

AUTO Italia

Alfa Romeo 6C 2500

Issue 243 May 2016 £4.80 US\$10.50



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Printed in England

Warners Midlands PLC; Tel: 01778 391000

Worldwide Retail Distribution

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL Email: enquiries@gingerbeerpromotions.com ISSN 1357 - 4515

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The 2016 Geneva Show seems to have been a vintage occasion for the Italian motor industry. All the manufacturers presented new models and the specialists offered some wacky and wonderful creations; like the Kung Fu Panda, the retake on an Iso bubble car and the Maserati-engined quad bike.

Geneva ended speculation regarding the mysteriously delayed Alfa Romeo Giulia range, while Fiat launched its Tipo on a largely unsuspecting public. The Tipo is a welcome addition to the Fiat range which is starved of cars to sell beyond the 500 and Panda. With the Punto long in the tooth (is it still in production?) Fiat really need a new family car. The Turkish-built Tipo Station Wagon is said to be well priced, which fits Fiat's traditional profile, but the saloon will not be sold in the UK. This version seems to be aesthetically challenged like its predecessors in this class. Readers may recall how much better the Marea and Tempra estates looked than the saloon versions.

For me the most significant car the show was the Abarth 124 Spider, I am delighted that the finished product is very similar to the prototype I saw in Turin, a rendition of which appeared on the front cover of issue 240. My information was that there would also be a rally version, which was met with some disbelief from the motor sport fraternity. I do regret being elsewhere on the planet when the Abarth 124 Rally was unveiled. It ticks all the right boxes as a tribute to the Group 4 124 of the 1970s, even down to the matt red paintwork, hardtop and light clusters. It also has the same capacity 1850cc 16-valve power unit, although the new turbocharged engine develops 300bhp, 100bhp more than the original.

Abarth desperately needed a new model to complement the existing 500, especially as the Scorpion was gazumped by Alfa Romeo for the branding of the 4C. This is very exciting for rally enthusiasts that have been starved of Italian involvement since the Lancia Delta integrale was retired in the 1990s. The stated intention is that the new Abarth 124 Rally will run in the WRC R-GT class but we do know that Abarth has been supplied with enough competition equipment to build 130 examples. This would suggest that a new national Trofeo championship is on the cards so we could see privateers running these cars in the near future. Bring it on!

Phil Ward
Editor

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MAY 2016



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NEWS & VIEWS

GENEVA 2016

Something of a vintage year for Italian debuts at the Geneva show, with new cars from every manufacturer

Report by Chris Rees



Geneva 2016 – a very good year, I think, for Italy. Abarth, Alfa Romeo, Ferrari, Fiat, Lamborghini, Maserati – they all came to Geneva with some pretty exciting new machinery. Add in a smattering of rare supercars, some extraordinary tuner displays and a whole heap of weirdness and it was 'bravo' to the Italians. The only downside was the complete absence of the Lancia brand from Geneva, I think for the first time ever. How have the mighty fallen.

SUPERCARS

Ten years after joining Lamborghini as its boss, Stephan Winkelmann stood up and announced he's leaving to head up Audi's Quattro division. So it was a fitting moment, 100 years after company founder Ferruccio Lamborghini was born, to launch the Lamborghini Centenario.



Lamborghini Centenario



High hopes for the Maserati Levante



Pagani Pacchetto



Nimrod LeMans Ferrari 488 GTB



It's based on the Aventador but delights in an extraordinary explosion of angular carbonfibre bodywork. The ultra-low nose and mighty six-vane rear diffuser give it massive downforce, while an active rear wing extends and rotates itself as required. With 770bhp from its naturally aspirated 6.5-litre V12 (19bhp more than the Aventador SV), this is Lamborghini's most powerful production car ever. Expect 0-62mph in 2.8sec and 217mph tops. Just 20 coupes and 20 roadsters will be built, costing £1.64 million each. Of course, they're all sold out.

Can't make my mind up about the new Maserati Levante. Is it a much more appealing alternative to the Porsche Cayenne and the Jaguar F-Pace, or an unwelcomely bloated new direction for the trident badge? After all, this is the first Maserati ever to be offered with a tow bar... It's certainly striking to look at. Based on the Ghibli platform, it's a full 4x4 with standard air suspension and torque vectoring, whose range of 3.0-litre petrol and diesel engines offer up to 424bhp. Expect it to cost from £60k when it arrives in late 2016.

What is it with Ferrari and its badging strategy? Despite being a mere facelift of the FF, there's a whole new name for it: GTC4Lusso, which harks back to the

1971 four-seater grand tourer. Aerodynamic tweaks, including a roof-mounted rear spoiler, are joined by a revised cabin. The familiar 6.2-litre V12 gets a 29bhp power boost to 680bhp, so it'll do 0-62mph in 3.4sec (0.3sec faster than the FF). As before, four-wheel drive is standard but new is a rear-wheel steering system.

Pagani brought along a new lighter, more powerful version of its hypercar, the Huayra BC (for Benny Caiola, the very first customer of Horacio Pagani's). The AMG 6.0-litre V12 engine has a power boost to around 800bhp, and there's a massive new rear wing and front splitter. It's lighter, too. Too late if you want one – Pagani says that all 20 examples it's going to build are already sold. Pagani was also showing its Pacchetto Tempesta – a track-focused upgrade kit for the Huayra consisting of new carbon aero parts, larger wheels and adjustable Ohlins dampers, yours for a mere £120,000.

Touring Superleggera's new Spyder version of its Touring Disco Volante was unveiled at Geneva. It's the same basic recipe as the dramatic 'flying saucer' Coupe we've already seen, but is based on the Spider version of Alfa Romeo's 8C Competizione. It gets twin carbonfibre roofs which can be removed and stored in the boot. Touring will take six months to transform your donor 8C Spider into a drop-top Disco – and if you



Touring Superleggera Alfa Disco Volante Spider



Alfa Romeo Giulia range with latest engine options



Turkish-built Fiat Tipo Station Wagon



'Star of the Show' 300bhp Abarth 124 Rally



Fiat 124 Abarth looks the part

need to ask the price, you can't afford it.

Tuners of Italian hardware were out in force, too, notably Hungarian taste-avoiders Nimrod Luxury Cars with the Ferrari 488-based LeMans, 458-based Concorde and Avanti Toro (based on the Lamborghini Aventador). Mansory inflicted a shocking yellow Ferrari 488 upon us, while the DMC Huracán answered the question, how much more black can you make a Lamborghini? The answer is: none.

MASS PRODUCTION

I'm pretty satisfied with how the new Alfa Romeo Giulia looks in the metal in the 'poverty-spec' versions revealed at the Geneva show. While the Quadrifoglio we've already seen unquestionably looks stunning, the ordinary members of the Giulia family keep their end up, I reckon, even with 16-inch wheels fitted. The look is perhaps a little too BMW/Lexus but it's all very well proportioned. Three lower-spec engines are offered: a 200bhp 2.0-litre petrol, plus two 2.2-litre diesels with up to 181bhp and either a six-speed manual transmission or eight-speed auto. All will have rear-wheel drive as standard, but some versions can be ordered with all-wheel drive. Alfa's DNA drive selector is in place, while the Ferrari-powered Quadrifoglio has a Race mode too. Launch prices are likely to start at around £26,000 when the car arrives at the end of 2016 – after a bit of a delay due to 'engineering issues.'

Sadly I couldn't get very excited by the new Fiat Tipo, which looks far too generic in my book. Much more fun on the Fiat stand was to be had from the Kung Fu Panda, a whimsical take on the DreamWorks franchise. This show Panda had black-felt headlamp surrounds and roof, Jack Black-look headrests and bamboo-design seat belts. Hi-yah!

The new Fiat 124 Spider looked out-eleganced next to the Tom Tjaarda-designed 1960s classic, but all eyes were swivelling to the stand next door, where Abarth launched the new Abarth 124 Spider. This looks much more interesting with its matt-black bonnet, red highlights, Alcantara trim, 170bhp engine, limited-slip differential, uprated suspension and Record Monza exhaust. Abarth claims 0-62mph in 6.8sec and 143mph. Prices starts at €40,000 (around £31,000).

But a real surprise was the unveiling of the Abarth 124 Spider Rally, set to debut in the 2017 season – and order books are already open to customer teams. Built to FIA R-GT rules, it gets a 1.8-litre turbocharged engine with 300bhp, a six-speed sequential gearbox and mechanical limited-slip diff. Like the 1970s Abarth 124, it has a fixed hard top.



Funky Kung Fu Panda

CONCEPT CENTRAL

Italian concept cars were a bit thin on the ground this year, mainly because Italian design houses have been decimated in recent years. Pininfarina is still going under Indian ownership, and its H2 Speed hydrogen-powered concept was certainly dramatic. Described as “halfway between a competition prototype and a production supercar” its twin electric motors are fed by a hydrogen fuel cell made by GreenGT. This makes it “the first hydrogen high-performance track car in the world” according to the designers. There are echoes of Pininfarina's 1969 Ferrari Sigma in the paint scheme, and Pininfarina duly brought that car along to support the unveiling on the stand.

Italdesign Giugiaro's GTZero all-electric concept had distinct echoes of the 1996 Bertone Slalom, I thought, plus a TV-screen-style rear window that recalls Honda's Z600. Three electric motors totalling 483bhp give it four-wheel drive, while a modular layout allows for different configurations, including 2+2 or 3+1 seating schemes. It's been designed by new Italdesign boss Filippo Perini, formerly of Lamborghini – so could this herald a new Lamborghini shooting brake? You never know...

OUTER LIMITS

Iso's 1950s bubble car, the Isetta, is back! Well in spirit, at least, and with battery power. The Microlino is propelled by a 12kW electric motor, allowing it to reach 56mph (the same as the original Isetta) but with a range of only 80 miles. The company behind it wants to enter production in late 2017, priced at around €10,000, but probably without the opening front door (shame). It's built in cooperation with Italian microcar maker, Tazzari.

Would you fit a Maserati V8 engine into a motorbike? Well the Lazareth LM847 comes pretty close, being a four-wheeled bike. The bonkers French firm Lazareth has mounted 470bhp worth of 4.7-litre Maserati V8 into a carbon frame, with two chains driving the rear wheels. The whole thing weighs just 400kg – that's 1175bhp per tonne! Gulp.

Franco Sbarro showed his Ginevra 2016, basically a ghastly converted Ferrari 550 Maranello with a boot that opens up like a drawer, for what reason I have no idea.

Possibly the wackiest concept at the show was the IED Shiwa, which has no windows. What do you expect – this is Geneva fantasy-land. But why? Because it drives itself and you don't need them. Instead you get a 'DNA' pod – that's 'Diamond Natural Ambience'. Naturally.



