Ti and a GT Selespeed. In the past, I had another 146Ti, two 155s, three 156s, two 147s and I jointly owned a 75 and two 155 V6 models."

So what is the enduring appeal of the V6 GTV? "I love the performance of the 3.0-litre engine. My favourite aspect of the car is the line in the

bodywork from the front wheel arch to the rear window. The car is completely standard apart from a Ragazzon rear silencer and carbon-fibre look centre console which was done via Hydrographic. I generally do basic servicing myself. Any larger jobs like getting the cambelts done, etc, are done by independent specialists due to lack of space in my own workshop." Are there any downsides to ownership? "Squeaky brakes are an issue when the car is driven hard. Generally, my car is well behaved until winter time. Then it's almost unusable due to freezing locks and door handles!"









## 2.0 TS SPIDER ANDREW MAGUIRE

"I do have a bit of a thing for g16-series Alfas," Andrew Maguire says, somewhat superfluously. He owns three, having spent the past nine years bringing this '97 Twin Spark Spider back to factory-fresh condition. "It was my dad that got me started. I was thinking about buying an MG Midget, or something similar, and he told me that I would be better off getting an Alfa Romeo. He said they look good and sound great. Anyway, I bought this car in 2009 and have rebuilt it from front to back."

So what is it about them that draws him on? "It's hard to pinpoint. I suppose it's a mixture of things: the looks, certainly, but also the performance. They also sound good. I think they handle well, too. I also have a Coventry Green V6 which I have driven on a lot of circuits, including Spa. I really like the way they drive. I think they're underrated."

And have there been any problems? "None that I can think of. I mean, there have been one or two little niggles, but that's all. You get that with all cars. I have spent quite a lot of money on the Spider, but that was my choice." 🇮🇹







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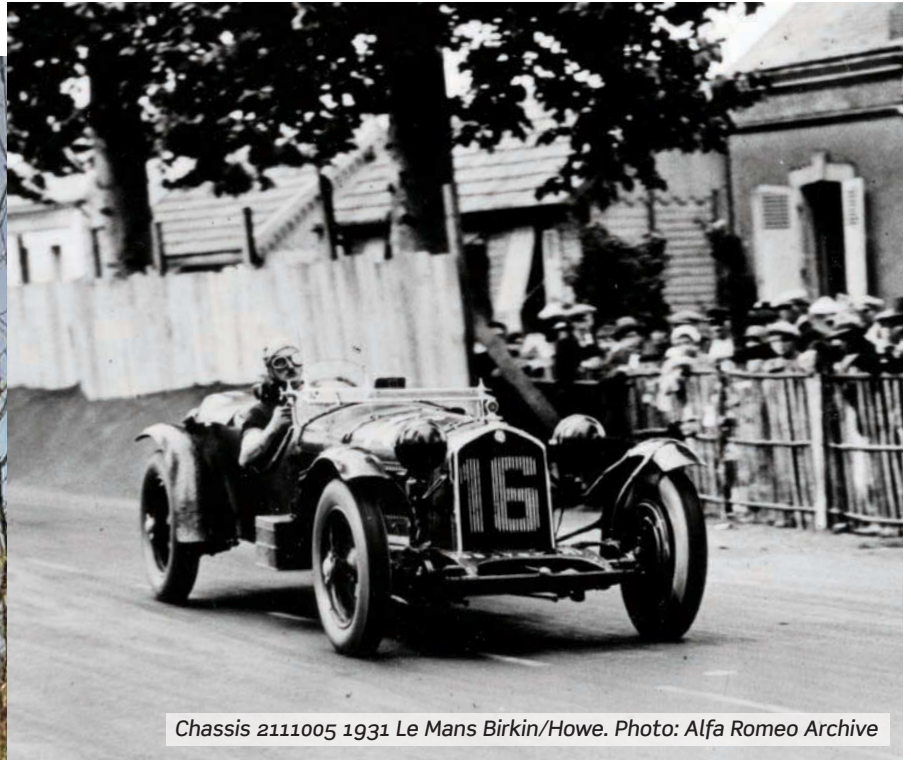
# Lost and Found

An important Alfa Romeo 8C 2300 is discovered after 70 years in hibernation

Story by Ed McDonough  
Photography by Eventageous PR Ltd







Chassis 2111005 1931 Le Mans Birkin/Howe. Photo: Alfa Romeo Archive

In mid-March, a small number of journalists and Alfa-oriented folk, were invited to an unveiling at the RAC Club in Pall Mall, London, a site familiar to special cars, owners and enthusiasts. There sitting, already unveiled, was a remarkable, blue Alfa Romeo 8C 2300, which very few people had ever seen before. Its patina and originality promised an interesting story.

Alfa Romeo had a busy racing history in the 1920s, especially with the P2, and a great number of races were contested towards the end of that decade by the 6C 1500 and 6C 1750 sportscars, and Alfa also won the Mille Miglia. As the 1930s dawned, the company wanted to ensure that it would be at the forefront of motor racing in the decades to come, and thus was born the 8C 2300. Some 190 chassis would be built between 1931 and 1934.

Simon Moore, in his well-known book *The Legendary 2.3*, advises caution when estimating the number of chassis built as some cars were later rebuilt and a number of spares were made for the 'racing stock'. Many of the Alfa Romeo experts believed that all the 8Cs had been accounted for with cars that were 'missing from the lists of existing cars being presumed scrapped.

Some of the car's great achievements came quite quickly in 1931, when Tim Birkin and Lord Howe took victory at the Le Mans 24 Hours with chassis 2111005. This car had a long and demanding career, competing in the Ards TT race and the Spa 24 Hours amongst others. It survives today with a Zagato style body, and it still appears in historic events, an example of the success of the design and racing pedigree.

*Auto Italia* had the chance to test the 1932 Le Mans car, driven again by Birkin and Howe, chassis 2211065. Michael Ward and I went off to the Isle of Man for a most remarkable trip. In addition to our chance to run a rental car round the famed motorcycle course, the late George Daniels took us to the Jurby circuit where I had the privilege of doing many laps in the car that led but failed to finish at Le Mans, having retired in the morning





hours with a broken rod. It was a fabulous car to drive, everything being in good order, drifting slightly in the bends and demonstrating surprising torque.

The Le Mans body was then replaced with a Pinin Farina drop-head coupe and it then travelled the world with various owners before eventually returning to the UK. It was very clear from driving this car that Alfa Romeo had hit on a formula for producing a car with great potential. Owner George Daniels later had a new Touring body made – the coupe body was still hanging on the wall of his garage!

Another 8C 2300 known to *Auto Italia* readers and AROC members is the short chassis car belonging to Matt Spitzley, which has appeared at many UK events. Chassis 2311234 was one of several of the type raced at Le Mans, possibly by Raymond Sommer, this one appearing in 1935. It had a Touring Spider body at the outset, then a cabriolet by Brandone, before being re-fitted with another Touring-style body. Again, this car survived a long life, still taking part in international rallies.

The 8C 2300 won Le Mans every year from 1931 to 1934, making Alfa Romeo very happy indeed, and this ensured that production continued right through 1934. Indeed, some of the individual cars carried on racing long after that. The production included cars with bodies by Zagato (Spider), Corsica and James Young (coupes), Touring (Spider and Coupe Spider), Brianza (Spider) amongst others, and a number of cars were later re-

bodied by various Italian specialists. Then there were the famous Monza cars which were so successful in racing.

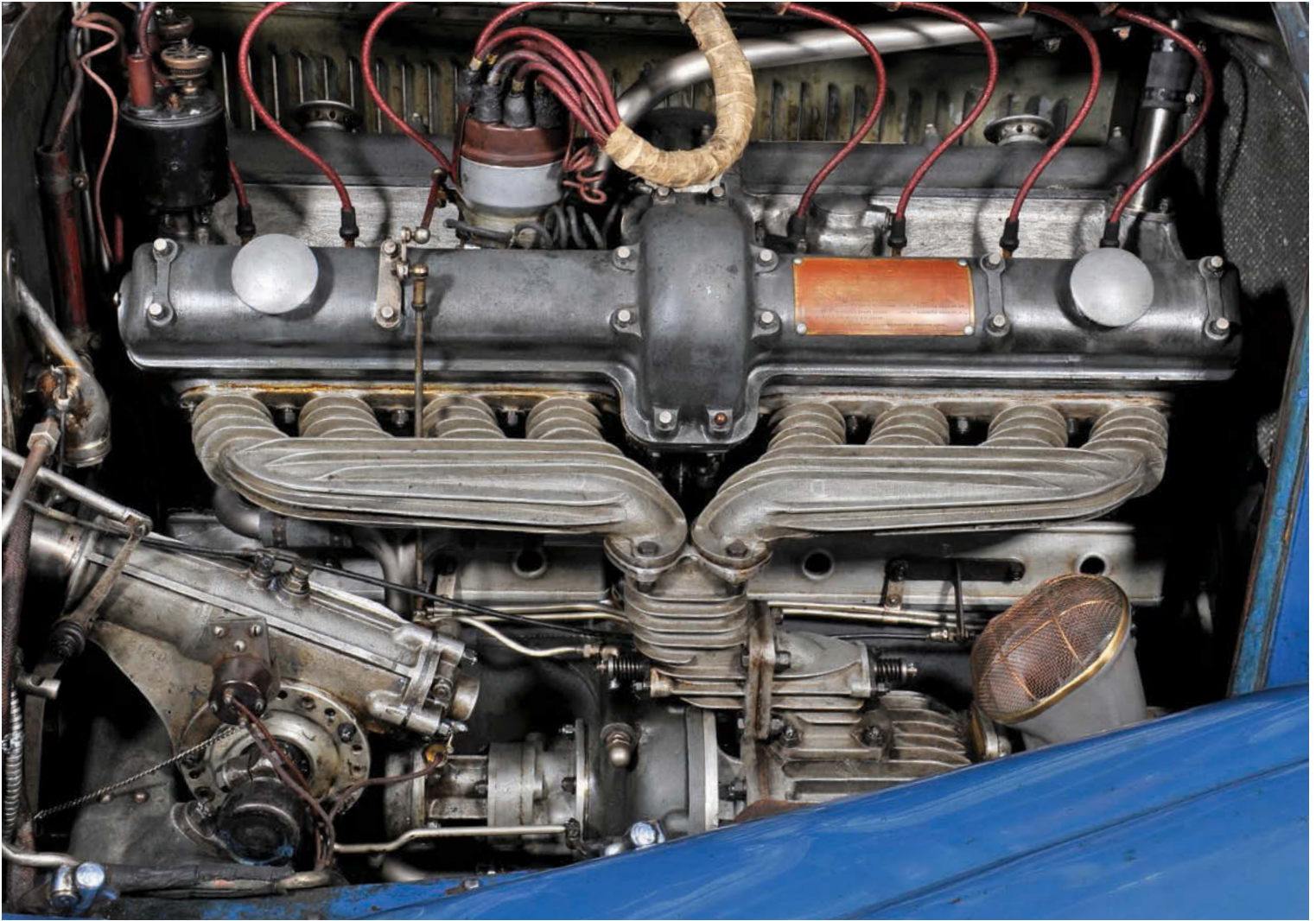
The Monzas demonstrated very well the versatility Alfa Romeo had been seeking. It is fair to say it is included as one of the 'types' of 8C though many people are inclined to see it as a separate model. This is incorrect as Alfa wanted a car that would form the basis of their attack on both sportscar and Grand Prix racing. It would be an over simplification to say that the Monza was a 'racier' version than the long-chassis sports car – but it wouldn't be far from the truth.

Though the 'prototype' Monza took part in the Bordino circuit race at Alessandria on April 26, 1931, driven by Nuvolari, with a standard radiator shell but a more shapely tail, it was still similar to the 'standard' sports racing 8C 2300. However, two cars then appeared at the Italian Grand Prix at Monza on May 24 and these cars were quite different. The radiator cowls later changed and featured slots and the oil tank had moved with fillers coming up through the floor. The body width was still the same with modified scuttles and a wind cowl in front of the cockpit, and the passenger area was now partially faired over.

The cars were first and second at the Italian Grand Prix at Monza in 1931 and from then on the cars were known as the 'Monza'. The long chassis 8C 2300 had spawned a Grand Prix sibling. Luigi Fusi says that ten Monzas were built. There were probably ten works Monza racers but in addition

*ABOVE: The 84-year-old Alfa Romeo has been mechanically rebuilt but the bodywork remains in original condition*







Chassis 2111065 1932 Le Mans Birkin/Howe. Photo: Graeme Simpson



there were customer cars built to the same specs. Eventually a number of long chassis cars were converted to Monza specifications, and as we know now, there are a number of Monza 'evocations'.