Pininfarina H2 Speed



Italdesign GTZero



Maserati-powered Lazareth LM 847



Microlino electric 'bubble car'



Windowless IED Shiwa

LAMBORGHINI HURACÁN LP 610-4 AVIO

Lamborghini introduced the Huracán LP 610-4 Avio Special Edition at the Geneva Motor Show.

Produced in a run of just 250, this special edition's name, colours and materials pay tribute to the world of aviation and aeronautics. References to aviation in Lamborghini's current product line include digital instrument clusters, controls located on the centre console as in aircraft cockpits and the red engine 'start' button.

The new Huracán Avio offers a host of premium functional features in its standard configuration including the lifting system, cruise control and GPS. But the true uniqueness of the Avio lies in its interior and exterior finishes. White or grey painted details contrast with the body colour and enhance exterior detailing on the sills, door mirrors and the lip on the front spoiler. A double stripe, again in white or grey, runs along the roof and down the front bonnet.

The door panels further identify the special Avio version with the logo 'L63', where L stands for Lamborghini and '63 is the year the company was founded. A tricolor roundel distinguishing the nationality used in aeronautics, is placed between the letter and the number.

The Huracán Avio is available in five new colour variants, specifically developed for this model: the standard Grigio Falco with a pearlescent finish, and four optional matt colours: Blu Grifo, Grigio Nibbio, Grigio Vulcano and Verde Turbine. The colours' names are taken from the coats-of-arms representing courses at the Italian Air Force Academy.



ALFA ROMEO GIULIETTA RE-STYLING

The new Alfa Romeo Giulietta has been unveiled simultaneously in five locations across Europe, with the main event taking place in the Alfa Romeo Museum, Arese. Further enhancing the range, following its extensive revision in 2014, the new Alfa Romeo Giulietta features revised front-end styling that includes a striking new honeycomb grille, piano black bumper inserts (with red highlights on sporty models) and revised headlamp and fog lamp surrounds.

The new look emphasises the Giulietta's close genetic links with the new Alfa Romeo Giulia sports saloon and is complemented by new badge designs, new alloy

wheel designs, revised tail pipes, new colours (Alfa White and Lipari Grey) and a new engine and transmission combination which should prove a popular addition to the range for UK customers. Inside the new Giulietta there are revised seat upholsteries, dashboard and door panel finishes.

Under the bonnet there's now the option of combining the 120hp 1.6-litre JTDM-2 turbo diesel engine with the Alfa TCT twin dry-clutch transmission. Employing second-generation MultiJet technology with a variable geometry turbocharger, this engine produces 120hp at 3750rpm and an impressive 320Nm of torque from just 1750rpm and, when paired with Alfa Romeo's quick-shifting and

smooth Alfa TCT transmission, it can be used as a full automatic or as a full manual, either by slotting the gear selector into its sequential gate or by using the steering wheel paddle shifters.

This engine and transmission combination has a top speed of 121mph and can accelerate from 0 to 62mph in 10.2 seconds, while its official combined cycle fuel-economy and emissions figures matches those of the manual version, returning 74.3mpg (3.8 l/100km) and producing just 99g/km of CO₂.

The new Alfa Romeo Giulietta goes on sale on April 1 with prices starting from just £18,450 OTR. Full pricing details will be announced closer to the car's UK launch.



LAMBORGHINI POLOSTORICO

Lamborghini PoloStorico celebrated the Miura 50 anniversary at Amelia Island with the restored Miura SV 1971 Geneva show car.

The original Lamborghini Miura SV shown at Geneva motor show in 1971 has been the subject of more than a year's restoration by Lamborghini PoloStorico. It was presented as a finished project at the Amelia Island concours event in March.

The Lamborghini Miura SV, chassis 4846, was the pre-production model for subsequent Miura SV production. Unveiled at the 1971 Geneva motor show on Bertone's stand, the car was truly a one-off, carrying over parts from the previous Miura S and introducing new features that would be seen on later SVs.

Shown in metallic green Verde Metallizzata with tan leather, the restoration has included the complete dismantling of the chassis and engine. Using photos and other archived historic documentation, every panel on the Miura has been returned to its original lines and angles and, following the original production sheet and records held by Automobili Lamborghini, every component restored or replaced.

Lamborghini PoloStorico officially opened in spring 2015, supporting historic models and Lamborghini's heritage through four main areas: restoration of historic Lamborghini models; archive management; original Lamborghini spare parts, and official certification.



MONACO

LE SPORTING, MONACO, 14 MAY 2016



1951 Ferrari 340 America Barchetta Coachwork by Touring; Chassis no. 0116/A

1952 Ferrari 212 Inter Cabriolet Coachwork by Vignale; Chassis no. 0227 EL

1974 Riva Aquarama Special "Lealena" Hull no. 596

1966 Lamborghini 350 GT Coachwork by Touring; Chassis no. 0391

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AMELIA ISLAND AUCTION

RM Sotheby's, the official auction house of the Amelia Island Concours d'Elegance, celebrated its 18th anniversary sale in Amelia Island in March with \$38,685,100 in sales and 89 per cent of all lots sold.

Gord Duff of RM Sotheby's said: "The solid result was driven by active participation from many of America's leading collectors, as well as bidders new to the hobby. Results such as the \$4.4 million paid for the 1962 Ferrari 400 Superamerica, the \$1.2 million 1932 Packard Twin Six Coupe Roadster, and the \$2 million 2014 Pagani Huayra show enduring appeal and depth of demand for the best examples from top marques. The fact that yesterday's results represent one of our strongest performances at Amelia Island to date illustrates a continued healthy market."

The auction was led by the 1962 Ferrari 400 Superamerica LWB Coupe Aerodinamico (ch. 3949SA) which comfortably surpassed its pre-sale estimate of \$2.7/3.3m to sell for \$4,400,000 – a world record price for a 400 Superamerica Coupe at auction.

Among the other Italian cars at the sale was a rare 1971 Intermeccanica Italia Spyder. It was offered without reserve and sold for \$132,000.



CLASSIC CAR AUCTIONS MARCH SALE

A 1939 Fiat 500 Topolino that has covered just 1593 miles in 77 years, and first owned by the Duke of Westminster, is to be auctioned by Classic Car Auctions (CCA).

Registered to the Westminster ancestral country estate at Eaton Hall in Cheshire, during World War II the Topolino was transferred to the Duke's Dublin estate while Eaton Hall was used as a hospital, as well as a temporary facility for the Britannia Royal Naval College.

The car was shipped to back to Eaton Hall after the war. Upon the Duke's death in 1953, the car was transferred to the Dowager Duchess and remained part of the family until 1986 when the current owner came across it.

Having been with its current owner for 30 years, this special little car has benefitted from a lengthy and careful restoration, including a rebuild of the engine and a new leather interior.

It will be offered for sale for only the second time in its life, the estimate is between £12,000 and £15,000.

VERONA LEGEND CARS

Verona Legend Cars is a great event dedicated to the automobile and to the passion that covers the entire spectrum of historic motorsport. The exhibition will be held at Fiera di Verona from May 13 to 15 2016.

The Florentine Casa d'Aste Maison Bibelot (www.maisonbibelot.com) will also hold an important auction of cars, motorcycles and historical material. Among the lots already acquired, stand out important items and documents offered for charity by Giancarlo Minardi, founder of the F1 racing team. Among the items will be his personal racing suit collection worn by Minardi's drivers including Alboreto, Katayama and Martini. A Minardi Lamborghini 12 cylinder engine is also among the items to be auctioned.

The memorabilia in the sale includes a superb 1/5th scale a maquette of the 1954 Fiat 8V turbine car, books and magazines and other collectible items. For event information visit www.veronalegendcars.com



PRESCOTT HILLCLIMB

The tenth annual pageant of French motoring excellence 'La Vie en Bleu' takes place at Prescott Hill Climb – home of the Bugatti Owners' Club – on the weekend of May 28th and 29th. This spectacular two day event has always been a firm favourite in the motoring calendar, and this year will be no exception. New for 2016 is the introduction of 'La Vita Rossa' as Prescott also celebrates everything Italian.

The paddock will be packed with iconic French and Italian classic cars and supercars from a Bugatti Veyron Supersport and Pur Sang, its older cousin the Bugatti EB110, a large number of iconic French marque the Voisin, plus numerous Ferrari's including an Enzo, a 1965 275 GTB, a 246 Dino, a 330 GTC and a Fantuzzi 196S. Other themed marques include a 1975 Maserati Khamsin, a Lamborghini Countach Diablo TT, an Alfa Romeo 1750 6C, plus an Alfa Romeo 156 which formally competed in the European Touring Car Championship and Nelson Piquet's 1990 Benetton F1 Car. Plus many more to be confirmed.

For further information regarding a car club visit, competing in the Italian and French themed competition classes, or trade stalls, please contact: rebecca@eventspr.co.uk.

Advance tickets are on sale offering a special 'buy one get one free' for a limited time only. For all the up to date information visit: www.prescott-hillclimb.com



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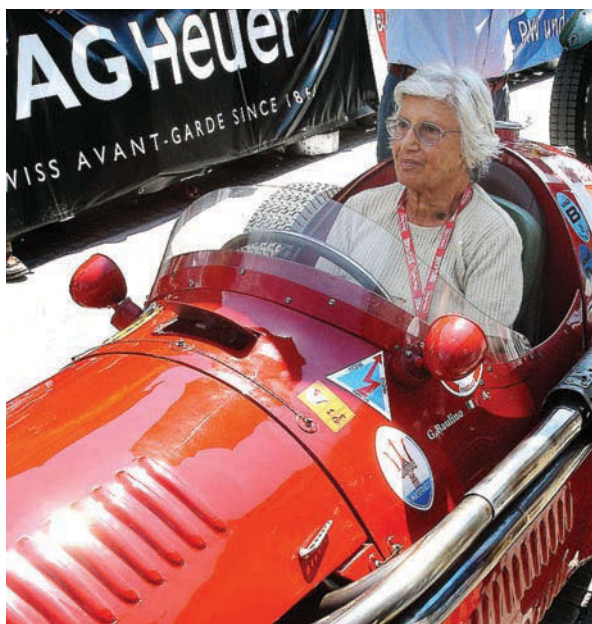
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MARIA TERESA DE FILIPPIS

A TRIBUTE TO A MOTOR RACING LEGEND

by Francesco Gandolfi

Maria Teresa Huschek, nee Countess de Filippis, passed away on January 9th, just ten months short of her 90th birthday. Born in Naples on the 11th of November 1926 she started driving so early that she did not even remember when. For the Southern Italian aristocrats like Maria Teresa's father selling anything was disgraceful, so the stables of the family home were full of old cars, which became her training equipment, first inside the property and not long afterwards, illegally on the public road.