We now come to something very special. As we have seen, the 8C 2300 came in both short and long chassis format, and that it also featured bodies from a large number of body builders. Simon Moore lists eight chassis with bodies by Figoni, seven long chassis and one short chassis. This last was chassis 2111018, originally a Zagato body modified by Figoni. Thus, it came as a major surprise when the car you see here, as shown to the Alfa experts at a recent presentation at the RAC Club, that it is a short chassis with a very clearly evident Figoni badge, making it the only original short chassis with such a body. Of course, the big question was 'where has this car been'?

The featured car is chassis number 2211079 and here is part of the mystery. Another car already exists with that number, having been built up from parts in the 1980s. It is well-known in Europe and the emergence of this beautiful blue machine, clearly identified as 2211079, will cause some problems.

Chassis 2211079 was bodied in France by Figoni in 1932, and the first owner was a Mr Weinberg who competed with it in the Paris-Nice Rally in 1933 and

again in 1934. Simon Moore includes some fascinating pictures of this car in his 'Remaining Mysteries' chapter, confirming the car's first appearance in the Paris-Nice with Mr Weinberg and the French registration number 8574 RG1. The car also ran in the La Turbie Hillclimb in 1934 in the South of France driven by Weinberg. Count Francois de Bremond bought the car from Weinberg in 1934 and ran the car in the Grossglockner hillclimb in 1935, with the same French registration. It appears that Luigi Chinetti, then based in Paris before moving to the USA, brokered the sale of the car in August 1937.

The new owner, who remains unnamed, was given the car as a graduation gift and he was the sole owner for over 70 years. It was used on the road up until the war before it went into a secret hiding place, and emerged post-war for several years use before again disappearing under cover. However, it was well maintained, accounting for its current superb condition. It changed hands a couple of years ago and under the care of Blakeney Motorsport was put into good running condition but not restored. It does not have a later competition history, and was used for sometime as an ordinary road car.

This Alfa Romeo 8C 2300 is possibly the only example to exist today in such highly original condition. 🇮🇹

**ABOVE: The featured car, chassis 2211079, on the 1935 Grossglockner hillclimb driven by de Bremond. Photo: Simon Moore**







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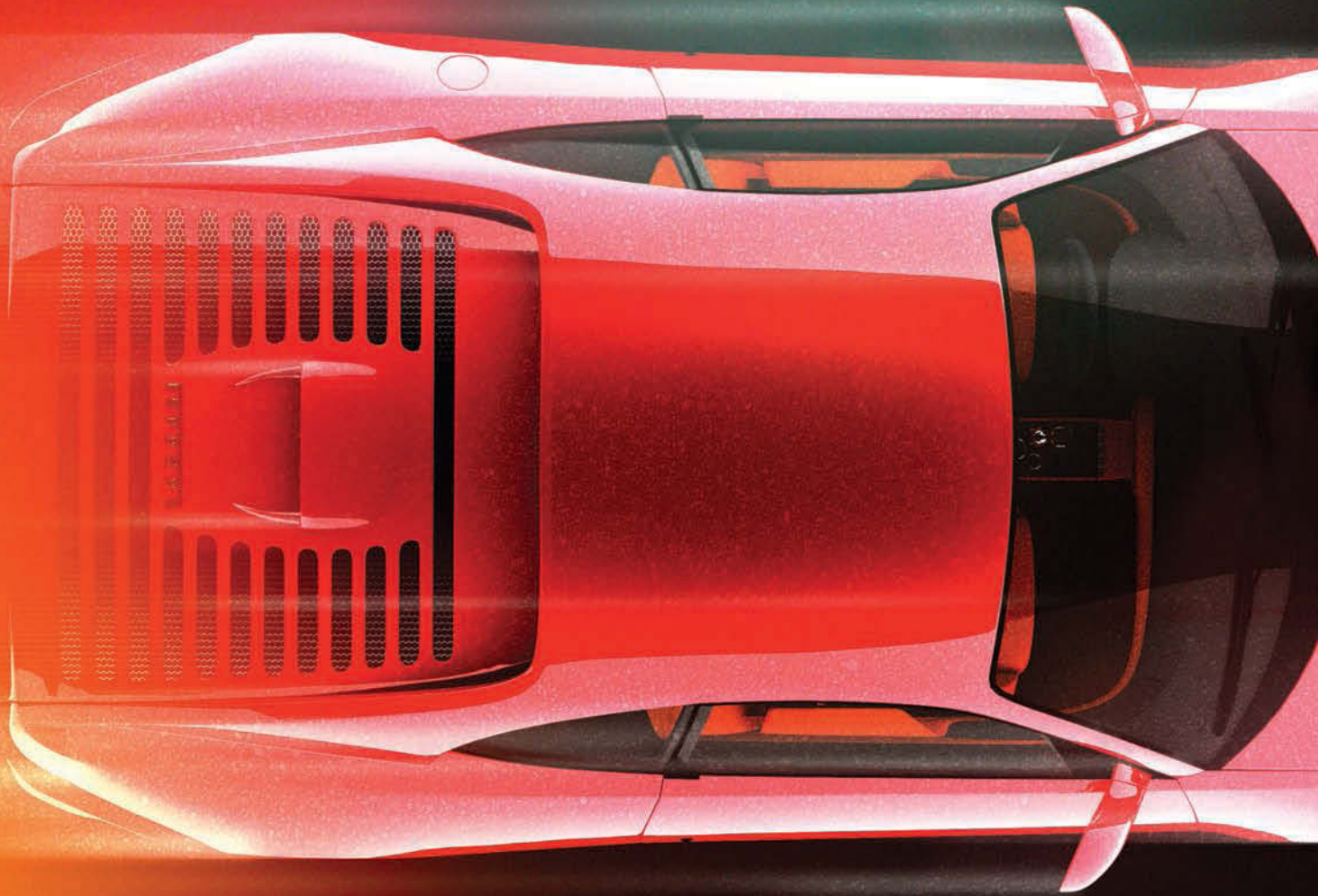
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# THE VISIONARY

How an enterprising British Army Colonel created the Maranello Concessionaires Ferrari empire

Story by Mike Taylor

Photography by Mike Taylor and Auto Italia



In the United Kingdom the considerable growth in interest and demand for Ferraris during the 1960s can largely be laid at the door of one man: Colonel Ronald (Ronnie) Hoare. A shrewd businessman he had a penchant for speed, luxury and travel. Presiding over almost three decades of importing Ferraris into the UK through Maranello Concessionaires he was to witness the swinging '60s, the less decadent '70s and the turbulent Thatcher decade as sales peaked and troughed. Unquestionably, the marque established a huge degree of brand loyalty, a situation that remains to this day.

Born in 1913 in Kensington, West London Ronald John Hoare was made an orphan when his father was killed in France during WW1. His schooling over, Ronnie's guardian, Lord Aberconway sent him to Germany to train as an engineer. Back in the UK he took up a post as a salesman with University Motors, became a member of the BRDC and bought a 'blown' MG, which he raced at weekends. With the coming of WWII he joined the Royal Artillery as a Lieutenant, sailing with the Royal Expeditionary Force in 1939.

By 1945 his considerable organisational and efficiency skills had been recognised. Now a full Colonel he was attached to Montgomery's staff working in Germany. He was awarded a CBE on 1st January 1947 for his contribution to strategic planning.

During the early post war years Ronnie continued

to compete in club races and hillclimbs, often driving an Aston Martin. While he was stationed in Norfolk he met Anne Deterding, a wealthy farmer's daughter and granddaughter of Shell magnate, Henri Deterding. In 1949 they married. She shared in his passion for fast cars, both of them driving Jaguar XK140s. Later, Ronnie ran a road-going D-type Jaguar. With the arrival of a family in 1955 he retired from the Army to pursue other interests.

In 1956 Ronnie formed the United Racing Stable Formula 2 team planning a season of racing in the newly formed 1500cc single-seater category. It was then that Ronnie began rubbing shoulders with the notoriety of motor sport: Ron Flockhart, Ivor Bueb and many others. Sadly, Ronnie was to admit later that the project was not a success.

It was in 1957 that Ronnie met Hans Tanner in Modena. Tanner had established an enviable reputation running Swiss, Belgian and Spanish racing teams as well as managing individual drivers. He introduced Ronnie to Enzo Ferrari. It was to prove a fortuitous meeting.

Now living in Dorset, it was around this time that Ronnie began searching for a commercial enterprise in which to invest for the future. Together with a colleague from his University Motors days Ronnie found F English, a dilapidated Ford dealership based in Bournemouth. They bought the business, Ronnie



taking up the post as MD. Immediately, he set about developing new premises and in 1958 he became Chairman.

Meanwhile, the UK continued to struggle with the aftermath of war: rationing was still in force and many families had yet to own their first car. Ferraris were almost only ever seen on race tracks. Brooklands Motors in London's elegant Mayfair imported a road car for David Brown of Aston Martin fame, while race Ferraris were brought into the UK purchased direct from the factory. They were exclusive and they were expensive.

Mike Hawthorn's win of the World Driver's Title in 1958 in a Ferrari Dino V6 went some way to elevate the public's perception of the marque. Hawthorn then arranged with Ing Ferrari, Enzo's son, to display two 250 GT Pininfarina coupes (one blue, the other white) on a stand at the prestigious London Motor Show funded by his business, TT Garage. One was sold to an Irish client while after a battle between Gawaine Bailey, race and Ford entrepreneur Tommy Sopwith and Ronnie himself, it was Sopwith who finally bought the blue machine.

At the time Ronnie was running a Mercedes 300SL roadster dealing manfully with its unpredictable swing axle rear suspension. Having bought the car from Sopwith he took it back coming away with the V12 Ferrari, Sopwith claiming that it had, 'never ran on all 12'. Returning home one dark night Ronnie quickly found the problem; it was the HT leads, tracking intermittently to earth via a metal conduit. Better quality leads solved the problem. Ronnie was

instantly smitten eventually covering 25,000 miles in his Italian supercar. By then he was thinking about a replacement.

Sadly, in 1959 Hawthorn was tragically killed on the Guildford bypass. TT Garage was sold and Ronnie sought agreement from the new owners over importing Ferraris under franchise. With their go-ahead Ronnie produced a business plan; he would stock spares and run a demonstrator from his Bournemouth based Ford business. Better yet, he'd send his mechanics to Maranello for training, the proposal being posted to Ing. Ferrari. The reaction from Italy was an invitation to meet Ferrari's commercial manager Girolomo Gandini at the Brussels Motor Show in January 1960. During discussions it was clear he felt Ronnie's plan had possibilities and a second meeting was arranged, this time in Modena with Ferrari himself. During the briefing Ronnie was asked how many cars he thought he could sell in his first year of trading. After a quick mental calculation he replied, 'Four'. It was more cars than Ferrari had sold in the UK over the past ten years. The deal was signed and Ronnie immediately ordered a 250 GT SWB Berlinetta, which would be used as the company demonstrator. In April Maranello Concessionaires Limited was established.

Observers agree that Ferrari's marketing during this period was less than imaginative. Ronnie needed a venue at which to promote the name of Ferrari. The solution was the London Motor Show in October which, in the 1960s, was the focal point for manufacturers worldwide to exhibit their latest models.

*INSET: Colonel Ronnie Hoare at the wheel of a US Ford GT, the first example bought in Britain*





Initially, Maranello Concessionaires used two service bays at F English before a purpose built sales and service department was opened in Chiswick in 1964 while the Bournemouth site would be home to Maranello Concessionaires for the next three years. During these early days, often customer's cars would be collected from Modena and driven direct to their home.

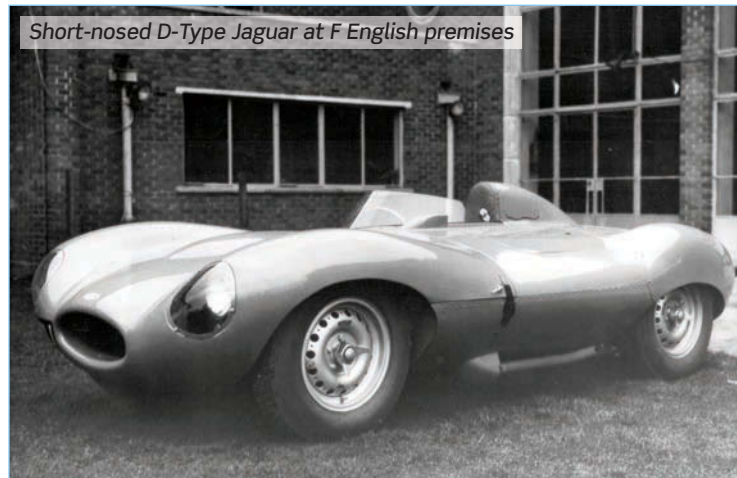
In total the number of cars sold in 1960 was six; five 250 GT Berlinettas and a 250 GT 2+2. Incidentally, with his strong links with Jaguar Ronnie bought one of the first E-types off the Browns Lane line. In 1962 Ferrari introduced their own answer to the unforgettable Jaguar E-type, the sensational GTO. Interestingly, records suggest that eight of these stunning cars were sold by Maranello.