A family dispute over her motor racing potential was put to the test when she was entered in the 6km Salerno-Cava dei Tirreni hillclimb in an absolutely standard Fiat 500A Topolino. She won her class. Impressed, her brother Antonio gave her some fast driving lessons on the demanding Costiera Amalfitana and then the pair entered, but didn't complete, the XXXII

Targa Florio with Maria as co-driver.

This encouraged Maria Teresa to race again, always with the Topolino, and the results were remarkable. In 1949 she graduated into the Sports Cars category, first with barchettas powered by Fiat 500 derived engines, and then with the Urania and BMW power, which would be her race car until the middle of 1950 when she switched to a Giaur 735cc, which she

kept for three years.

The next car was a white OSCA MT4, the car that helped Maria Teresa to achieve the very best results in her career. She won her class eight times in 24 races, with two firsts overall, six seconds in class and three thirds. At the end of 1953 she had the worst accident of her career, in Sardinia, when she went off the road and suffered serious injuries.

1955 and 1956 were the years of the Maserati A6 GCS, a 2-litre car and much more demanding than the 1100 OSCA. The results were good, the peaks being first overall in the 1955 Catania-Etna hillclimb and second overall in the 7th Pergusa Grand Prix, which contributed to her second overall in the Italian Championship for 2-litre Sports Cars.

After a sabbatical in 1957, the following year brought the big jump into single seaters, to make Maria Teresa the first woman in the Formula 1 World Championship. After a few races in another OSCA, a 1.5-litre this time, the A6 GCS had already been traded in to

Maserati in part payment for the mythical 250F. She

came 5th in the 8th Syracuse Grand Prix non-Championship race. At Monaco she failed to qualify, but Spa was her best result in Formula 1 where she achieved 10th place. The Portuguese Grand Prix and the Italian at Monza, where both DNFs.

1959 was her last racing season, with two DNFs at Syracuse in a Lotus 12 and at Silverstone in a borrowed 250F Maserati. She failed to qualify at Monaco in the Behra-Porsche that Ferrari works driver Jean Behra had prepared by Neri and Bonacini in Modena, which he lent to Maria Teresa for the race in the Principality. She qualified on the very last lap, but she would have displaced Cliff Allison from the grid, another Ferrari works driver. The organisers decided that the qualifying lap had been made when the session was over.

The same Behra-Porsche should have been Maria Teresa's mount at the beginning of August for the German Grand Prix. However, Jean Behra fell out with Ferrari and was left without a car so he asked Maria Teresa to have his single seater back to race at Avus, and of course she obliged. But this was not to be,

because Behra was killed the day before in a sportscar race, when he lost control of the Porsche 718RS he was driving in heavy rain. Maria Teresa received the fatal news in Riccione, where she was staying with friends, and immediately decided to halt her racing career – she never went back.

She later married Theodor Huschek, her loving husband for 55 years, with whom she had daughter Carola, who provided them with two granddaughters. In her 'civilian' life in Austria, Switzerland and Italy, she became the Honorary Secretary, Vice-President and President of the Club International des Anciens Pilotes de Grand Prix F1. In her various capacities supporting the Maserati Club and many other clubs and institutions, she remained devoted to the history of motor sport. Through this involvement she became reunited with 'her' Maserati 250F and others to drive on several tracks including Silverstone, the Ennstal Classic (below) and last, but absolutely not least, Monza for the UBS event where, at 82, she proved that the enthusiasm, the bravery and the skills from the late 1950s were still with her.





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DESIGN

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

Lamborghini Centenario



Geneva's 86th International Motorshow has only just rolled-up its carpets, but its memorable cars have already left psychological tyre-marks all over the paved brains of enthusiasts and prospects alike; Lamborghini's limited edition Centenario being one of them, with the styling-police still unsure whether to clamp and remove or turn a blind eye...

Occasion for the Lamborghini Centenario – as its name aptly

suggests – is the 100th year since the birth of its founder Ferruccio Lamborghini and the only way the relatively young brand of Sant'Agata is able to attribute the magic '100' to one of its specials, in a similar manner to what various other OEMs have done in the past decade. A special day deserves a special car.

The result is arguably different to what Lamborghini fans had hoped for, albeit also to be expected. Due to financial restraints of a sports-car-only manufacturer and a recent scandal within its

parent group, the budget for this venture was never going to be large enough to develop a radically different product; the Centenario being derived from the Lamborghini Aventador in a similar manner as the recent Veneno Coupe and Roadster before it.

Lamborghini has gained a lot of experience with regard to 'one-off' and 'ultra-limited edition' models. Ever since the introduction of the Reventón – now nearly a decade ago – Lamborghini has nurtured this market niche and applied a similar

pattern of minimum investment with maximum visual differentiation, often creating two-egged twins: one with a closed roof, shortly followed by one with an open top; a formula that works very well.

Unfortunately, while the aforementioned Reventón introduced a new form language for the brand and can therefore rightly be considered a 'milestone car', Ferruccio's big 100 could not have come at a worse point in time. A new CEO and Director of Design has only just been

appointed and they are yet to leave their mark, meaning the Centenario is the last of the 'Winkelmann and Perini' cars and not the first of the 'Domenicali and Bokert' cars. And this is unfortunate.

Stylistically, the Lamborghini Centenario can be characterised as a rush-job assortment of

random theme ideation stirred with a conglomerate of feature lines and topped with brutal aerodynamic devices. A bit of an automotive 'Baklava Layer Cake', it was not the easiest of designs at Geneva to digest. Of course, at the very core of Lamborghini's DNA are the words 'shocking', 'dramatic' and 'extrovert', but not necessarily in reverse order.

It goes without saying that all of the 40 cars – 20 Coupés and 20 roadsters – have sold pre-world debut and that the brand of the raging bull could easily have sold a couple more.

And were it any other anniversary, the conclusion would have been very different, but for the 100th – the big 100 – one would just have hoped for another Miura P400 or Countach LP 400 icon or at the very least, a sneak peak into Mitja Bokert's sketch book of what the next 10 years of design at Lamborghini are going to look like.

CHRIS HRABALEK

Age: 38

Born: Vienna, Austria

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

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





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Auto Italia Events

Great action events for our readers to enjoy



AUTO ITALIA DRIVING EXPERIENCE FRIDAY APRIL 29TH

Auto Italia magazine's 2016 Brooklands Italian Car Day will be held on Saturday April 30th. To complement the event this year a driving experience for owners of selected Italian cars has been established at a nearby private test facility (and Auto Italia's photo location) on Friday April 29th. With the events being held over consecutive days the intention is to offer Italian car owners the opportunity to take in two neighbouring venues.

This is not a conventional track day that places stress on both cars and drivers but an opportunity for owners to demonstrate their skills. The 2-mile circuit includes fast straights, banked corners and a hill in the 'forest' section. The demanding nature of the course requires the use of pace cars to control the groups of cars. Numbers will be limited so drivers will have plenty of laps.

Because the venue is not open to the public attendance must be pre-booked. In the first instance Italian car owners should apply to the organisers with the make, model and registration details of the car they wish to enter. Subject to entry acceptance the cost will be £100 per car and £25 for a nominated additional driver.

Book now to avoid disappointment. Closing date for applications is April 15th. For entries contact mail@philwardevents.com

BROOKLANDS 'ITALIAN CAR DAY' SATURDAY APRIL 30TH

Developed over the last 30 years in association with Auto Italia magazine, the Italian Car Day has become established as the UK's premier event for owners and admirers of Italian cars. Brooklands provides visitors with the opportunity to see and hear selected Italian cars being demonstrated on the circuit at the adjacent Mercedes-Benz World and the demanding hillclimb.

Visitors arriving in any Italian car, be it a Fiat or a Ferrari, will have the opportunity to park in the areas set aside for the appropriate marques, car clubs and register displays.

The track session is now fully booked, however if you own a classic or special Italian car then there is still an opportunity to tackle test hill. Book now to avoid disappointment - and it's free!

Email: mail@philwardevents.com



ONLY 20 PLACES LEFT



TICKET INFORMATION

Adults: £13 advance, £16 on the day
Seniors: £12 advance, £15 on the day Children: (aged 5-16 inclusive) £6 advance, £7 on the day Family: £35 advance, £40 on the day Under 5s free Advance ticket sales: www.brooklandsmuseum.com

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Auto Italia Events

More 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.

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 hill climb.



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 space.



BRANDS HATCH 'FESTIVAL ITALIA' SUNDAY AUGUST 14TH

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, and there will also be a trade village.

Information on the event programme and ticket prices will be available in the next issue.

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:

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Game Changer

The Levante brings Maserati's style and refinement to the competitive SUV market

Story by Chris Chilton
Photography by Maserati SpA

The windscreen fills with a slope so steep it looks more like a wall than a hill. And we're approaching it quickly. Even if it were possible to claw your way up, you'd expect to have to slow to a crawl first to avoid taking out the front bumper. But my co driver, the Levante's chief engineer, Federico Landini, motions for me not to brake. We hit the slope, hear the tiniest of scrapes as the lower portion of the front bumper gently grazes the ground, and then stride onwards up the 53 per cent grade as if it were as flat as a Dutch motorway. Landini points out the terrifying near vertical 70 per cent slope across the way and tells me the Levante can climb that too, but won't let me try. Apparently if you bottle out half way up and apply the brakes you could end up flipping over on to your roof. I'll take his word for it.





After an extended session on the off-road course at Fiat's Balocco test track, we're left in no doubt about the Levante's SUV credibility, even on high performance 20-inch road tyres. It's no Land Rover Defender, but it's far more capable than it needs to be. But how did we get here? How did Maserati, a company with a century of sensual sportscars and saloons behind it end up building an SUV?

Forget survival of the fittest, it's survival of the tallest these days. SUVs already account for half of all luxury car sales, and the trend keeps growing. Bentley, Jaguar, even Aston Martin and Lotus, are pinning their hopes on high-rise horsepower, so who can blame Maserati for doing the same.

The notion of a Maserati SUV isn't as wild as it sounds. Giugiaro showed his Kubang design study way back in 2003, a year after Porsche had unleashed the Cayenne. Then Maserati showed its own SUV concept, also called Kubang, in 2011, promising to put the car into production using a worryingly unlikely combination of Ferrari-built Maserati engine and a chassis from Fiat Chrysler Automotive sister company Jeep, all cobbled together in the USA.

Fortunately, the team at Modena has spent the intervening five years wisely. The production Kubang, now called Levante, is a proper Maserati in terms of components, and built at Fiat's gigantic Mirafiori plant in Turin. Underneath that muscular skin – more purposeful than pretty, but not without charm – lies a modified version of the Ghibli's platform. Despite losing the solid rear bulkhead, the structure is actually 20 per cent stiffer than the Ghibli's. It's mostly steel, but also

makes use of aluminium for the bonnet, doors, front suspension towers and part of the tailgate. Compared to the Ghibli saloon, the Levante is 32mm longer and 218mm taller. I'm not sure how you quantify road presence, but the Levante has it in spades.