Gradually, Ferrari sales began to climb and by 1967 the business had outgrown its Bournemouth headquarters and moved to Tower Garage on the Egham bypass. Significantly, in the same year that Maranello Concessionaires was established Ronnie began planning a vigorous racing campaign, which would stimulate interest in the prowess of the prancing horse on British race tracks; the stimulus worked and for seven years the public were treated to the huge thrills of the Italian stallions in competition.

The arrangements for the 1961 season involved Tommy Sopwith's Equipe Endeavour team which he had established to race a pair of Jaguar 3.8 Mk 2s for Mike Parkes and Jack Sears to drive. Since most meetings included a GT event the idea was hatched to provide a



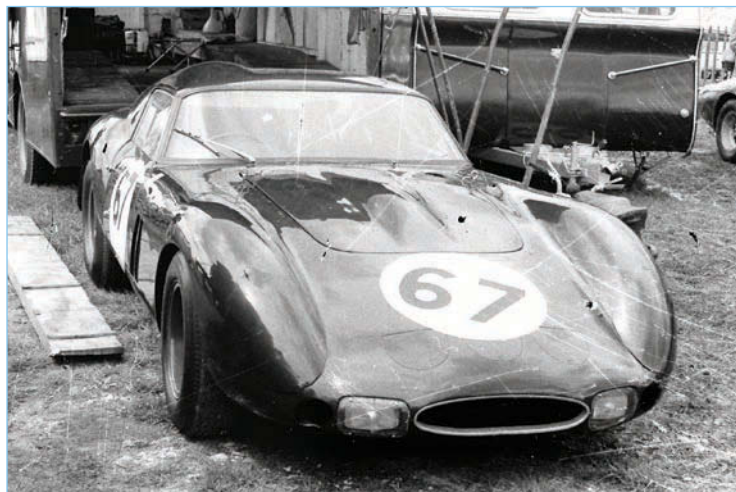
*RIGHT: Mike Parkes with Ronnie Hoare at Brands Hatch in June 1962 after winning the Peco Trophy*



*Short-nosed D-Type Jaguar at F English premises*



*Ferrari 250 GTO Ch. 4399GT*





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Ferrari 250GT SWB, also to be driven by Parkes. In its debut race at Snetterton on March 25th 1961 Parkes won with an equal fastest lap time. He won again at the next weekend's outing at Goodwood, too. Overall, the 'Colonel's Ferraris' recorded an impressive 92 entries with 24 overall wins, an impressive tally.

Ronnie hired the best drivers including John Surtees, Graham Hill, Jo Bonnier, Roy Salvadori, Mike Parkes and Jackie Stewart campaigning cars such as 250 SWBs, 250 GTOs and 250 LMs.

Meanwhile, internationally, Ford was ahoist with their 'Total Performance' promotion programme. In early 1963 Enzo Ferrari approached Ford over buying his road car business. An agreement involving \$10M was struck in which Ford would find themselves with 50% of the famed Italian firm. Despite in-depth discussions, the paperwork completed and work having already started on a joint Ford-Ferrari, the deal finally fell through when Enzo declined over a detail in the deal. For Ronnie and Maranello Concessionaires it is easy to surmise the impact this would have had on Ferrari worldwide given that the purchase had gone ahead.

While the early '60s were a period of establishing Ferrari on the British stage the 'I'm Backing Britain' campaign instigated by the Wilson Government in 1968 impacted adversely on sales. In contrast, one business deal which helped restore financial stability to Maranello was agreed between Ronnie and the head of Firestone over supplies of tyres.

The next decade saw the introduction of the Dino 246 mid-engined V6. Intended to be a volume seller while its appreciably lower price tag drew interest from another sector of the buying public it was nevertheless hardly a cheap car! In 1972 a small UK dealer chain was established while sales in 1973

exceeded 400 units. In 1974, a 24,000sq ft leasehold industrial unit was acquired in nearby Thorpe to provide a large workshop. However, overall the mid-1970s heralded the onset of a depression with Ferrari 365 Boxers and the Bertone-designed Dino 308 GT4s becoming difficult to sell. Also, the less than vibrant fuel-injected Ferrari range introduced for the 1980s did little to alleviate matters. It wasn't until the introduction of the 328, the Testarossa and the impressive F40 that sales boomed once more.

After undertaking research into the opportunities of Ferrari sales in Australia the factory warmed to Maranello's proposals and in 1975 they were appointed the Concessionaires. At the same meeting they were also offered the Ferrari sales and service package for the Far East including Hong Kong, Singapore, Taiwan and New Zealand through wholly owned subsidiary companies. Back home that year sales of Ferrari climbed to a little under 500 units. By 1982 Ferrari's reach in the UK had extended to 11 distributors and five dealerships geographically selected to ensure minimum conflict of interests.

News began to filter through that Shell, the owners of the Tower property in Egham were unlikely to renew the lease on their building. After searching the area a freehold building at Thorpe adjacent to the existing workshop was found. In the event Maranello were able to buy the freehold of Tower and the Thorpe site was redeveloped into a technical centre for servicing, accident repairs and PDIs enabling significant expansion within the old building of the Parts Department, which had become the world's distributor of components for the earlier classics.

Toward the mid-1980s Ronnie Hoare's health began to deteriorate due to the debilitating disease

TOP: Ferrari 250 LM Ch. 6105 and sales invoice  
 ABOVE: Maranello also ran 250 LM Ch. 5907



Photo: Michael Ward





Emphysema, forcing him to focus his thoughts on selling his businesses. At one stage Ferrari themselves showed interest though the notion finally turned to nought. In the event it was TKM who made the best offer. In 1988, they paid £15.6m for the business empire. Four years later the situation changed yet again when TKM was bought by Inchcape plc, heralding a new era of management and business operation.

During Ronnie's years in command sales of Ferrari through Maranello Concessionaires amounted to some 6500 cars including 547 308 GT4s, 542 328 GTs and 488 Dino 246 GTs, clearly a hugely impressive achievement.

Almost to the end Ronnie was an extremely energetic man, running Maranello, the race team, then adding JCB, BMW and Weber Carburettors to his portfolio, any one activity keeping most people fully occupied.

In his spare time Ronnie was a passionate photographer and an excellent shot. He had a fascination for 'O' Gauge model railways and a great enthusiasm for powerboat racing. "It is down to me that he became interested in the sport," grinned Tommy Sopwith recently. He achieved 15 wins in Class 1 International Offshore Powerboat events, two British Offshore Powerboat Championships and achieved two outright wins in the arduous Cowes-Torquay-Cowes race. In 1975 he was runner up in the World Offshore Championship.

Ronnie's ability to mix at all levels of society was a huge bonus, attracting talented, capable people to Maranello. These included Deputy Chairman and Shareholder, Shaun Bealey, Financial Director, John Warner, Parts Manager, Stephen Lay and Retail Sales Director, Mark Konig.

Among the celebrities who bought Ferraris through Maranello Concessionaires were Elton John, Eric Clapton, George Harrison and film star Peter Sellers. Legendary racing driver, farmer and President of the Ferrari Owners Club, Jack Sears recalls: "Ronnie had enormous charm and style. Interested clients would be wined and dined in the best restaurants, and romanced about the magic of Ferrari. When my son and I bought a 328 GTS immediately we felt members of his exclusive club."

Sadly, Ronnie and his wife Anne had been separated for many years. As the end of his life approached he moved to Monte Carlo where he died nine months later in 1989. His son Chris recalls the bleak yet meaningful moments he shared with his father. "During July I stayed in a local hotel and spent my days with him. In September the hospital called, the situation was grave. The family visited him and he died in front of us."

Today Maranello Concessionaires is under the ownership of Penske Automotive in the USA and trades in the UK as part of the Sytner Group. Vehicle sales remains in the historic Tower garage in Egham and the Service Centre is on the nearby Thorpe Industrial Estate. The parts operation – Maranello Classic Parts – is the only Ferrari authorised worldwide classic parts distributor and is also located on the same estate. The legacy of Col Ronnie Hoare continues . . . 

*We would like to thank Chris Hoare, Jack Sears, Tommy Sopwith, Tony Willis and John Warner for their considerable help with this article.*



Ronnie Hoare hands over the 500th Ferrari to John Bolt



Powerboat racing – another passion



Ronnie's son, Chris Hoare



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# Laverda 1000 Sei

The story behind the exotic V6-engined 1970s superbike racer with Maserati connections

Story by Alan Cathcart  
Photography by Kyoichi Nakamura





The prototype V6 Laverda endurance racer that made a single memorable appearance in the 1978 Bol d'Or 24-hour race at Paul Ricard, is widely acclaimed as the ultimate Italian two-wheeled tour de force of its time.

Although riders Nico Cereghini and Carlo Perugini were forced to retire after 8½ hours with a broken final drive coupling when lying 23rd of 80 starters, it provided a rare glimpse of a 996cc motorcycle whose fame has far exceeded the sum total of its achievements – which are, basically, zero! For after that solitary outing, when its unique exhaust note described as sounding like ‘ripping silk’ thrilled spectators, the V6 was retired to the factory foyer as silent testimony to Laverda’s technical skills.

Laverda was never a standalone motorcycle manufacturer, and built bikes as a spin-off from its core agricultural machinery business, now owned by Fiat. It began life in 1873 by manufacturing the clocks surmounting the campanile bell-towers that are a trademark feature of its Veneto homeland. It eventually became a leading agribusiness machinery producer, and in 1949 diversified into building motorcycles. Success followed in the showroom as well as the racetrack, especially in Endurance racing which showcased its products’ prized qualities of durability coupled with performance. Thanks mainly to the passion of Massimo Laverda, who took over Moto Laverda in 1964 aged 25, the family firm produced successive high performance streetbikes, of which the 1000 Sei was viewed as a likely prototype. However, just one complete bike was made and four engines. Its creation was mainly as an engineering exercise, as Massimo Laverda told me before he sadly passed away in October 2005 after a longterm illness.

“Honestly, we never had any intention to develop a V6 road bike,” said Massimo. “But we wanted to research new solutions that might be applied to the next generation of Laverdas. It was always intended as a mobile testbed and while, of course, we all thought how nice it’d be if we ended up making a street version, it would have required a greater financial investment than a small company like ours could ever afford.”

The leader of the 1000 Sei design team, alongside Laverda chief engineer Luciano Zen, was one of the most respected names in Italian automotive engineering, Giulio Alfieri. Alfieri had worked for Maserati since 1953, where he designed numerous models before the company was bought by Alejandro de Tomaso in 1975. de Tomaso fired him the day he took over as payback for Alfieri’s role in preventing him from buying Maserati in 1968 from the Orsi family. Massimo Laverda had been a friend of Alfieri’s since the early ‘60s, when as an engineering student at Modena University, he gained admission to the Maserati factory’s design shop. When Alfieri got fired, Laverda hired him as a consultant to breathe new life into his company’s products. Alfieri had overseen the Merak V6 project at Maserati, and brought his ideas and experience to Laverda. Hence the first Laverda 1000 Sei engine was running less than six months after the project was initiated.

The compact water-cooled 996cc V6 engine has the cylinders measuring 65mm x 50mm arranged in two banks set at 90° for perfect primary balance. The four valves per cylinder employed a flat 28° included angle,







with a vertical inlet port design permitting maximum downdraught from the six 32mm Dell'Orto carburetors carrying long velocity stacks reaching vertically upwards beneath the 24-litre fuel tank. The twin overhead camshafts per cylinder bank are chain-driven off a jackshaft running the length of the engine, itself also chain driven off the front end of the lengthways-mounted forged one-piece crankshaft. The plain-bearing dry sump motor's five-litre oil tank is located under the seat, with a single large oil cooler complementing the two large water radiators.

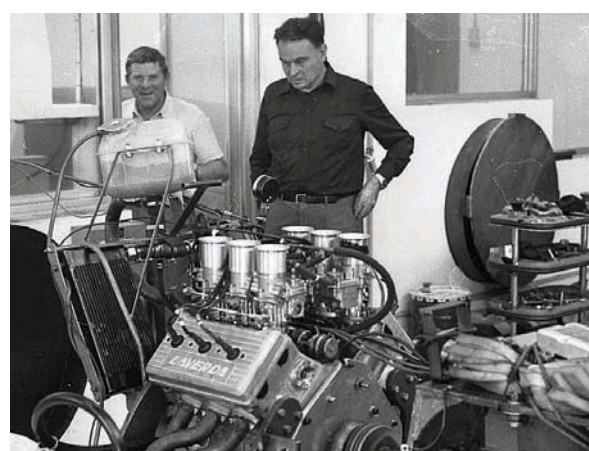
The design represents a scaled-down little sister of Alfieri's 2.7 litre Maserati V6 unit employed in the Merak coupe and Citroën SM saloon, though this earlier car version featured only two valves per cylinder. The Dinoplex electronic ignition, originally developed for the V6 Ferrari 246 F1 car, provides a high-intensity spark for 10,000rpm-plus running. An electric starter is fitted, which together with the electric fuel pump and endurance race lighting, requires a hefty generator to charge the large battery. Compression ratio is 10.5:1,

with excellent fuel economy.

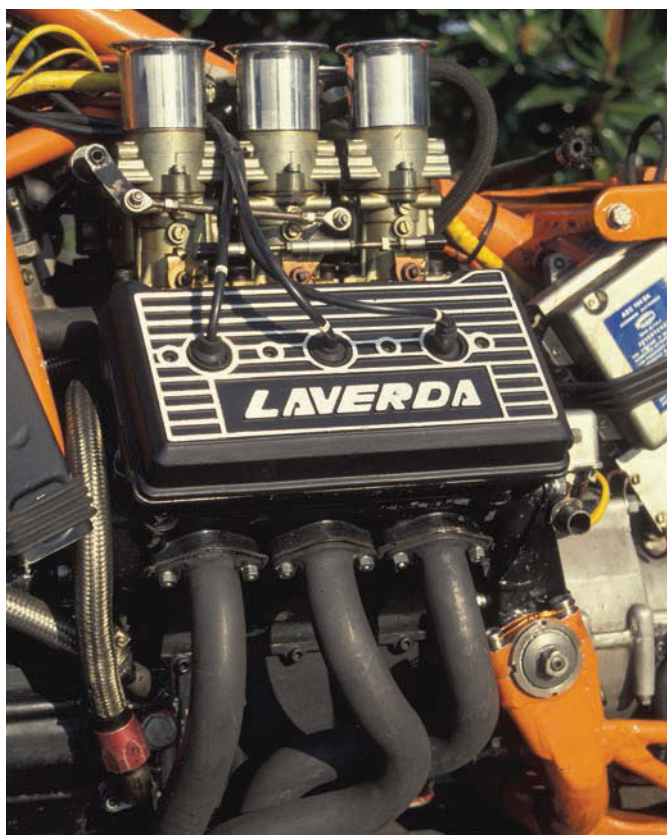
The five-speed gearbox is enclosed in its own separate casing bolted to the rear of the crankcase, originally with the shaft final drive running within the right swingarm leg. But whereas the engine proved immediately successful in dyno testing, as soon as it was fitted as a fully-stressed member into a chassis, with a triangulated tubular subframe bolted to the front of the motor to carry the 38mm Marzocchi forks, and the monoshock swingarm pivoting in the gearbox casing, the team's problems began.

"Our difficulty wasn't with the engine's power, but with its transmission and the problems of torque reaction," recalled Massimo Laverda. "There were two hurdles to overcome. First was that if you have a lengthways crankshaft in any bike, you inevitably suffer adverse torque reaction as the engine rotates across the frame. That's not much of a problem with a 70bhp BMW or Moto Guzzi, but with twice that output on our V6, we initially experienced terrible handling problems. The solution was to place the gearbox to one side, and

*FAR LEFT: Massimo Laverda with the first prototype V6  
BELOW: Giulio Alfieri (centre) testing in 1978*







fit a reduction gear to the clutch which rotates in the opposite direction to the crank. We also fitted a counter balancer on the generator shaft, and the effect was that all the forces cancelled each other out. But the other problem was more difficult, because we had the same torque reaction problem at the rear wheel, which would rise and fall sharply on the suspension under acceleration and deceleration. Again, this isn't a problem on less powerful shaft drive bikes, but with 140bhp the 1000 Sei was unrideable at first."

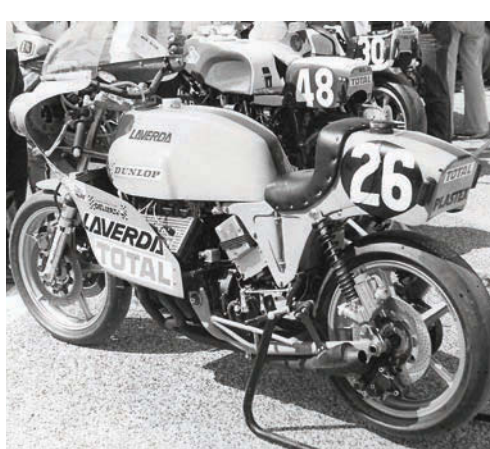
After some head-scratching this was resolved by ditching the monoshock rear suspension in favour of a then-conventional twin-shock rear end, and redesigning the final drive transmission with a two-piece drive shaft and a UJ coupling the two halves. Testing confirmed the handling was better, so the team prepared for the bike's debut at Paul Ricard in September 1978.

Engine development had focused on yielding a wide and usable powerband, so with usable power coming in as low as 4000rpm, the motor used in the Bol d'Or

yielded 139bhp at 10,500rpm, with maximum torque of 70.5lb ft at 9500rpm. Weight was a handicap, though, so without expensive magnesium castings the complete 1000 Sei scaled 238kg ready to race, of which the engine/gearbox unit alone represented 175kg. But with a 1500mm wheelbase and 740mm seat height, the Laverda was acceptably compact, and at 530mm wide was narrower than many Japanese fours.

Almost inevitably, it was the V6 Laverda's one untested component which brought about retirement, with the drive shaft UJ breaking after 8½ hours of what amounted to be a destruction test of this untried part. "We could have fitted another and kept going," said Massimo, "but it wouldn't have proved anything. We had all the data we needed from the outing, and it would only have broken again, perhaps creating danger for the rider." Sadly, this was the 1000 Sei's only public appearance on track, for back then the technology and materials to resolve the drive-shaft problem simply didn't exist. Ironically, soon afterwards homokinetic CV joints were developed,

*BELOW: The prototype ran at the Bol d'Or 24-hour race in 1978, its first and only official race. It was a DNF*







which would probably have cured Laverda's transmission problems. But by then the decision had been made to retire the bike to the factory foyer, and use the lessons learnt from building it on the next generation of production Laverda streetbikes.

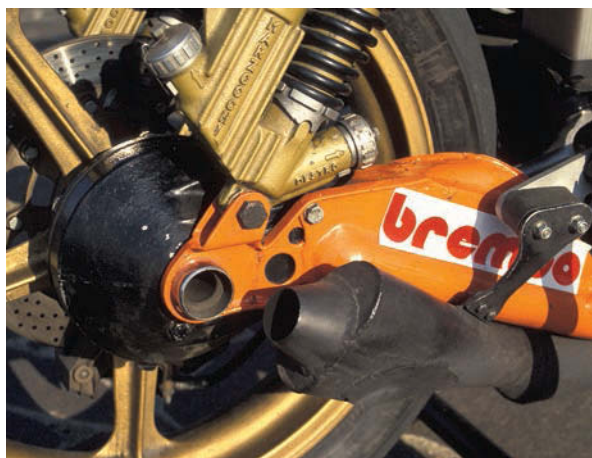
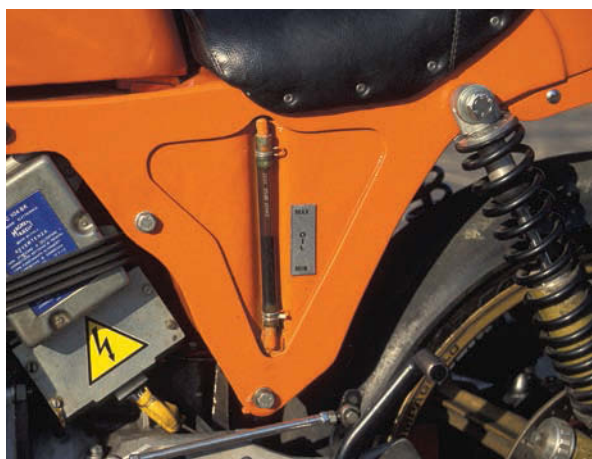
My chance to sample the Laverda V6 came on the Breganze factory's short test track, where I discovered that Alfieri's V6 engine is a sophisticated, reliable, basically under-stressed power unit. If it were to have been unveiled last month instead of 38 years ago, it would still be hailed as a genuine advance in two-wheeled technology. Flick the ignition switch to set the fuel pump ticking, thumb the starter button, and the V6 bursts into life instantly, accompanied by a glorious wall of sound from the lightly-muffled six-into-two exhausts. Blipping the throttle at rest on a Moto Guzzi or BMW Boxer would have the bike rocking between

your legs, thanks to the gyroscopic effect of the similar lengthways crank. But the Laverda V6 does nothing of the kind, it stays still, poised, and ready for a canter round the short factory test track it knows so well. Counterbalancing the crank with the generator and balance shaft really works, and also removes all vestiges of undue vibration. Never mind about sounding like silk, it's as smooth as that, too.

Indeed, the Laverda's spine-shivering exhaust note, deep at low rpm then gradually becoming shriller as revs mount, certainly lives up to expectations as much when you're aboard as it is standing trackside. But thanks to the watercooling there's not much mechanical noise, though when you crank the throttle wide open, there's notable induction roar from the six Dell'Ortos. Equally surprising is the power curve, for to get almost 140bhp at the rear wheel from a one-litre

*TOP: Maserati's celebrated former design engineer, Giulio Alfieri, talks to journalist Alan Cathcart*






**ABOVE:** The V6 was a scaled down 4-valve development of the Maserati Merak engine

four-stroke was unheard of in 1978. Yet the engine is so tractable you can't help doubting it was never intended to become a road bike – because that's what it practically already is.

The V6 drives cleanly away from just 2000rpm with only a little slip of the light-action clutch, and after hiccupping slightly at 3500rpm runs effortlessly up to the 10,500rpm redline. However, considering that if you do that in bottom gear you're already doing 70mph, and that third gear of five is good for 140mph, then no wonder the Laverda delivered a top speed of 176mph through the traps on the Mistral straight, nearly 20mph faster than the next-best works Honda four.

But its long 1500mm wheelbase and rangy steering geometry mean the 1000 Sei essentially understeers – it's a bike you must send a telegram to when you want it to change direction on fast sweepers. This makes for

a very stable ride at the expense of it being quite hard to steer, so it's inevitably cumbersome in tight turns like those on the Laverda factory test track.

But all too soon it was time for the concert to end. As I cut the engine and coasted to a stop, the crowd of onlookers burst into applause, saluting the genius of Alfieri and Zen, and the drive of Massimo Laverda, in creating this two-wheeled masterpiece, a milestone in motorcycle design. After riding the Laverda V6, I'm not surprised to learn that it's done several hundred kilometres on the street as raced, but with a Prova licence plate attached. Pity the poor Carabinieri who'd have to try to catch this two-wheeled Italian job with their Alfa Romeos . . . 

*To see the featured Laverda 1000 Sei in action, log on to: [www.laverdaforum.com](http://www.laverdaforum.com)*



# CLUB ITALIA

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## Rally Monte Carlo Historique

No snow is a problem

Story and pictures by Peter Collins





The word on most people's lips when the Rallye Monte Carlo Historique arrived in Valence on the Sunday was 'no snow'. To those not taking part this may seem like a huge advantage but it meant that even more emphasis was placed on the accuracy of co-drivers in ensuring they brought their drivers across the finishing line of all the regularities on the dot of time.

Another effect was to be seen in the overall results with the crew of Daniele Perfetti and Ronnie Kessel in their Alpine Renault 1600S taking things steady and surely to take an overall win, followed by Jean Luc Hasler and Sylvain Blondeau in a Ford Escort RS2000 and then the first Italian car home, the Lancia Fulvia of Gianmaria Aghem and Diego Cumino in third place.

For some time the Lancia Flavia of Piero Lorenzo Zanchi and Giovanni Agnese, starting on number 235, held the lead, so this was a rally where almost anybody could win. Despite an entry containing an inordinate amount of Porsches and Golf Gtis, neither of these marques succeeded in making much impact, but it was felt amongst many that the era of ultra-sophisticated – and expensive – in-car electronic timing-equipment, which was so good that it enabled some to be less than a second adrift over the entire length of regularities as long as 30km, might be having maybe a deleterious effect on the 'fun' side of this great event.

And, as always, it was a great event. On Wednesday January 27th the first starters left Oslo with around 2123km of driving ahead of them before they got to Monaco, followed that evening by the Glasgow contingent. The former arrived in Bad Homburg, Germany to link up with the 60 or so starters from that point on Friday and, at the same time, the Glasgow crews arrived in Rems to link up with the starters from that city. The fifth and final tranche of cars were also scheduled to leave from Barcelona that day.