Tug the door handle to climb inside and the first surprise is a pleasant one. Maserati's engineers were adamant that the Levante would retain the Ghibli's frameless door glass, an unusual feature in an SUV, but a nice touch. Inside, the dash layout echoes the saloon's, with a traditional pair of instruments mounted either side of a digital display, and a much larger full-colour multimedia system mounted above the centre console. Maserati is particularly pleased with this, which operates both as a touchscreen, and via a rotary dial behind the gear selector, and features Apple CarPlay for smartphone integration.

Although the wheelbase is almost identical to the Ghibli's, the Levante certainly feels roomier inside. There's plenty of legroom, enough headroom to keep a quartet of basketball stars comfortable, and the boot is a vast 580 litres with the seats up, and around 1600 litres with the seats down. There are only five of those seats, by the way. "If we'd made a seven-seater it would have been ugly and heavy and you'd have laughed at us," Maserati's CEO Harald Wester joked to us that evening over dinner.

Unfortunately for us here in the UK, our comparatively high petrol prices and the CO₂-based company car taxation structure that dominates so many car purchasing decisions means Maserati isn't bringing a petrol Levante to Britain. Instead, we'll get

BELOW: The Levante is based on a modified Ghibli platform and shares its range of V6 engines





TECHNICAL SPECIFICATIONS

MASERATI LEVANTE

ENGINE:	V6 DOHC
CAPACITY:	2987cc
BORE X STROKE:	83mm x 92mm
POWER:	271bhp @ 4000rpm
TORQUE:	442lb ft @ 2000-2600rpm
TRANSMISSION:	Eight-speed automatic, four-wheel drive
BRAKES:	345mm (f), 330mm (r)
DIMENSIONS:	5003mm (L), 1968mm (W), 1679mm (H)
KERB WEIGHT:	2205kg
0-62MPH:	6.9sec
TOP SPEED:	143mph
PRICE:	£55,000 (Est)







just one model of Levante powered by the 271bhp VM Motori diesel familiar from the Ghibli. Costing around £55,000 when it lands here later this year, it can't match the petrols for power, but at 443lb ft, it generates more torque than either. It's also likely to cost as little as £5000 more than the Ghibli, yet is more versatile and comes as standard with the four-wheel drive transmission not available to buyers of the saloon in the UK.

Other markets get to choose between a pair of 3.0-litre turbocharged petrol V6 engines lifted from the Ghibli, but boosted by 20bhp courtesy of intake and exhaust improvements. The standard Levante produces 345bhp and 369lb ft of torque, while the 424bhp S on the other hand, swells torque output to 428lb ft.

Maserati didn't have an ordinary Levante for us to try, but we did manage to get behind the wheel of both an S and a Diesel. We tried the S first, which erupts into life with the kind of snarl you'd expect from a car with the Trident on its nose, and pushes you deep into the (optionally silk-covered) seat. Capable of zero to 62mph in 5.2sec and 164mph flat out (the non S manages 6sec and 156mph), the most powerful Levante has the kind of muscle that could easily fool you into believing you were in proper sportscar – if you weren't eyeballing van drivers every time you pulled out to overtake one. Tactile and cool-to the touch metal shift paddles fixed to the steering column behind the wheel allow you to keep tabs on the ZF eight-speed automatic transmission, but really, there's little need when the shift mapping is this good.

The best part about driving the Levante though, is what happens in corners, not what happens between them. This is an astonishingly agile car for something so heavy and with that mass centred so far from the ground. Maserati has stuck with old-fashioned hydraulic power steering (for now; it's working on an electric version) and the result is a pleasingly natural feel. It turns into corners eagerly and there's very little understeer when you do load up the front tyres.

In fact, the feeling is very much like the one you get from a rear-drive Ghibli. In normal driving the centre differential sends almost 100 per cent of torque to the back axle, and even in extreme conditions, the ratio never extends past 50:50. Push hard through a bend and you can feel the rear tyres taking some load, although there's never any suggestion that things will get unruly. Mindful that the high centre of gravity might make a roll over more likely than in the Ghibli, the stability system can't be switched out.

Predictably, the car we'll get in the UK isn't quite so invigorating as the S, although its 39mpg combined consumption figure (26mpg for the S) sounds appealing. The Diesel's 2205kg kerb weight is slightly on the tubby side by the standards of the class, 96kg inferior to the petrol Levantes' and the rear tyres are 30mm narrower. Hurlled around the Balocco handling track it felt noticeably less planted, squirming more through the really quick corners and, of course, never quite knocking the wind out of your sails on the straights.

Not that it's slow, exactly, being capable of 0-62mph in 6.9sec, but certainly the performance is at the outer limit of what's acceptable for a Maserati, and way off that of the petrol cars. There was one moment when we were driving in convoy on the autostrada near Milan, a Maserati test driver and racer leading us in a Quattroporte Q4 S, when we overtook a bumbling BMW X5M. Typically, the BMW driver didn't take kindly to that and stormed past to retake the lead, triggering a five-minute burst of activity that saw my diesel's speedo needle pinned at an indicated 240km/h (150mph), and the BMW, the Quattroporte, and a brace of S-model Levantes leaving me for dust.

While that's hardly of relevance to UK drivers, it did give me a chance to notice how impressively stable the Levante is at speed. Quiet, too, although I was slightly disappointed to discover that the augmented engine noise feature that adds a tongue-in-cheek dose of swagger to the Ghibli when you press the Sport button on the console, seems less vocal here.




When it comes to ride comfort, however, the Levante is, appropriately, head and shoulders above the Ghibli. Maserati's head of product development, Roberto Corradi, claims that the decision to use air springs instead of the Ghibli's steel coils was made because it was necessary to achieve the off-road targets he had set. And it's true that the air springs do allow five different height settings, from an ultra-low parking setting to two dedicated off road levels. But what air springing also delivers is a much more settled ride on normal roads, and that's something all buyers, and not just the handful that venture off road, will benefit from.

Should you be tempted to leave the security of a sealed road though, there are no complicated off-road settings to fathom, no diff-locks to engage. One press of the Off-Road button on the console raises the ride height by 25mm, which can be increased to 40mm using a rocker switch. In Off-Road mode the four-wheel drive system is primed for demanding conditions, sending a minimum of 20 per cent of torque to the front axle. Any loss of traction at the front end is handled by the ESP system, while a new ZF LSD at the back ensures the Levante will still power forward even when one rear wheel is in the air. Wester says that although this LSD is mechanical, it will spawn an electronically controlled version that will likely make an appearance on the stunning Alfieri coupe when that arrives in 2018.

As for further Levante developments, Maserati plans to have a hybrid version of the Levante on sale by 2018, but Wester poured water on any suggestion that we might expect a more powerful version to rival Porsche's 513bhp Cayenne Turbo. The sales volumes just aren't big enough to warrant the effort.

Maserati desperately needs the Levante to succeed. After an initial honeymoon period, sales of the Ghibli executive saloon proved so disappointing that the production line was shut for six weeks, throwing

ambitious plans to grow Maserati's total production from around 6000 cars in 2010 to 70,000 before the decade's end, off course. A general slowdown for all companies in China hasn't helped, with the result that Maserati's target figure has been revised to 60,000 by 2018, half that number consisting of Levantes.

Naturally, as fans of Italian cars, we hope the Levante succeeds, and on this evidence it deserves to. It's competitively priced, credible as both a Maserati and an SUV, and even if the UK version isn't as exciting as the petrol models available elsewhere, it feels like the right car at the right time, and the right car to change Maserati's fortunes forever. 

ABOVE: The new Maserati SUV has air spring suspension for a refined ride and boasts five different height settings



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Bugatti Veyron

We get behind the wheel of an aero-modified, carbon panelled one-off by Oakley with an extra 200bhp

Story by Chris Rees
Photography by Michael Ward



An innocuous-looking trailer is opening up like an oyster, offering up its own unique brand of treasure inside: a yellow-and-black creature, accompanied by an angry soundtrack. It's like a giant hornet emerging.

The dream-like quality of the scenario continues: I find myself climbing aboard. I'm selecting first gear on the paddle shift. I'm planting the accelerator. I'm... getting ahead of myself – almost literally, in fact, such is the speed I'm encountering.

But hey, first things first: what's a Bugatti Veyron

doing in *Auto Italia*? After all, modern-day Bugattis are built in France by a German-owned company. Well, the founder for starters: Ettore Bugatti was Milanese. And for eight years (1987-1995) the Bugatti brand lived in Modena. And when ownership of Bugatti switched to VW, it turned to Italdesign to shape its show cars.

What's more, Oakley Design – the company behind this extreme modified Veyron – has a rich experience of high-end Italian cars to draw on. Indeed, the UK-based client who owns this Bugatti has got Oakley to tune a whole string of supercars with a distinctly Italian



flavour to them: the famous 'Tron' Lamborghini Aventador coupe shown at the 2014 Italian Car Day, an Aventador Roadster and a Ferrari FF (as featured in *Auto Italia* 219).

Clearly a chap with a fondness for the bespoke, Oakley's client had always wanted a Bugatti – but only if it could be individually designed to his own tastes. With Veyrons all sold out (the new Chiron was not yet on the market in June 2015 when the project started), the next best option was to purchase a used Veyron and let Oakley Design loose on it.

The first issue was actually finding a car. Most Veyrons are located in the Middle East, so company founder Jon Oakley flew to the UAE to view a number of cars. He had to side-step a number of, er, scams before finally finding a one-owner blue-and-silver 2008 Veyron with a pukka history. Since it was going to be completely remodelled, he wasn't too concerned about the extensive stone chipping or heavily worn cabin.

It was duly purchased in July 2015. After shipping back to the UK, both VAT and import duties had to be paid, and like any other import, it had to undergo a

TECHNICAL SPECIFICATIONS

BUGATTI VEYRON

ENGINE:	W16 64v DOHC
CAPACITY:	7993cc
BORE X STROKE:	86mm x 86mm
COMP RATIO:	9:1
FUEL SYSTEM:	FSI direct injection
POWER:	1200bhp @ 6000rpm
TORQUE:	1165lb ft @ 2200rpm
TRANSMISSION:	Seven-speed, semi-automatic, four-wheel drive
BRAKES:	400mm carbon ceramic discs, 8-pot calipers (f), 380mm 6-pot calipers (r)
SUSPENSION:	Independent with double wishbones, anti-roll bar (front and rear)
TYRES:	Pirelli P Zero Corsa 275/30 ZR20 (f), 335/25 ZR21 (r)
DIMENSIONS:	4462mm (L), 1998mm (W), 1204mm (H)
KERB WEIGHT:	1912kg (1977 std)
TOP SPEED:	253mph
0-62MPH:	2.5sec





ABOVE: Testing at MIRA revealed that there was scope to reduce drag and increase downforce

VOSA inspection and obtain an MOT to be UK-registered. Once on the road, the owner drove the car in its standard form for all of 30 minutes before handing it over to Oakley to start work.