All met at St Andre les Alpes, not far from Digne from around late morning on the Saturday to converge on Monaco for the night. Certainly as far as the Reims starters were concerned, this involved the best part of 21 hours driving with no serious rest halt.

An overnight in the Principality was followed by the communal run to Valence on the Sunday, then the traditional Ardeche loop from Valence and back again on Monday before the return from there to Monaco on Tuesday before the night run over Turin – no-one ever said that it was going to be easy.

Jason Wright suffered mysterious electrical problems involving fuses in his Stratos on a German autobahn en route from Bad Homburg – not to be recommended – but the comments most heard on Valence arrival and after was 'no snow'.

Whereas last year a metre of snow across the Ardeche with minus temperatures to accompany it made life a proper Monte challenge, this year, at one point near St Agreve on the Monday afternoon the temperature was 15 degrees with sunshine. Definitely not what was hoped for by many crews. Indeed one Scottish driver I spoke to reckoned that the lack of the white stuff had cost them considerable placings but, on the other hand it was the same for all.

So just over 300 cars started consisting of the usual variety but the mix, as mentioned earlier was perhaps weighted in favour of the German cars. I







hope this is not the start of a diminution of the great tradition of doing the event in something rare or pre 1970. The cut-off date for eligibility is 1980 and I fear that there is the possibility of modern front-wheel drive cars swamping the entry.

One very noticeable feature this year was the increase in spectators. This may have been due to the mild weather but perhaps historic road rallying, especially long-distance classics like this one, is finally gaining the following it deserves.

As far as the route was concerned the Automobile Club de Monaco rang the changes. For instance, instead of leaving Burzet to cover its eponymous stage, the cars headed up the Ray Pic road and ran through Lachamp Raphael to St Andeol and then onwards to St Agreve. All of this area is country steeped in rally lore as much as the Alpes Maritimes and it was interesting to watch how crews dealt with Lachamp which involved joining a main road on their right then, almost immediately turning right between two houses. Remember, the roads are not closed for regularity stages, but on this basis never dismiss this type of rallying as being a soft option. It is all too easy to allow time to slip away and many were finding the need to press on. Many also said that they were enjoying the link road-sections for fun and viewing on one long fast uphill left hander rather proved the point.

It is considered that finishing in any position within the top 100 is doing well and because of that we must congratulate the Postawka/Stanislaw crew in their

Zastava 110 for taking 19th, Molgo/Jandrowicz Polski 125P for 20th and Stanevics/Kirkovalds Lada 1500S in 22nd, not to mention the beautifully prepared Autobianchi A112 of Sebastien Chardonnet, son of the famous French Lancia importer of the '70s/80s who ran Bernard Darniche in the Stratos so successfully. With Christian Van Hecke on the maps in the A112, their 39th place was a tribute to past years on this event.

Sadly Catherine Labbe, partnered with the legendary ex-Jean Claude Andruet co-driver 'Biche' in an Alfa Romeo 2000 GTV, had to retire in Valence after one of their team members succumbed to a heart attack overnight and legend Jean Ragnotti had to retire his competition car for the comfort of an official Renault Sport road car after suffering extreme back pain.

The last night proved to be the great decider as so often happens on the Monte but, instead of snow the roads were completely dry and thick fog during the final Lantosque stage became a player in the end result. Giordano Mozzi and Stefania Mozzi in a Lancia Fulvia were in a challenging position for the top three throughout the night until a completely wrong tyre choice saw them slip down the order to 158th place at the last moment, leaving them 92nd in the overall category at the finish. In addition, Jason Wright's Stratos split its header tank before the last stage, both cruel twists after good drives.

So, it was all over until 2017. Sadly, that's one of the year's all-time great events ticked-off already.

*BELOW: The Fiat Moretti 850 Sportiva is a rare car at any time but almost unheard of in competition events. Note the flat tyre*





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# BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING AN APPRECIATING CLASSIC

## Ferrari **testarossa**

Outrage and awe greeted the Testarossa when it was launched in 1984 – feelings have never subsided since

Report by Chris Rees  
Photography by Michael Ward







To a generation brought up on Miami Vice and Bonnie Tyler, the Testarossa is the Ferrari to beat them all. Ferrari Testarossa posters almost single-handedly kept Athena shops afloat in the 1980s, and now the kids who bought those glossy A3 prints have the wherewithal to buy the real thing. Ferrari's most extrovert car of the 1980s is the latest Maranello horse to go on the rampage in the marketplace.

Wild strakes, pop-up headlamps and a rear end wider than the Red Sea – the Testarossa was

certainly striking. This was the car that truly embodied the zeitgeist of 1980s excess, while retaining that sense of proportion for which Pininfarina was famous. It's hard to underestimate the impact its bold design effected: this was the automotive equivalent of Ewing shoulder pads, of a gated snare-drum power ballad.

Often dismissed as louche and over-the-top, the Testarossa doesn't feel so garish in retrospect (especially alongside, say, a LaFerrari). This is a proper Ferrari created when Enzo was still alive, and a proper supercar too, with its glorious flat-12 engine and manual-only transmission. And it's more robust than you might think.

As the car that replaced the 512 BB, it had a tough act to follow. It was – almost uniquely for a Ferrari – given a name only, but what a name: Testarossa. At least, that's what it was called between 1984 and 1991, after which the '512' designation (5 litres, 12 cylinders) was reinstated on the 512 TR and F512 M (Modificata).

The familiar 4.9-litre fuel-injected flat-12 engine from the Berlinetta Boxer now produced 390bhp, some 50bhp more than the BB512i. Compared to the Boxer, the Testarossa was a longer and wider car, offering extra cabin and boot space.

As production progressed, the design evolved subtly. In 1988, twin door mirrors arrived, in contrast to the 'monospecchio' original single mirror, while bolt-on wheels replaced the original spin-offs. The 512 TR of 1991 still didn't change the recipe too drastically. The engine/transaxle were mounted lower down, to the benefit of handling, there was a stronger diff and an extra 38bhp thanks to a better block, reshaped cylinder heads, Bosch Motronic M2.7 and a higher 10.1:1 compression ratio. The wheel size grew from 16in to 18in, and the front end and engine cover were redesigned along Ferrari 355 lines, as was the interior. Even the final F512 M of 1994-1996 had only minor tweaks: fixed headlights, front NACA







ducts, round taillights, split-rim wheels and another mild boost in power.

The Testarossa was always a pricey beast, retailing at £62,666 in 1990, but flash-cash 1980s buyers queued at Ferrari's door. Between 1984 and 1991, no fewer than 7177 were built, although only 438 of those were right-hand drive. The later 512 TR (1991-1994) sold 2261 examples and the 512 M (1994-1996) sold 501, making a grand total of 9939 examples of all TR family members.

### ON THE ROAD

There's real purpose to the cabin design, with bright orange dial calibrations leaping out of an all-black slab of a dashboard. The seating position feels a little odd, especially if you're tall, but it's much more comfortable than earlier mid-engined Ferraris.

The Bosch injection ensures a clean take-off straight from the off with none of the spluttering of earlier carb-fed flat-12s. It's actually very easy to drive: silky, refined, torquey, long-legged and flexible. When you hit 4500rpm, the engine starts to wail like a 1980s F1 car, and is able to hit 6800rpm, at which point it sounds like a banshee, especially if you have an aftermarket exhaust fitted. Snicking through the gears in that

metal H-gate reminds you – at least once it's got past its cold-start notchiness – what the current generation of semi-auto drivers are missing.

For the record, the Testarossa was clocked at 180mph in independent road tests (the F512 M nudged the 200mph mark), and while its 0-62mph time was claimed at 5.8 seconds, road testers got it to accelerate even quicker.

Threading the 'redhead' along a twisty road, it feels like you're driving something the width of a London bus, but in fact the Testarossa behaves very well. On its 225/50 ZR16 tyres, there's near-flat cornering and plenty of grip. The steering is weighty (especially at low speeds) and very precise, but does perhaps lack a certain amount of feel compared to some Ferraris. The later 512 TR and F512 M are better balanced handlers thanks to their lower powertrain placement. One last word: the brakes aren't quite as potent as you'd expect given the power available and tend to get a bit spongy after repeated use.

### ENGINE & TRANSMISSION

People are (perhaps rightly) scared of Ferrari's flat-12 engine as an ownership challenge. If well cared for, it can be robust, but if anything goes wrong, rebuilds are wince-inducingly expensive. It's vital you have a specialist inspect the car to check it's all OK. Ferrari redesigned the early Testarossa's gaskets and ignition drive to solve oil leakage issues. Some smoke from the







exhausts on start-up is normal but there should be no white smoke once you're on the road. Replacing the exhaust costs around £1000.

Look for originality in the engine bay, such as non-modified filter boxes and – although rare these days – Bakelite-type bulb holders (which crack). Note that engine bays are rarely clean as the rear wheels are not enclosed.

Check that the gearbox is working sweetly with no synchromesh issues. As with engines, gearbox rebuilds are very expensive. The original-spec AP twin-plate clutch can last a long time but abuse can shorten that considerably; replacement could set you back as much as £2000.

If the Testarossa has a weak link, it's the transaxle, which is really insufficiently strong for the engine output. The differential in particular is problematic and prone to destroying itself. The later 512 TR has a stronger diff.

## CHASSIS & BODYWORK

The bodywork is mostly aluminium (the roof and doors are steel) over a steel frame. Corrosion is rarely an issue but the front bumper will almost certainly have

been repainted at some point, which is not necessarily a bad sign. But you need to look for evidence of chassis damage by opening the front lid, removing the carpet and having a very thorough inspection. Original factory paint (almost orange-peely in texture) here is a good sign, as is the original foam insulation under the engine lid and front boot lid.

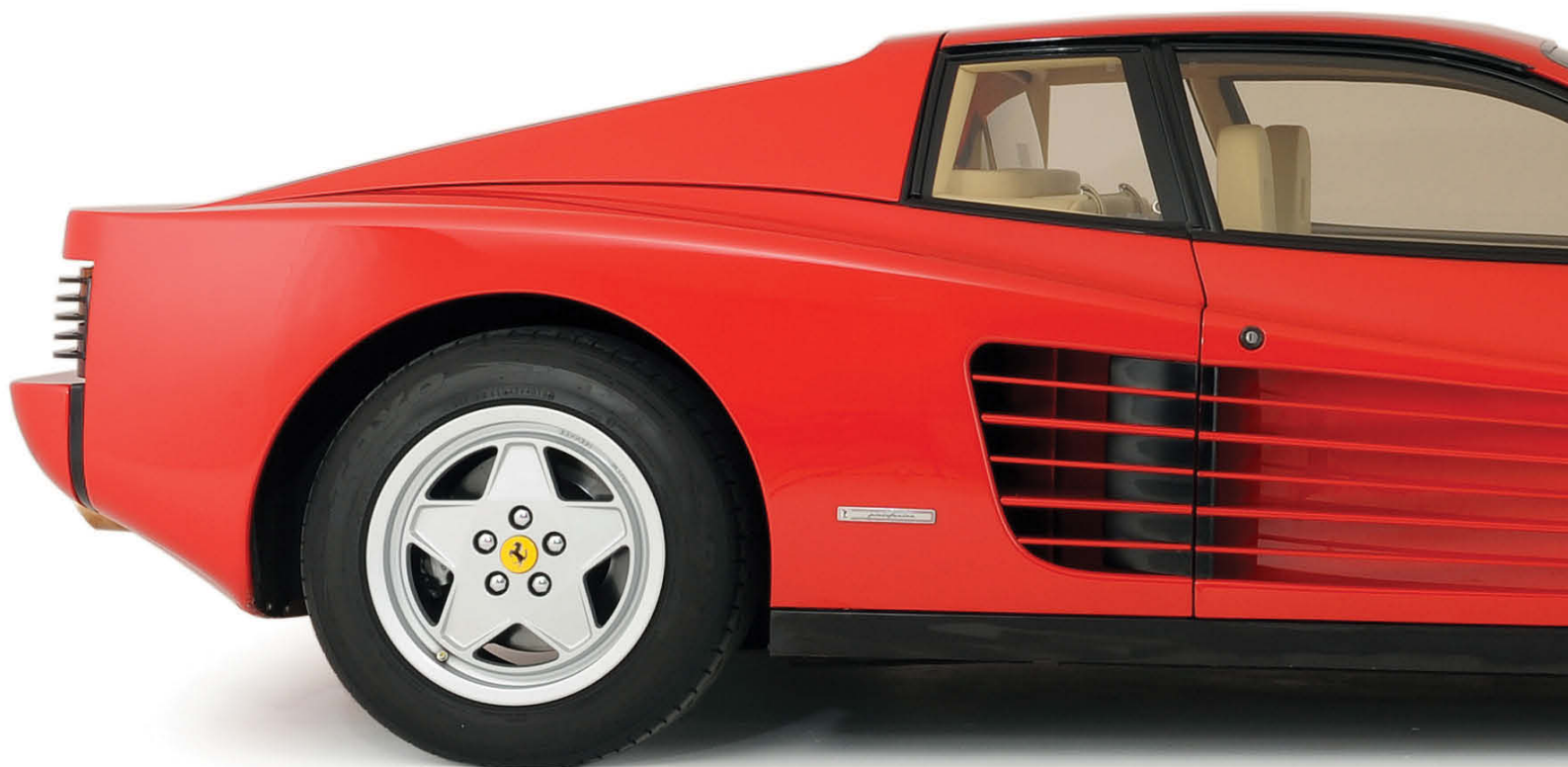
Hand-beaten body panels are, as one might imagine, very expensive to repair or replace. The iconic strakes are all hand-made and very fragile, so check they all align correctly.