"First we had to evaluate the car and try to find its weak points," says Jon Oakley. "Remember, the Veyron is a design that's over 15 years old, so it feels very different to newer cars like the Porsche 918, LaFerrari and Lamborghini LP700. Technology has come a long way in 15 years. We assessed the car extensively, obtaining base figures at the MIRA test facility in the Midlands, on a dyno in Kent and at test tracks across the UK."

Then the process began by removing every single body panel. Each and every one was changed (except for the doors), either modified or completely redesigned from scratch in carbon. A total of 64 moulds were created for carbon parts and over 100 metres of pre-pregated carbonfibre were used, all cured in Oakley's own oven clave system.

Because Bugatti had to work within certain limits for homologation reasons, Oakley discovered that there was definite room for improvement aerodynamically. For example, the spoiler and other aero parts were tested at MIRA and showed plenty of scope for increasing downforce and reducing drag over the original design.

Oakley's new shapes are a synthesis of the client's preferences and aero performance gains developed

and proven in MIRA's wind tunnel. The front chin spoiler is extended forwards, but without changing the ground clearance, thanks to careful shaping. The front bumper intakes are opened up for more airflow. The side sills look a bit like the new Bugatti Chiron's but their design is very functional. The bespoke rear diffuser looks more aggressive and proved to be very effective in the wind tunnel; it's housed in a reshaped Super Sport-style rear bumper designed to accommodate a UK number plate.

The rear engine cover was also changed – however, not just replaced with a Super Sport item, but one that Oakley designed from scratch. This channels air out in between the twin rear spoilers, the lower one having a Venturi effect, the upper one being for downforce. Whereas there was rear lift at speed before, now it's neutral, says Oakley. There's also a new carbon roof that fits over the original one, and all body parts are easily removable.

The new carbon panelling uses a weave of a size larger than Oakley has ever used before because it looks better; much of bodywork remains pure exposed carbon. Everything else is covered in a pretty striking shade of three-stage yellow glitter paint that reminds me of a 1970s fairground ride.

The original headlights were left-hand drive ones, so they needed to be replaced. Oakley ordered some later-model LED light units direct from Bugatti (£24,000 please), then recoded the ECU to make them work.

The sound the car makes was also important to the

“The size of the 100-litre fuel tank was reputedly chosen to run out of unleaded just before the tyres expire at full speed. Bugatti say that driving the production Veyron flat out at 250mph will drain the tank in 12 minutes.”



client. In its standard form, the Veyron is curiously banal-sounding – almost noiseless, in fact. Fitting a new titanium exhaust reduced weight by 35kg and engendered a much more purposeful sound, while leaving the factory catalysts in place for emissions. A Veyron Super Sport exhaust tip was redesigned on the computer and machined from billet alloy, then powder-coated black to fit with the new diffuser design.

Wheel design was always going to be a hard nut to crack, because function has to come before cosmetics in a car of this performance. With this car having extra oomph at the wheels, existing aftermarket wheel designs were never going to cut it. Oakley changed to a centre-lock wheel/hub design, working closely with its American wheel partner to develop forged alloys capable of coping with V-max runs. The new wheels weigh less and are stronger, yet keep the rolling diameter within three per cent of the original design so that there are no gearbox or ECU issues.

So to tyres. Famously, the Veyron's specially-made Michelin Pilot Sport PAX tyres (the widest of any passenger car in the world) cost £6000 each and need replacing every 6000 miles. Moreover, the wear caused by removing and refitting £24,000 of rubber means the

wheels need replacing every third tyre change. And the wheels are £28,000 a set...

So it's no surprise that Oakley leapt at the option to use Pirelli's new P Zero Corsa tyre design, just launched in the sizes required. These cost a rather more reasonable £2000 a set. By the way, the diet has really worked: Oakley measured its original Veyron on the scales at 1977kg, and has been able to reduce that by 65kg.

What about power? As dyno-tested in standard form, the Veyron recorded 987bhp and torque of 1200Nm – less than one per cent down on the factory figures, very impressive for a car with 8000 miles on the clock. Oakley then undertook some live ECU reprogramming which, combined with the titanium exhaust, resulted in some very healthy increases. Power now stands at 1200bhp on the dyno, with torque up to a remarkable 1580Nm (1165lb ft).

In the cabin, every single part was removed to be reshaped and retrimmed in the client's choice of yellow ribbed patterns on the seats and headlining, giving it a real 'show car' feel. The original Veyron seats (yours for £31,000 a pair, by the way) were junked. Unbelievably heavy, there was a great opportunity to shed weight

ABOVE: Oakley increased the power to 1200bhp with a remarkable 1580Nm (1165lb ft) of torque

OAKLEY BUGATTI VEYRON

here while also increasing support and comfort at speed, and Recaro was the instant choice.

Anything silver (like the indicator stalks and heater controls) was stripped and enamelled in bliss black. All plastic was remade in carbon, and the door panels were remoulded in carbon, too. And all the graphics on the switchgear were re-laser-etched. The thumbprint you can see on the dash, by the way, is pure James Bond showmanship – it doesn't actually recognise your print! As you might have guessed, this car is highly personalised – the 'Waj 1of1' motifs that appear on the seats, interior panels, brake calipers and rear wing refer to the client's name.

Small surprise that it took a team of five Oakley Design engineers six months working solidly to complete this project, helped by two external paint shops, two other engineering companies, one powder coater and one upholsterer. The owner finally took delivery of his car in early 2016.


Just after I got a chance to drive it, that is. Can't quite believe I'm being handed keys to a one-off Veyron with a power boost on a deserted airfield, with only an instruction to do it no harm. No pressure then...

Turn that key, and the first thing that hits me is the sound. In stark contrast to the standard car's refined whoosh, the titanium exhaust has a brutally guttural edge that's as loud as the paint scheme.

Snick the paddle on the steering wheel and we're off. The gears change like an Audi S tronic, super-easy and smooth. In fact, I can't believe how easy this car is to drive – a bit like a VW Golf automatic. The ride is surprisingly soft, even pitchy – like a luxury limo; I wasn't expecting that. Visibility is even good by supercar standards.

Jon Oakley tells me that this car will happily drift around corners but I'm really only here to clock a load of the straight-line speed for which the Veyron is fabled. Time to floor the loud pedal, then. Wow. What happens next is tsunami-like acceleration: vast, unrelenting and yet strangely calm. It's only when I look at the speedo and spot that I'm now doing 160mph that I appreciate just how seriously quick this car is.

Which leads me to ask one, inevitable final question: how fast will it go, mister? Well, Oakley hopes to do a V-max run in Europe soon. The benefits in terms of downforce, low drag and weight loss could see an improvement of perhaps 6mph at the top end. So nearly 260mph, then...

What could possibly follow the Veyron? Well, Oakley's next projects are both Ferraris: a new upgrade package for the 488 and a LaFerrari receiving the full FXXK treatment. Italian supercars are in the blood, it seems. 



For Oakley's product range visit: www.oakleydesign.eu

Wings and Wheels

The story of a collector who was so enamoured by the three 'winged' Ferraris built by Boano that he embarked on a 30-year quest to acquire them all

Story Massimo Delbò
Photography by Dirk de Jaeger





When Felice Mario Boano founded his company in 1954, he was already a veteran with years of experience in coachbuilding, firstly at Stabilimenti Farina and then at Ghia. He soon began working on Ferrari chassis, mainly because his dear friend Pinin Farina asked him to undertake part of the 250 GT production for his company, which he wasn't able to accommodate himself.

Boano built 74 Ferraris on the 410 Superamerica and 250 GT chassis. Of the 250s, all were coupes except one, a 1956 Convertible. In 1955 American Robert 'Bob' Lee was a young traveller with a passion for hunting. While on his way to Africa for a Safari he stopped over in Italy.

"I was there because of Masten Gregory," he recalled, "who was very happy to help me arrange a stay in Rome, in a beautiful apartment, as soon as he knew that I would need to stop over in Italy. I had lunch in Rome then set off on a tour. When I arrived in Modena, it occurred to me that this was where Ferraris were built."

Back in the 1950s information was not as widely available as it is today, and young Lee had discovered Ferrari, the then up and coming Italian sports car manufacturer, by reading car magazines in the USA.

"When I realised where I was, I started asking directions to visit the company. My Italian was not very good and it was only later that I understood that some people were pointing me toward the Modena offices, while others to the Maranello factory". In the end Lee arrived in Modena's Viale Trento Trieste and entered what today we would call a showroom.

"I started looking around," explained Lee, "I still remember there was a 250 Europa in stock, and a manager arrived asking me if he could help. When I asked if it was possible to look at the cars, he realised that I wasn't an existing client and he answered 'yes, but don't touch them because they belong to customers', and then he disappeared." Bob Lee didn't know it, but he was a few minutes away from a new destiny.

"I was still there some time later, when the manager came back. 'Mr Ferrari is here', he announced, 'and Mr Ferrari would like to meet the American gentleman.' We spent some time together, he let me sit in one of the cars but I was touching the roof with my head. He told





me that the cars were custom made, if I ordered one he would make it fit my head. I also mentioned that I would have to drive the car in New York and was worried that there would be problems. Ferrari simply added: "I'll make it right for the New York traffic too". I left with him telling me that if I ever decided to buy a Ferrari, I had to ask him personally and not to approach Chinetti".

Fast forward to March 1956 and we see Bob Lee visiting the 1st New York Auto Show, and visiting the Chinetti Ferrari stand. "The car on show was absolutely fantastic", Lee explained, "a one-off 250 Convertible

made by Boano was on display, it was painted in a light blue colour and had been the show car for the Geneva and Torino shows. When I asked if it was possible to buy it they told me that it was supposed to go back to Italy after the show."

Lee went home and wrote a letter to Ferrari, offering him \$9500, which was almost everything he had in his bank account. He received no answer from Ferrari but instead he had a phone call. "It was a very upset Luigi Chinetti," recalled Lee, "saying something like 'I don't know who you are or how you did it, but I'm the official US distributor and they wouldn't sell

BELOW: Ferrari 410 Superamerica 0477 SA is the only Boano to be fitted with a fixed roof





the car to me, but I have a 250 Boano to deliver to you for the price you offered, which, by the way, is about 1/3 of what the car cost.'