Sergio Pininfarina famously said the Testarossa was designed as a red car, but most colours suit it. There are some odd colours like gold and plum out there; arguably black doesn't look great as it loses the design details.

Original wheels are what you want. Look to see how crisp the lettering is on the wheels to see how much they've been refurbished. The single-bolt centre-lock wheels on early cars need to be tightened correctly. Because they are metric, tyres for these are now very hard to find.

The double wishbone/coil-over suspension is fairly robust, and complete suspension bush kits cost around





£250 for the front end and £500 for the rear. There are six dampers to keep an eye on, too.

Front brake discs for bolt-on wheel Testarossas are about twice the price of knock-on discs, at around £380 each; rear discs for all models are around £200 each. For the later 512 TR and M models, front discs are £660 each. If you want to upgrade to larger brakes on early cars, you'll need to fit larger wheels.

### INTERIOR

Originality is key in the cabin – the steering wheel (ideally with clear white stitching), gear lever and dials should all be original. Any change of clocks needs to be properly documented.

Dashboards that have been exposed to sunlight can pull and shrink, generally this is a sign of how hard a life the car has led. The carpets are hardy. Later 512 TRs have 355-style 'sticky' switches that notoriously become gooey as their coating breaks down; replacements are hard to find.

Seat bolsters do wear, particularly in light colours such as Crema, but Connolising the seats (at around £700 a pair) normally does wonders. It's important to have the full set of tools and booklets with the car – replacements cost around £2500 and £1500 respectively.

As with any older Ferrari, check that all the electrics work. The fuse panel really isn't up to the task of handling the systems and many cars have had aftermarket replacements.

### RUNNING COSTS

There's no escaping the fact that ongoing costs for the Testarossa are high. An annual/6250-mile service is essential (around £750) but the main maintenance





# BUYERS' GUIDE FERRARI TESTAROSSA







## TECHNICAL SPECIFICATIONS

FERRARI	512TR	F512	M
ENGINE:	flat-12	flat-12	flat-12
CAPACITY:	4942cc flat-12	4942cc flat-12	4942cc flat-12
POWER:	390bhp at 6300rpm	428bhp at 6750rpm	440bhp at 6750rpm
TORQUE:	362lb ft at 4500rpm	362lb ft at 5500rpm	369lb ft at 5500rpm
TRANSMISSION:	5-speed manual	5-speed manual	5-speed manual
KERB WEIGHT:	1661kg	1628kg	1610kg
TOP SPEED:	180mph	194mph	196mph
0-62MPH:	5.8sec	4.8sec	4.7sec

bugbear is cambelts. The engine needs to be removed to do this, and should ideally be done every 15,000 miles or every three to four years. It's a big job, even though the engine/transaxle comes out on a subframe. Budget up to £2000 for a cambelt change. Even fluids are pricey to change if you stick to top-quality lubricants (which you should do).

## VALUES

### TYPICAL PRICES:

Testarossa, 1990, 93k miles, LHD, red, £80,000  
 Testarossa, 1988, 39k miles, LHD, red, £90,000  
 Testarossa, 1990, 15k miles, LHD, red, £105,000  
 512TR, 1993, 35k miles, LHD, red, £130,000  
 Testarossa, 1991, 40k miles, RHD, black, £149,000  
 512TR, 1994, 40k miles, RHD, red, £165,000  
 Testarossa, 1989, 10k miles, RHD, red, £185,000  
 F512 M 1996, 44k miles, RHD, red, £250,000

The Testarossa family sold near enough 10,000 examples, so there's a big choice of cars out there. Initially this kept prices relatively affordable, but that has changed dramatically now, and prices are still in a state of flux.

RHD cars are actually rare (fewer than 500 Testarossas). This has led to higher prices for RHD cars – typically £150-£180k for a good one – which in turn has sucked in a rush of LHD cars on to the market at notably lower prices. Spencer Herbert at Ferrari specialist Barkaways says: "These LHD cars will sell quickly, leaving far fewer cars on the market, so the potential is for RHD prices in particular to go even higher. We could see £200k within two years."

At one point, prices of 512 TRs were the same as Testarossas but there's now a premium of perhaps £30k for these. The run-out F512 M is now £200k minimum. Right at the top end, Barkaways recently sold a 3000km 512 TR for almost £300,000. 🇮🇹



### THANKS

Many thanks to Spencer Herbert at Ferrari specialist Barkaways for helping to prepare this buying guide. Contact Barkaways, Unit 6 Arnold Business Park, Branbridges Road, Tonbridge, Kent TN12 5LG. Tel: 01622 872100.

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Contact: Lynne Bull, Membership Secretary, Barnside, Wrotham Road, Meopham, Kent, DA13 0AU  
[Lynne@Lamborghiniclub.co.uk](mailto:Lynne@Lamborghiniclub.co.uk)  
[www.lamborghiniclub.co.uk](http://www.lamborghiniclub.co.uk)

### Lancia Motor Club

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

### Lancia Montecarlo Consortium

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

### International Association of Lancia Clubs

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

### Club LanciaSport

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

### Stratos Enthusiasts Club

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

### Maserati Club

Contact: Dave Smith, 2 Sunny Bank, Widmer End, Bucks HP15 6PA  
Tel/Fax: 01494 717701  
[admin@maseraticlub.co.uk](mailto:admin@maseraticlub.co.uk)  
[www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### Northern Ireland Italian Motor Club

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

### Italian AutoMoto Club

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

### Yorkshire Italia

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

### Scuderia Italian Car Club

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

## DIARY DATES

April 29

### Auto Italia

### Driving Experience

Longcross Track  
Pre-booked private event  
[www.auto-italia.net](http://www.auto-italia.net)

April 30

### Italian Car Day

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

May 13-15

### Verona Legend Cars

Verona Fiera  
[www.veronalegendcars.com](http://www.veronalegendcars.com)

May 14-15

### Blancpain GT Series

Ferrari and Lamborghini  
Silverstone  
[www.silverstone.co.uk](http://www.silverstone.co.uk)

May 22

### Classic at the Villa

Villa Scalabrini  
Shenley, Herts,  
WD7 9BB  
[www.classicsthevilla.com](http://www.classicsthevilla.com)

May 28-29

### Prescott Hillclimb

French and Italian Festival  
Bugatti Owners Club  
[www.prescott-hillclimb.com](http://www.prescott-hillclimb.com)

June 10-12

### East Anglia Fulvia Rally

Lancia Motor Club  
[www.lanciamotorclub.co.uk](http://www.lanciamotorclub.co.uk)

June 16-19

### La Leggenda da Bassano

Bassano del Grappa  
[www.cvae1961.it](http://www.cvae1961.it)

June 17-19

### Silver Flag

Castel'Arquato - Vernasca  
[www.vernascasilverflag.it](http://www.vernascasilverflag.it)

June 23-26

### Goodwood Festival of Speed

Goodwood House  
[www.goodwood.com](http://www.goodwood.com)

June 24-26

### LMC National Weekend

Highgate House,  
Northants  
[www.lanciamotorclub.co.uk](http://www.lanciamotorclub.co.uk)

June 26

### Cotswold Alfa Day

Venue TBA  
[www.aroc-uk.com](http://www.aroc-uk.com)

July 3

### Bedfordshire Italian Car & Bike Day

Sharnbrook Hotel  
[www.sharnbrookhotel.com](http://www.sharnbrookhotel.com)

July 10

### National Alfa Day

Chatsworth House  
[www.aroc-uk.com](http://www.aroc-uk.com)

July 17

### Supercar Sunday

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



July 27-31

### Fiat Freak Out 2016

Fiat Club of America  
Auburn Hills. MI  
[www.fiatclubamerica.com](http://www.fiatclubamerica.com)

July 29-31

### Silverstone Classic

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

August 14

### Festival Italia

Brands Hatch  
[www.brandshatch.co.uk](http://www.brandshatch.co.uk)

August 19-21

### Passione Engadina 2016

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

August 28

### Midlands Italian Car Day

British Motor Museum  
Gaydon, Warks  
[www.aroc-uk.com/eastmids/mitcar2016.html](http://www.aroc-uk.com/eastmids/mitcar2016.html)

September 9-11

### Goodwood Revival

Goodwood Circuit

September 16-19

### Best of Italy Race

Castel'Arquato - Morfasso  
[www.bestofitalyrace.com](http://www.bestofitalyrace.com)

September 24

### Rallyday

Castle Combe Circuit  
[www.rallyday.com](http://www.rallyday.com)

October 9

### Autumn Motorsport Day

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



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## ALFA ROMEO



**1993 Alfa Romeo 33 IE Turismo.** 16,250 miles, silver/grey. Very low mileage, timewarp, end-of-production Alfa 33 IE Turismo, FSH, excellent condition, no rust. New tyres all round (the sidewalls cracked on the 1993 originals!), new rear dampers, belts changed at last service, undersealed, £6750 ono. Tel: Tom, 07501 415038. Email: superunknown@fsmail.net (located near Derby). A244/010



**1990 Alfa Spider S4 2.0.** 49,000km, metallic Burgundy, black leather and mohair hood with tonneau. Rare high spec, 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). A244/008

**1983 Alfetta GTV 6.** 126,000 miles, red. Maintained and refurbished as required by Alfa specialists, plus tlc by present owner though last 30 years, FSH, all bills and MoTs. AROC insurance valuation £8500, asking price £6500. Enquiries, offers to Chris: 01670 856163. Email: jayceepen@yahoo.co.uk. A244/009



**1990 Alfa Romeo 33 16v Boxer Cloverleaf.** 85,000 miles, red. With partial history and in condition 1. Extras include upgraded wheels and tyres to 15-inch, all new and period Kone springs and telescopic shocks with all bushes replaced, the cambelt was changed at 75,000 and the car has covered a total of 85,000 since new, it has been garaged/dry stored all its life and I have owned her for 14 years, £2500. Tel: Peter, 07740 625370. A244/011



**2002 Alfa Romeo 156 2.0 TS.** 108,000 miles, Alfa Silver, dark grey Alfatex interior. Family car last 8 years. AROC member, full service history, comprehensive file of garage repair receipts. Timing belt replaced twice at 52K and at 94K. Just failed MOT for welding: not economic for us to have it fixed therefore spares or, hopefully, repairs. Just placed on SORN but drives beautifully, £300 ono. Tel: Terry, 07894 578715 (Cumbria). A244/015



**Alfa 75 3.5 24V trackday project (LHD).** New 3.5L 24V Glenwood engine, okm. Stainless steel custom exhaust, Go-tech engine management, dyno readout of 262bhp. New sintermetal clutch, complete RSR adjustable suspension incl anti-rollbars and bushings, Zagato bushings (F + R). Complete EVO kit (not on the car), TS gearbox w. 45% lock, Dedion w. 2° degrees negative camber, GTA 305mm brake discs w. Pagid Racing pads, new steering rack, 8x17 Pro Race 1.2 rims (gunmetal) w. ToyoR888. Custom made black interior w. racing front seats. Many new parts. Only needs EVO kit installation/paint + rollcage to run trackdays. Please email for further information. Price EURO 13,000 Email: jacob\_holbech\_rasmussen@hotmail.com (car located in Denmark). A244/042



**2002 Alfa Romeo 156 Veloce Sportwagon 2.0 TS.** 61,786 miles, Cosmos Blue Pewter, leather seats, sunroof, aluminium wheels, first registered January 2002, two lady owners. Used as a reserve car for the last 5 or 6 years, good condition, starts and drives well, recent new battery and good tyres, MOT until 30 September 2016. Kept under cover but must go reluctantly as we need the space, £1250 ono. Tel: 07964 303879 (located in Derbyshire). A244/014



**Alfa Romeo 156 GTA Sportwagon.** 2003, 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 16,000 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. A244/007



**1998 Alfa Romeo 146 Ti.** 86,000 miles, black 2.0 TS, with FSH, just had cambelt service and new MOT with full book pack, two keys, sunroof, Kenwood CD/radio. In good overall condition, £995 ono. Tel: Paul to view, 07709 846060 (near Gatwick, Surrey). A244/012