"I was quite impressed and I asked my mother to come with me to collect the car. It was the 12th of April 1956. Back then Chinetti's shop was close to Park Avenue and when I entered I recognised the man who told me that the car was not for sale, it was Chinetti. He said that he had received a specific request from Italy to test drive the car with me, in the city, to prove that it was able to cope with the traffic. Soon after I was driving my first Ferrari in downtown New York, with Luigi Chinetti on my right and my mother seated behind."

The first journey was to Long Island and then all the way south to Florida, to Fort Lauderdale, 'a perfect car to attract the girls', remembered the owner. He also recalled that it took 'only' 19 hours to drive the car back home.

"Mr Chinetti later invited me to assist at the races in Nassau and when he saw me arriving so soon, he thought I had flown there. When I told him that I had driven my new Ferrari to Miami before taking an airplane, he started to laugh".

Since 1956 the 250 has never left Lee's possession, entering into its 60th anniversary of his ownership this year. After this first car, the origin of his passion for the Italian brand, it took Lee more than 30 years, and countless cars, to be able to obtain all three of the special Boanos that were built on a Ferrari chassis to





this special design. The unique shape featured curved tail fins that began on the upper part of the front wings and grew in size to finish at the rear of the car with 'U'-shaped chrome bumpers.

1956 FERRARI 250 GT CHASSIS 0461GT

Chassis 0461 GT was the first Ferrari purchased by Bob Lee and today is one of the few Ferraris that has remained with its original owner since the 1950s. It has been restored twice, last time about ten years ago before going to Pebble Beach to celebrate the 50th year of ownership. It has never been driven in the rain, and since new was equipped with 'warmer' spark plugs, a modification done by Luigi Chinetti to help the engine cope better with New York traffic. A higher output generator was fitted soon after purchase to avoid the battery going flat after a day of city driving. The engine is equipped with three Weber 30 DCZ/3 carburetors, and is recorded as being built by mechanics Gnoli and Cavazzuti on the 12th of November 1955. On the glove box door there is a plate inscribed 'b-Geneve', most likely fitted by Boano. Since it left Maranello for the New York show in 1956 the car has never been back to Europe. It was the first open Ferrari on the 250 chassis built by Boano.

"I must admit", says Bob Lee, "that I once sold the car in 1968 when, before leaving for a long journey to Africa, I put the car up for sale through Modena Sports Car Service in New York. Without saying a word, my mother went to the dealer and bought the car back

when I was still away, with the purpose of me keeping the car forever".

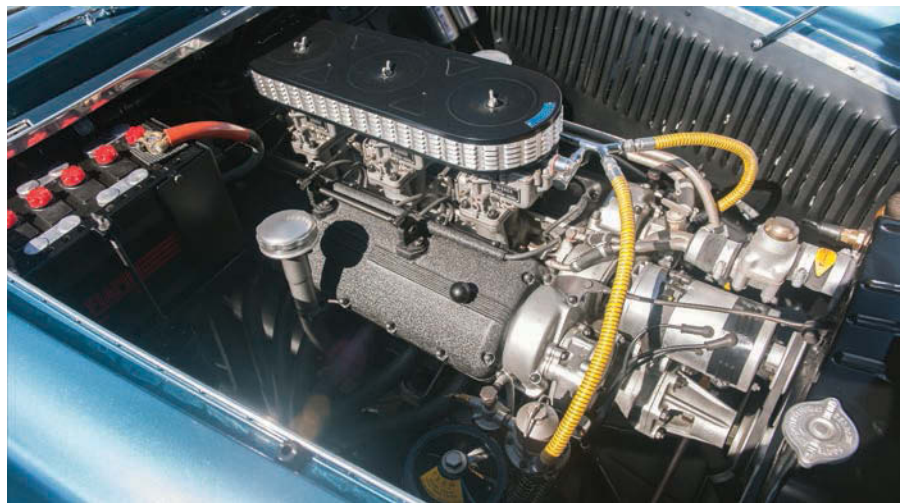
1956 FERRARI 410 SUPERAMERICA CHASSIS 0485SA

Chassis 0485 SA (photo above) is the only 410 bodied with an open roof. The Lampredi 12 cylinder engine was assembled on the 29th of July 1955 and equipped with three Weber 40DCZ/3 carburetors. It was originally sold by Ferrari to Ing. Giorgio Sisini of Milan on the 8th of May 1956. If readers are familiar with Italian crosswords, Sisini was the publisher of 'La Settimana Enigmistica' (Puzzles of the Week), which today remains the most important crossword magazine in Italy.

The car was never registered and spent most of its time at the Ferrari factory, a special arrangement allowed by Enzo Ferrari himself for his good friend Giorgio Sisini until the 1970s. When Sisini died his widow didn't know what to do with the car.

"We don't remember exactly how everything happened," says one of Sisini's nephews today, "but every year our family was paying for the expense of keeping the car and maintaining it at Ferrari."

On the 28th of July 1977, Crepaldi, the official Ferrari dealer in Milan, wrote to Sisini's widow, saying that the car had deteriorated and was in need of important work and that it was impossible to keep it at Ferrari. Mrs Sisini sold the car to Crepaldi for an undisclosed amount of money, certainly much less than the 80.000.000 Lire Crepaldi was asking potential customers to pay, describing the car as just restored.



BELOW: Pale blue 0461GT has been in the same ownership since 1956. The same collector also owns the other two featured Ferrari Boanos





"I bought the car in 1987," said Bob Lee, "from the second owner in Illinois. He told me that the car had been restored in Italy at huge expense, but when we received the car we found a very well preserved one, but certainly not restored, except for some chrome."

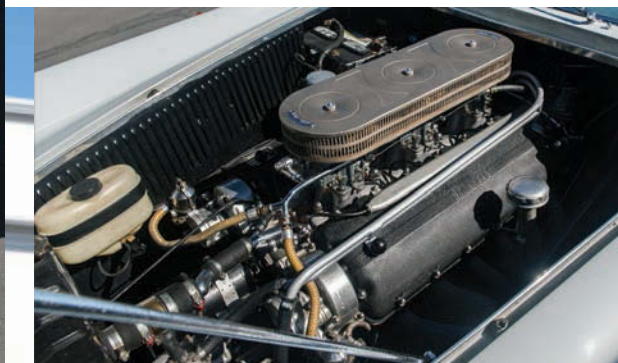
The car is equipped with an adjustable steering wheel, a 96-litre fuel tank and a three disc clutch.

1956 FERRARI 410 SUPERAMERICA CHASSIS 0477 SA

In 1987 this 410 coupe, chassis 0477 SA, was the third Boano to enter the Lee collection. It was also the third Ferrari Boano to wear the 'fins' design, the only one with a solid roof as shown at the Brussels Motor Show in 1956, and the last Boano show car to be built on a Ferrari chassis.

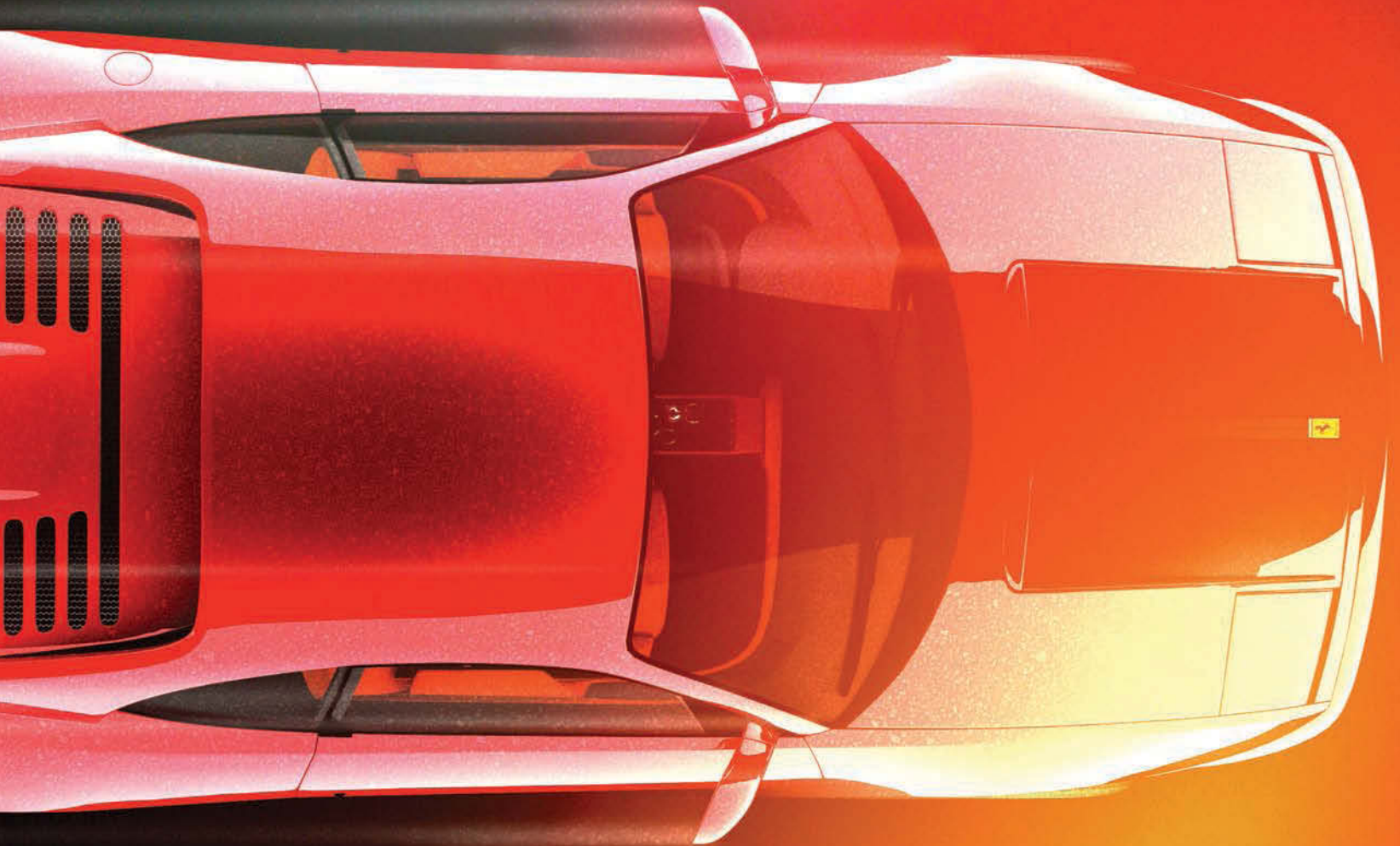
The car is based on a Tipo 514 chassis and the engine, matching number 0477 SA, is equipped with Borgo pistons. It was built on the 25th of November 1955. The engine is equipped with three Weber 42 DCZ/3 carburetors and has Porsche synchromesh installed in the Tipo 514 gearbox. The tyre size is 6.50 x 16 and the drum brakes are Fiat designed but manufactured by Ferrari. This is the first car assembled by Carrozzeria Boano and was finished on 7th of April 1956.

"Little is known of the early history of this car," reports Lee, "apart from the fact that the second owner was Mr John F Kuenzli of Nevada, and that he kept the car until 1985 when he put it for sale in California at the Blackhawk auction where I bought it to bring it back to Nevada. There are rumours, but no evidence, that it was once owned briefly by Gary Cooper." 🇮🇹





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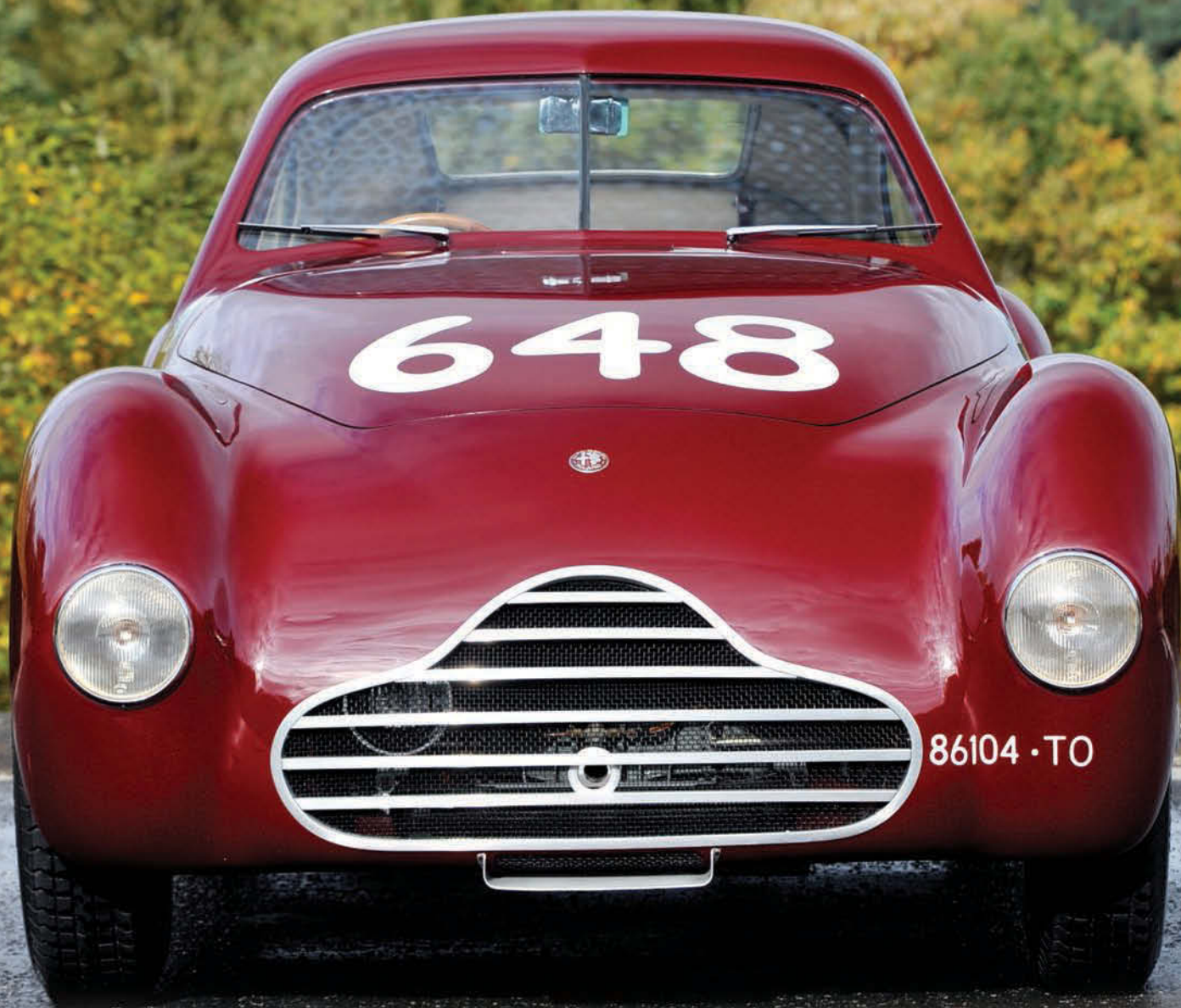
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The Survivor

A celebrated Alfa Romeo that has endured
four punishing Mille Miglias and three Targa Florios

Story by Ed McDonough
Photography courtesy of Fiskens





Paris is one of the world's great cities... in my view, the greatest. Even when it's cold and grey. Even in the depths of winter. Even when the threat of terrorism still hangs vaguely in the air.

Retromobile 2016 was the magnet, and it was well worth taking the bait. It glitters like no other show; the enthusiasts come all the way from South America; every stand and every car is amazing; the food is the best at any car show... and so on.

The big attraction this year was, of course, the 1957 Ferrari 335S which went for mega-million Euros. The best stand had been put together by London-based Gregor Fisker, the cars included were a bright yellow Ferrari 512M, a 1966 Bizzarrini Lightweight Coupe, the well-known 1968 Ferrari Dino 166/246, a 1968 Alfa Romeo Tipo 33, and pre-war Alfas. And that was just some of the Italian machinery.

Then there was a dark red Alfa Romeo coupe that looked familiar. This was a car I had seen before but couldn't quite pinpoint where and when. That came a bit later when I took on the task of going through a huge amount of background material on one of the most well researched Alfa Romeos of the post-war period, the stunning 1948 Alfa Romeo 6C Competizione Coupe.

Here's just a 'clip' from the history of this car, chassis 920.002, which is known as a 6C 2500 Super Sport Berlinetta... also referred to as the Berlinetta Alfa Romeo Sperimentale 1948.

In the 1948 Mille Miglia, Tazio Nuvolari starred for much of the event while leading in his 1200cc Cisitalia until the car fell to pieces. It was considered his last great race. Ferrari won the first of nine victories in the race. And Italians Franco Rol and Alessandro Gaboardi were running well up the field in 920.002 until a crash put them out. Rol came back in 1949 with the car and co-driver Vincenzo Richieri. There were 303 entries and the rate of attrition was enormous and only Rol in car number 648 could pressure on the Ferraris. In the

final stretch back to the finish, Taruffi led Biondetti, Rol and Bonetto. Taruffi retired and the Alfa's radiator sprung a leak and they dropped to 3rd overall, winning the over 2-litre class.

Rol was back again in 1950 as number 720 with Richieri. The Alfa Romeo opposition to Ferrari was low key though number 730, another 6C 2500 chassis number 920.001 was occupied by a certain Juan Manuel Fangio, and after Rol had an accident at Sella di Corno while running well, it was the Fangio/Zanardi car which took 3rd overall at the finish. Sanesi and Bianchi crashed in what looked like a third 6C 2500 but in fact had a 3-litre engine (*the 6C 3000. Ed*).

To quote Mike Lawrence on the 1951 race: "Alfa Romeo was still without a firm policy on sportscars, although it was still matchless in Formula 1. It simply brought out the surviving cars from the previous year, the old Tipo 412 for Bonetto and the 2.5-litre Berlinettas for Franco Rol and the Bornigia brothers".

Rol, in number 419 with Gino Munaron, retired from the race, while Bonetto was 6th in the older car, and the Bornigia brothers in 920.001 were 3rd at Rome but also retired. The significant fact is that 920.002 became the only car ever to compete in four Mille Miglias.

This brief summary on its own should make it clear why this car, having survived four arduous Mille Miglias, is so remarkable, but in fact this is only a fraction of its history.

The 6C 2500 is, as a model, a crucial part of Alfa Romeo history. It was the last car made before WWII and the first car manufactured after WWII. Amazingly, the 2500 was being built into the 1940s, from 1938 until 1943 when one car, a Villa d'Este, was produced. How the company got Mussolini to not get upset when he knew they were not building just military equipment is still something of a mystery.

After the war, the 6C 2500 was to be a flagship model for the company, reminding the world that the war had not damaged its ability to produce finely crafted automobiles. International 6C 2500 Register co-



ordinator Stefano Centanni described the post-war 2500 as being “reborn like a phoenix, consecrating its success through the development of some of its most beautiful and prestigious models”. Many experts tend to consider the 6C 2500 as Alfa Romeo’s last great car.

Thus, the wish to boost interest in and sales of the model naturally included a competition programme. This was not necessarily the most well thought out programme, considering that Alfa had also brought out the pre-war 158 Grand Prix car and were seriously campaigning that in Europe... indeed, very successfully.

Now comes the slightly complicated part. Various reports say that two, three or even four cars were built, and the answer to that dilemma lies in what you consider the term ‘cars built’ means. Let me try

to be clear. David Owen says four cars and includes the 3-litre car as a separate car. Over the years, virtually all the Alfa Romeo historic experts have debated the reality, the main result of which is that the history of 920.002 is well documented and stands alone. The confusion centres round whether 001 and 003 may have both been run under both of those chassis numbers, and whether one was rebuilt as the other. Some say 003 was destroyed and some say it was rebuilt as either an original or as an additional car, (historian Peter Marshall will undoubtedly respond to this). What is important is that the history of the surviving car which you see here is now well documented.

Thanks to John de Boer and his Italian Car Registry,

ABOVE: The Alfa Romeo 6C 2500 Competizione design began in 1946 as a sportscar racing project





ABOVE RIGHT: The car carried number 648 in the 1949 Mille Miglia when driven by Rol and Richieri

the information has now been pulled together. 920.002 bears a chassis plate stating it is a 6C 2500 Competizione, and the Certificate of Origin confirms the chassis and engine number. The car was delivered to Franco Rol on April 5, 1948, and less than four weeks later he was in the Mille Miglia with it. In the July Coppa delle Dolomiti Rol won the over 2-litre class and was 5th overall. In March of 1949, Rol and Richieri went to Sicily and took 13th overall on the very rough roads of the Targa Florio. A broken fuel line meant they had to make a stop for repairs when they were in contention for an outright win. They then had their famous third place at the Mille Miglia and featured in much advertising for Alfa Romeo. Rol also managed a fine 3rd overall in the Coppa delle Dolomiti, and a week later

had 2nd in class in the Susa-Moncenisio hillclimb. In August he won a race at the high speed Pescara road circuit, followed by 3rd in class at the Aosta-Gran San Bernardo hillclimb.