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**Alfa Romeo 147 GTA.** Only 69K miles. It's been cherished by an Alfa enthusiast for 10 years with exceptional care. Complete service history from main dealer, then serviced by GTA specialist Auto Lusso since 2008. This GTA has been professionally modified with no expense spared to produce an outstanding road car that performs considerably better than standard. Modifications include Q2, Koni dampers, Eibach ARB and springs, 330mm front brakes and Scorpion exhaust. It drives beautifully and everything is in perfect working order. It recently had a major service by Auto Lusso with work costing over £3000 inc front tyres, brakes, timing belt and wheel refurb. I have a record of every part fitted with £1000s spent and it has always been fastidiously maintained. Garaged most winters. All the expensive common GTA problems have already been resolved. It comes with 12 months' MOT. If you're looking for a GTA then you will struggle to find one much better than this. This is an appreciating classic Alfa. Email for full description and photos. A very reluctant sale, £9945. Email: mark@whybee.co.uk. A244/044



**Alfa Romeo 156 Lusso 1.6 Twin Spark.** Registered March 2003, 12 months' MOT, 94,326 miles, full service history, full red leather interior, pearlescent metallic grey, 16" alloy wheels, ABS brakes and switchable traction control, dual zone digital climate control, heated front seats, cruise control, front fog lights, leather covered steering wheel and gear knob, remote control central door locking and alarm system, driver, passenger and side curtain airbags, electric front and rear windows, reach and rake adjustable steering column, interior tailgate and fuel flap release, driver's seat height adjuster and electric lumbar adjustment, Alfa Romeo CD player, CD auto changer/RDS stereo system with steering wheel remote controls, electrically adjustable door mirrors, 60/40 folding rear seats, rear and front centre armrests, rear head rests and 3x 3 point rear seat belts, headlamp power washer. Engine and clutch replaced at Alfa dealer at 58,000 miles, engine paid for by Alfa Romeo UK, failure due to undetected oil leak, new tyres, battery, radiator, thermostat housing, windscreen, gaiters for cv joint, suspension arm ball joint and steering rack in the last 12 months, £750. Tel: 01753 739465 or 07900 662662 (car in Slough, Berks). A244/043



**2001 Alfa Romeo 166 3.0 V6 Sportronic.** 89,000 miles, Odessey Blue, one owner, I have cherished this car from new. Beige leather, wood wheel and dash, sat nav, 6CD auto changer, Xenons, alloys, air con, heated seats, cruise control. Very full service history by Ramesh Bharadia (Alfarama). Probably amongst the best 166s available, beautiful to drive, £2995. Would like to see this car go to a good home! Tel: Maurice, +44 (0)7768 467007. A244/016



**1991 Alfa Romeo 164 3.0 V6 Lusso 12v.** Fabulous, 126,000 miles, 2 previous owners, this car must be seen to appreciate just how nice it is. Complete service history with every receipt from new, drives beautifully, meticulously repainted at huge expense in June 2015. Cambelt and water pump replaced July 2015. Magazine featured, original keys, handbook pack and stereo with code. Insurance valuation £6000, will reluctantly accept £3750 ovno. Reason for sale - restoring other Alfas. Tel/text: 07872 911678. Email: chris.cousins@hotmail.co.uk. A244/040

**Alfa 156 GTA 2003.** Black, black interior, 80,000 miles. Q2 differential, part stainless exhaust, just serviced, new discs, hoses, belts, tensioners. MOT Dec 2016, refurbished alloys, £6000 ono, p/x anything considered. Tel: 07895 566028. Email: lloyd1@live.co.uk. A244/045

**2004 Alfa Romeo Spider JTS Lusso 2.0 L.** 75,000 miles, blue, tan leather interior, Pininfarina badged, FSH, MOT end June, belts done at 57K, new battery fitted, £4950 ono. Tel: Phil, 07803 086538 (S.Notts). A244/013



**Alfa Romeo GTV 2.0 TS.** 1996, 70,000 mls, 1 year's MOT, full service history, present owner 15 yrs, vgc inside and out, original wheels optional, £2000 ono. Tel: 01636 813660 or 07970 069917 (Nottingham). A244/041



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**1958 Alfa Romeo Giulietta spider**  
Desirable 750D normale version with only 3 owners, LHD, new engine/brakes/tyres currently being painted and trimmed, ready May 2016 £64,995



**1971 Lancia Fulvia 1.35 coupe**  
New interior and full repaint, Left hand drive, lovely £11,995



**1971 Lancia 2000 Coupe**  
Desirable 5 speed, carb, PAS model in stunning condition, LHD, Cromodoras, recent major expenditure £19,995



**1972 Lancia Fulvia 1.35 Coupe**  
Many HF upgrades. Rare HF colour from new. A lot just spent. £17,495



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



**1969 Lancia Fulvia Rallye 1.6HF**  
Genuine Fanalone competition car, ex F1 ace Alessandro Nannini, engine by Campoli, molto veloce! £POA



**1963 Innocenti 1100S Spider**  
Rare big engine, twin carb/disc brake model. LHD £17,995

**COMING SOON**

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- 1972 Citroen SM
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**2002 Alfa Romeo 166 2.5 V6.** 67,000 miles, grey, FSH, full book pack. Happy to consider part exchange please call with details for an informal chat to discuss this, all major credit/debit cards accepted. The car is located in Auchterarder near Gleneagles hotel, viewing is strictly by appointment, please call to arrange a suitable time to view, £2,450. Tel: Scott, 07841 349801. www.dmvscotland.com. A244/018



**2000 Alfa Romeo 166 3.0 V6 24v Sportronic.** 122,116 miles, silver. Owned for ten years and now looking for a loving home, MOT to August 2016. Bodywork a little shabby, but mechanically this car has been doted on and a file full of receipts testify to regular servicing by a top, independent Alfa specialist. Recent new tyres, discs, pads and stainless flexible brake lines all round, full leather, £1,000 ovno. Tel: Mark, 01332 752905 or 07811 308567. Email: mark@mark80.orangehome.co.uk. A244/017



**Alfa Romeo 916 GTV 3.0 V6 24V Lusso.** 1998, 97,000 miles. 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, £2,500. Tel: 07775 817883. A244/037



**2006 Alfa Romeo Brera Q4 3.2 V6.** Only 62,000 mls, all the extras including glass roof, leather interior also expensive 19-inch Kahn alloys. New brakes and wheel bearings. Rare car in good condition only £4,995. Tel: 07525 832746 (Scotland, Glasgow area). A244/051



**2008 Alfa Romeo Brera S Prodrive Limited Edition.** Regrettable sale, excellent condition, Prodrive Limited Edition, Black Frau leather seats with red leather stitching, 19" Prodrive alloys, 44,600 miles, history, MOT and service for 12 months, the chain has been done! £12,000 ono. Just 1 of 250 cars, any more information or viewing call Matt, 07902 405575. A244/019



**2011 Alfa Romeo MiTo 1.4 Multi Air 16v.** 36,000 miles, white, 61 plate - 30/12/11, excellent condition (sale doesn't include personal number plate). 3 door hatchback, petrol, 1388cc Multi Air, 1 previous owner, FSH, Alfa specialist servicing, MOT due 10 May 2016. Cruise control, 6 speed gearbox, CD player, DNA. Going abroad requires sale! £5,500 ovno. Tel: Nigel, 07884 373068. A244/020



**Alfa Romeo Spyder Series 3.** 1985. Metallic grey, RHD, ex S.France car. Excellent condition but not concours. Extensive bodywork and bare metal re-spray 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, £8,000. Tel: 01684 310103 (Worcestershire). A244/038

## FERRARI

**Ferrari 308 GTS QV.** Superb in red with deep front spoiler and roof spoiler. Reupholstered seats in cream with red piping, wheels refurbished with new TRXs. Electric window boosters, radio/cd stacker, modified fuse boxes. New clutch, belts, full service and MOT, 69k miles. Complete reliability with present owner over 8 years on UK and continental touring, £84,995. Tel: 01935 474630 or 07767 200744. Email: merlinevents@hotmail.co.uk. A244/024

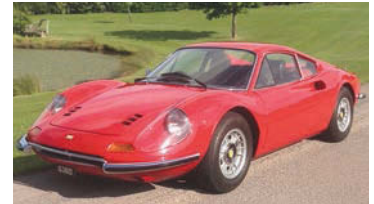


**3.2 Ferrari Mondial coupe.** This Mondial was first registered in April 1986 and delivered to Maranello Concessionaires for their dealer JCT600 in Leeds. I have the original build sheets and bill from Ferrari to JCT600 (£30,580.05). Little history until yr 2000, from then on it's had a substantial amount done mainly at Dick Lovett, 65K miles. Cam belt service recently done, 12 months' MOT. Sunroof doesn't work or electric bonnet release. I would say she's a solid 6/10 and a great drive, 2 keys, cover, batt conditioner. Tel: 07836 573204. A244/023



**For sale is my very rare Ferrari F355 Serie Fiorano F1 Spider ltd edition.** #94 of only 100 models and is probably the only one in the UK. The 355 Serie Fioranos were the last 100 355s ever made by Ferrari and exclusive to the American market. They are identified by their Scuderia shields, Competizione-derived Fiorano handling pack, Challenge grille and steering rack, uprated engine and gearbox ecu, carbon fibre pack, uprated brakes etc. This car is in immaculate condition! Tel: Mark, 07947 704034. A244/022

**Ferrari F430 Spider F1.** 2005/55, finished in Nero Daytona (black) with Sabbia (sand) hide with Nero carpets/stitching, just 22,000 miles and backed up with a full service history. Recently fitted with a new clutch and upgraded pump. Full interior carbon pack, Giallo (yellow) rev counter, Giallo calipers, factory fitted scuderia wing shields, dark grey wheels, electric seats and Navtrak System. Excellent condition throughout and offered at just £75,000. Tel: Ram, 07943 845202. Email: kanadiar@aol.com. A244/046



**Ferrari Dino 246 GT (1974).** RHD, finished in Rossa Corsa with black hide. One of 488 officially imported. 51,600 miles, 12 months' MOT, same ownership since 1979 when it was bought from Roger Clarke. History file, old MOTs etc. To be sold with private number plate '636D'. In excellent condition, selling due to lack of use, would consider low mileage red 430 Spider in part exchange, price £295,000. Tel: 07521 017131 or 01162 478650 evenings. A244/021

**Ferrari 308 GTB.** 1977 Rosso, Nero interior. Just had annual service plus cam belts at main dealer. MOT until February 2017, 46,190 miles. Full size spare wheel, jack with bag etc, car cover. Tel: 07990 998709. A244/025

## FIAT

**Fiat Seicento Sporting 1.1 MPI.** 2002, 52-reg. Red, black/grey interior, 71K miles. Sunroof, Pioneer radio/CD, PAS, long test, economical, reliable. Clean and tidy, very well maintained and many parts renewed, drives really well, ideal first car/runabout. Could deliver, £995 ono. Tel: 01684 822906. Email: bobhirschhorn@gmail.com (Malvern, Worcestershire). A244/047



**Fiat Punto HGT 1.8 16v.** 2003, 101,000 miles, excellent condition. Very well maintained and getting rare in this condition. Service history includes: variator, cambelt, new rear wheel bearings, brakes, middle exhaust section, front springs, new wiper mech, engine top mount. MOT Sept 2016, HPI clear. Central locking works on the key, £1,000 ono. Tel: 07789 967128 for details (located in Bedfordshire). A244/050

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2008-08 ALFA ROMEO SPIDER LE 64,290 miles. Alfa + one lady owner. Black with tan leather. Electric heated front seats. FARSH. Price: £9,975

ALFA ROMEO GIULIETTA JTDM-2 VELOCE SDR. 58,500 miles. Dark blue. Half leather. Full service history. Price: £7,795

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\*No.1 out of 49 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11  
\*No.1 out of 48 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11  
\*No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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MASERATI



**1997 Maserati Quattroporte IV Ottocilindro.** Reg no: 'X526 OBK', only 1000 made and probably none left on roads here. 97,000 miles. Offers at £10,000 or thereabouts. Tel: Steve Rogers, 01707 261232, 07563 552500. Email: steverogers47@btinternet (south Hertfordshire). A244/002



**2014 Maserati Ghibli 3.0 DV6.** Perfect condition, November 2014, only 4000 miles. Diesel, automatic, with lots of extras. Navy blue paintwork with cream leather upholstery, one owner, viewing at Oxshott, Surrey, guide price £38,000. Tel: Mike Collard, 01372 842687. Email: collardoxshott@outlook.com (Surrey). A244/003



**Maserati Merak SS body shell.** RHD. The rear end of the car and floor are rust free and would make excellent repair panels for a corroded car. There are dents in the rear wings, however these can be repaired without too much trouble. We can cut the car wherever anyone requires, offers to Steve Moody, SMDG Performance Ltd. Tel: 01306 627770. www.smdg.co.uk. A244/004

PARTS



**Original Abarth exhausts (NOS).** ANSA Fiat Coupe 2.0-2.0 Turbo + all makes A to Z, sixties-seventies, see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A244/001



**Ferrari F40 rear wheels.** 2 x Speedline alloy wheels originally fitted to a Ferrari F40, have correct Ferrari stamp on rim. Size is 13x17" for rear, wheels are in good condition with no major marks or damage however they are not brand new and rims could maybe do with a refurb. Currently fitted with Bridgestone SO1s, both have good tread but are old, looking to sell as a set for around £1500 but open to offers. Tel: David, 07493 987911. Email: mrdaveoconnor@gmail.com. A244/029

**Flaminia parts for sale.** Items for saloon, coupe and Touring, although limited amounts for the latter. Parts from approx 20 or more broken cars. 4x 2.5 litre PF Coupe V6 engines complete and three others in pieces. Many Solex carburettors, flywheels clutch plates, front suspension and rear De Dion tubes. Spare front sub frame, steering boxes, doors bonnets and boot lids for saloon and PF Coupe. Glass mostly for saloon and PF Coupe; front and rear lights, trim and grille for same, also leather seats and other interior trim; various chrome bright work again mostly for PF Coupe and saloon. Various radiators s/h. Much too much to list here. Contact me for availability/prices of individual parts or I will listen favourably to sensible offers for the job lot. Tel: Martin, 07798 797262. Email: martinbuckley130@gmail.com. A244/048



**Ferrari F40 OEM/stock exhaust system.** For sale, my F40 OEM stock exhaust system for a CAT car. Includes the rear box and the tail pipes, complete. Very rare to find, an obsolete item from Ferrari and highly sought after for an F40 currently with a sports exhaust/being returned to original or for storage, to retain its complete originality for official classic certification, £3495. Tel: 07903 103931 (London). A244/032



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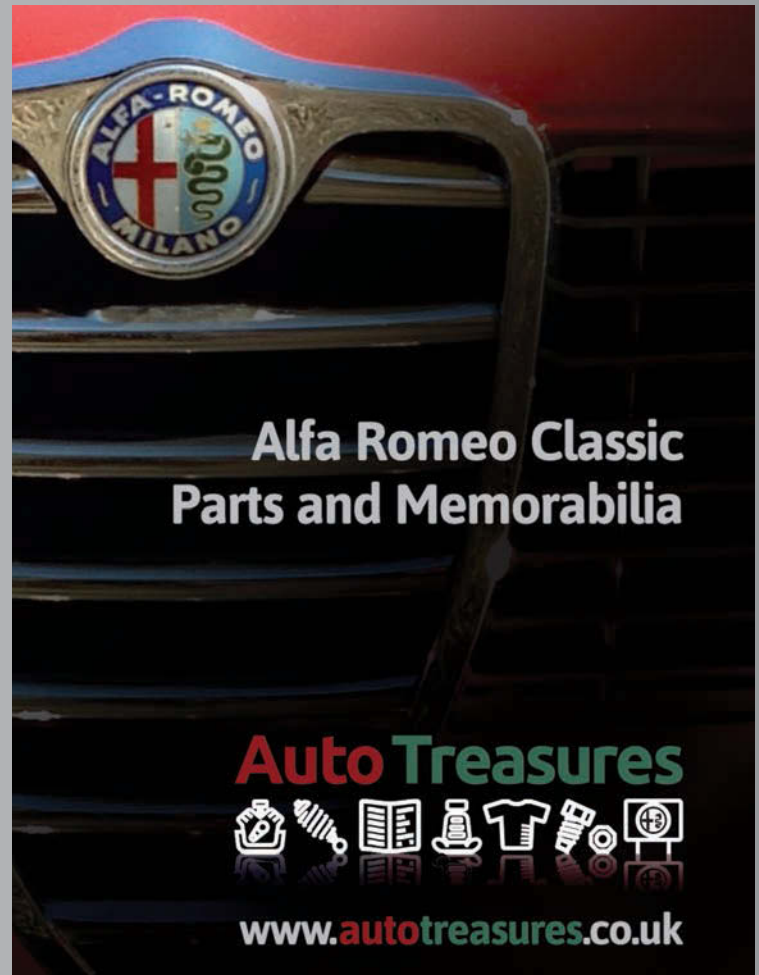
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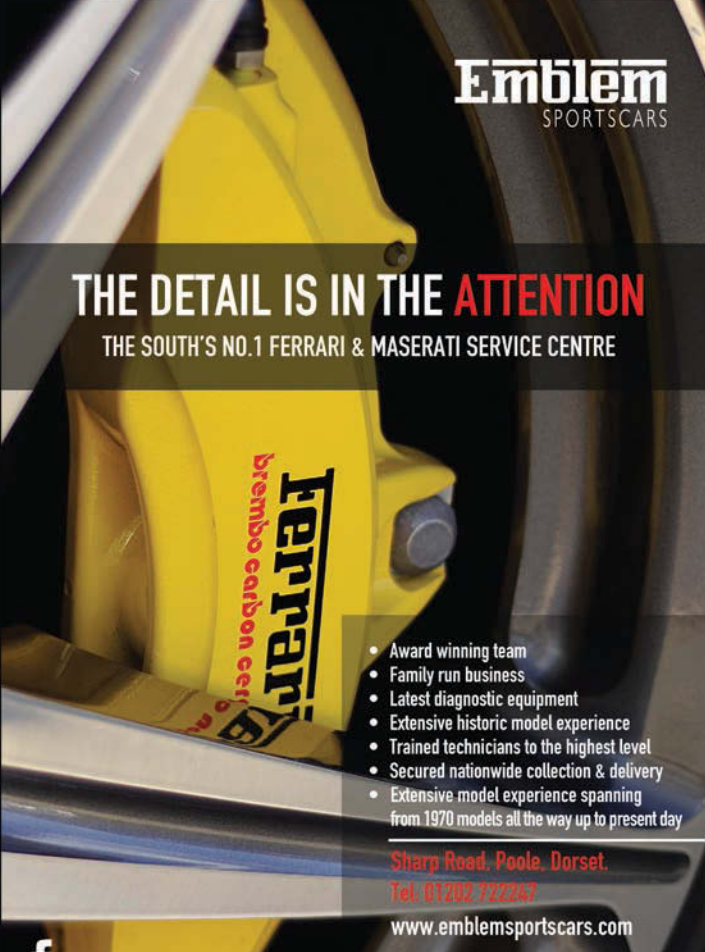


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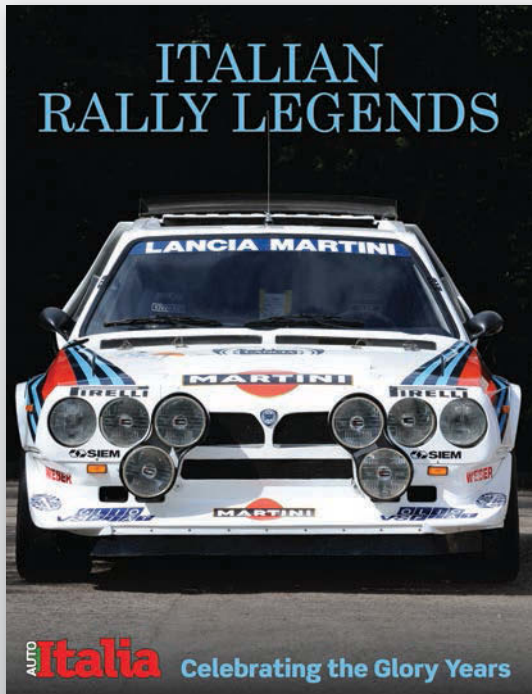
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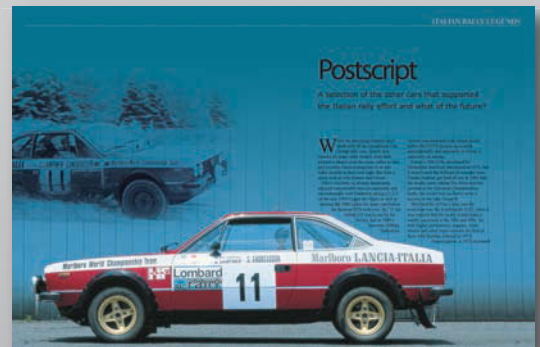


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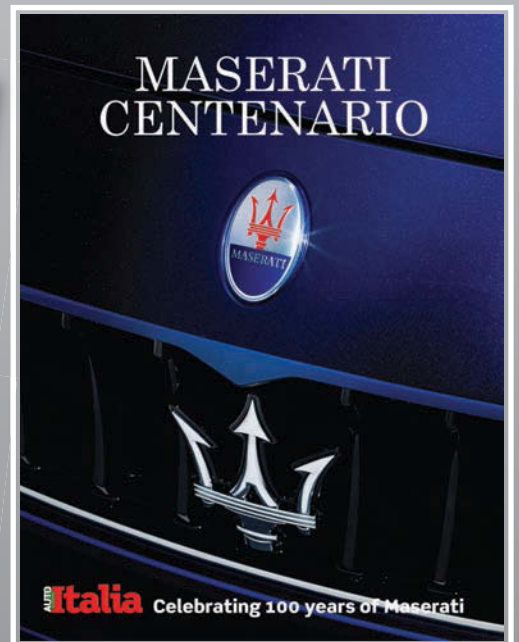
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## PININFARINA ABARTH SCORPIONE

Story by Chris Rees

Last year at a dinner, I found myself sitting next to Lorenzo Ramaciotti, Head of Global Design for the entire Fiat-Alfa-Maserati-Chrysler combine. He's a real design hero of mine, and this was a fascinating opportunity to find out about his life designing cars. Especially as it uncovered the little gem you see here.

Ramaciotti's Pininfarina days (he retired as head of Pininfarina back in 2005) are especially interesting to me, but when he let slip that he'd designed an Abarth-inspired coupe for a Japanese friend of his, I was incredulous. Really? Then he turned a bit bashful, telling me: "I would like to keep some mystery about it." But after a bit of to-ing and fro-ing, I eventually got him to identify the design – the 'Abarth Scorpione'.

This yellow beastie is based on Mazda's Autozam AZ-1, an intriguing micro-coupe with gullwing doors made between 1992 and 1995. The mid-engined sportscar conformed to Japan's K-car city car rules, which means it has a 64bhp 660cc three-cylinder

turbo engine and is absolutely minute (just 3295mm long and 1395mm wide). Its handling is pin-sharp and it's a surprisingly quick machine as it weighs a mere 720kg.

However, one aspect of the AZ-1 in particular was very novel – its method of construction. It consisted of a steel spaceframe on to which glassfibre panels were affixed. These non-stressed body panels could be readily removed, inspiring many special-bodied versions to be made over the years – of which the Abarth Scorpione is easily the most exciting.

The idea came from Shiro Kosaka, a collector of Abarths in Japan. In 1996 he was looking to commission an Abarth-style body for the AZ-1, and he got his friend at Pininfarina, Lorenzo Ramaciotti, to design it.

The design doesn't reproduce any specific Abarth but is perhaps most reminiscent of the 750 GT Zagato. In fact, Ramaciotti himself owns a blue 1956 Fiat-Abarth 750 Zagato, which he regards as "a superb design." It's the rear lid that does it really, with its echoes of the

classic double-bubble design. The

air intakes are genuinely functional, by the way – the AZ-1 is mid-engined, remember – but engine access with that lid design is pretty tricky.

The front lights are from a Honda Today, while the rear lights are straight from Pininfarina's Fiat Coupe. The windscreen and side windows are standard AZ-1, but the rear three-quarter and back windows are specially made from acrylic.

The 'Abarth Scorpione' name seems to have been an unofficial tag applied to the car, and the Pininfarina badges that are affixed to all the cars that I've seen have been applied afterwards by owners – but entirely justifiably, as we now have it on personal authority that the car's designer was the highly esteemed Lorenzo Ramaciotti.

After one Scorpione was built for Mr Kosaka himself, the car was



then put into production by a company called Saburo Japan, which marketed the glassfibre body conversion in kit form. The price for a full set of body panels was one million yen (about £7000 at the time), excluding fitting and painting. Since the AZ-1 remains very sought-after in Japan and supply is limited (fewer than 5000 were made in total), the end result was fairly expensive for what it was, and only around five are thought to have been sold.

If ever I came across one of these, I'd be straight in to buy it, I think. A mid-engined turbocharged gullwing-doored Abarth designed by Pininfarina?

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ISSUE 245 ON SALE JUNE 1ST 2016

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Some features may appear in a later issue

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