1950 saw Rol and Richieri back in Sicily, where 920.002 was 7th overall and 3rd in class at the combined Targa Florio/Giro di Sicilia, then there was the accident in the 1950 Mille Miglia, and the retirement with Munaron in the 1951 Mille Miglia. At some point in this period, there were minor changes to the shape of the nose and body, as accident repairs were made.

In 1951, the car, still in red and with a beige velour interior, was exported to Switzerland and registered there on July 28 by Denis Spagnol. It had a Swiss number plate, VD18785. It went to Jean Charles





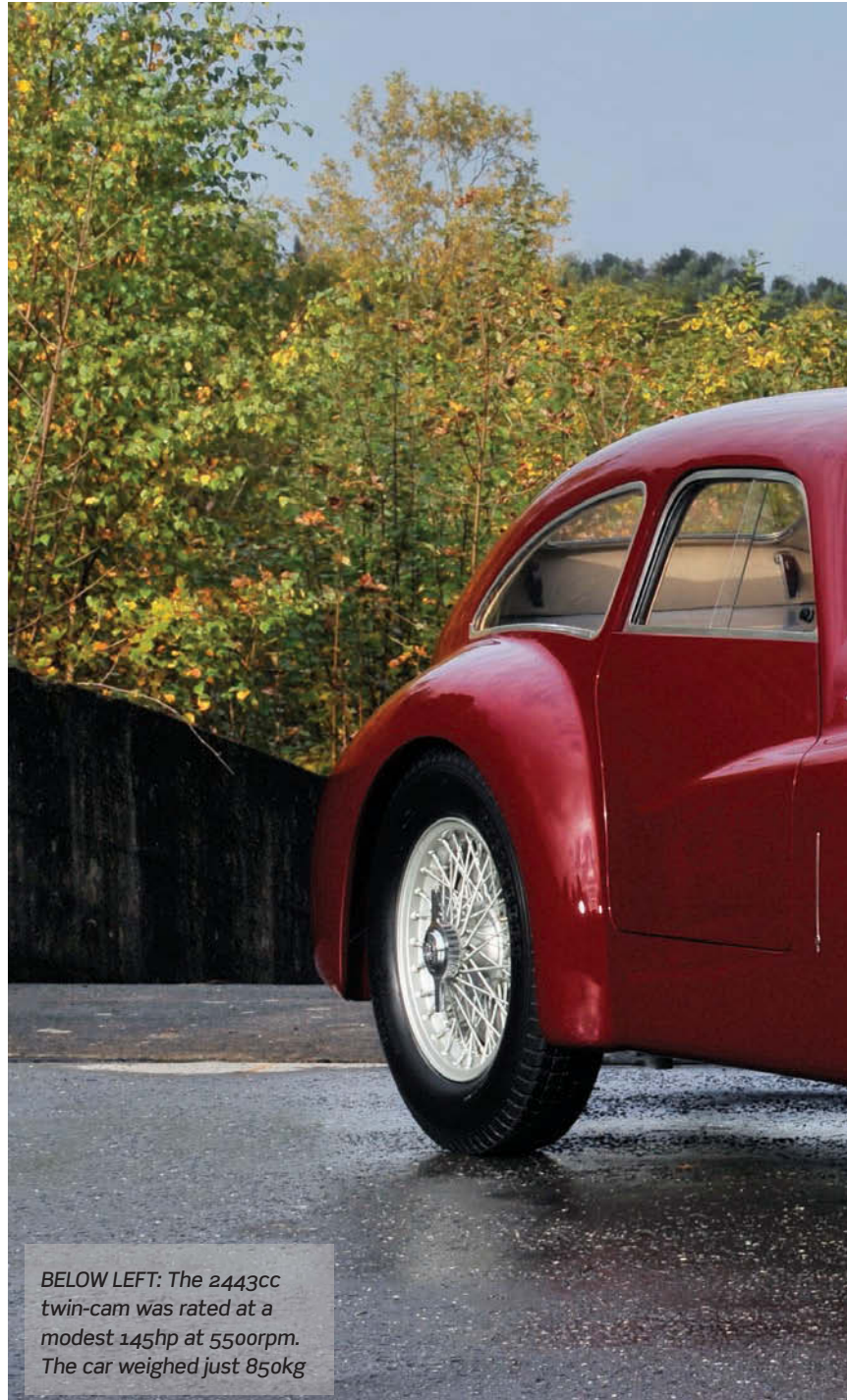
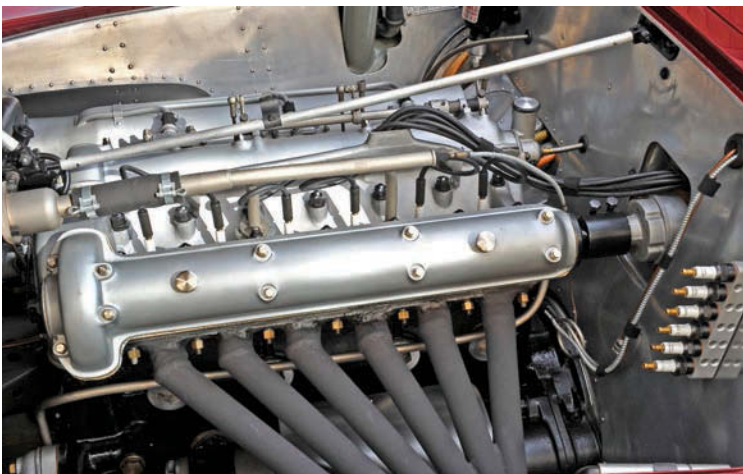
1949 Coppa della Dolomiti. Driver Franco Rol



1948 Mille Miglia. Driver Franco Rol



1950 Mille Miglia. Driver Franco Rol



BELOW LEFT: The 2443cc twin-cam was rated at a modest 145hp at 5500rpm. The car weighed just 850kg

Munger-Thonex in October 1953 and the registration changed to GE32315, and then in November 1954 to Michel Dovaz, registration GE23973. Dovaz was a well-known journalist, wine expert and car collector. However, the car was re-registered to M. Schell at some point in the mid-1950s and in 1956 appeared as a driver training car at Monza with a modified nose and louvres in the bonnet. In mid-1962 it was again registered in Geneva as belonging to Dovaz as registration GE34143 and shortly after this was moved to Dovaz' premises in Southern France where it became part of what was known as the 'Sleeping Beauties' collection, though the term collection is used rather loosely. It was an overrun garden full of cars. 920.002 would remain the property of Dovaz for some 40 years. A friend of his persuaded him to do at least a partial restoration in 1984, which included having the paint



removed and the bonnet repaired, though the nose remained modified until sometime later it was returned to its original shape. It was driven in the retrospective running of the Mille Miglia in 1984 by Dovaz and Bartolomeo. There is an interesting photo of it in the Mille Miglia book of that year with number 114. However, while the caption says it is 920.002, it is mistakenly identified as the Fangio 1950 car. What did Dovaz think he owned?

The car then spent some time on display at the Salon de la Voiture Ancienne in Bordeaux before going to the Musée de Sarlat. The details of the period from 1985 to 1995 remain slightly unclear... at least to me. Well known Dutch Alfa Romeo personalities were involved in discussions about its possible purchase. Wim Deijs, Douwe Heida and Raoul San Georgi, and the late Ben Hendricks was asked for help in plans for a

restoration. In 1995, the car went to Germany finally for the delayed restoration and it was sold before the job was completed. Raoul San Giori helped to complete the task in Milan and he showed the car at three events in 2003, one of which was at the majestic Concorso Villa d'Este, which was where, I recalled, I first saw it on display.

By 2005, the car belonged to American David Smith from Washington and it appeared at Pebble Beach as an Alfa Romeo exhibit. Smith had commissioned a total and final restoration of 920.002 to its late 1940s condition, and this was a very impressive piece of work. The result was a rapturous reception at Pebble Beach.

Today the body and the interior of the car remain largely original, and the original engine is in place. The burgundy paint now carries number 648 as the car is as



it appeared in the 1949 Mille Miglia. The existence of many photographs from the various phases of the car's life has meant the final restoration could get everything right. Inside, the car is still a race car, however plush it appears from the outside. It is a highly aerodynamic looking car, as indeed it had to be given the relatively low power output from the six cylinder engine. The 2443cc unit has a cast iron block with a cast aluminium head and twin camshafts and triple side-draft Weber carbs. The result is a modest sounding 145bhp, but the lightweight body makes this seem a lot more powerful. The engine bay is a beautiful sight, something to be greatly welcomed by anyone who has to work on a serious historic racing engine – or by a sculptor!

The current gearbox is a 5-speed manual from an early Giulietta though the original 4-speed is still part of the car's 'package'. Some people will take issue with some aspects of the car. For example, the instruments are from various cars, but this is/was a race car and these instruments were there in period.

The rear end sports independent suspension, with swing axles and parallel torsion bars. The independent front has parallel trailing arms and twin coil springs, the steering is direct and four-wheel hydraulic drum brakes provide surprisingly good and durable stopping power.

You get a sophisticated crowd at Retromobile. They wear nice suits and look knowledgeable, and they didn't act too surprised at the amount of money that changed hands at the auction. But there some of them were, lying on their backs in their expensive suits gazing at the special undertray of this car, put there to assist the aerodynamic package and protect it from rough Italian roads. It is the kind of car which has the ability to entrance and capture. I watched dozens go into that trance.

Someone is going to pay a great deal of money for this car. They will know how carefully it has been examined, for decade after decade, and over every inch of it. It will be harder to find a better, more significant Alfa Romeo. Au revoir. 🇮🇹

ABOVE: Chassis g12.002 was the second of two 6C 2500s. A third chassis possibly became the unique 6C 3000



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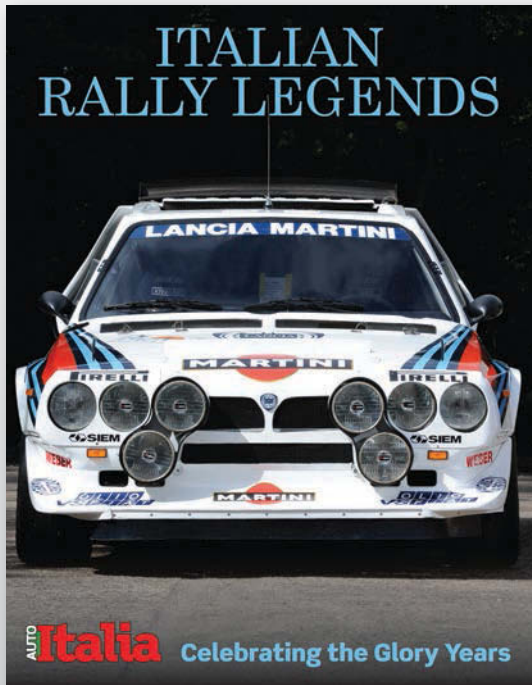
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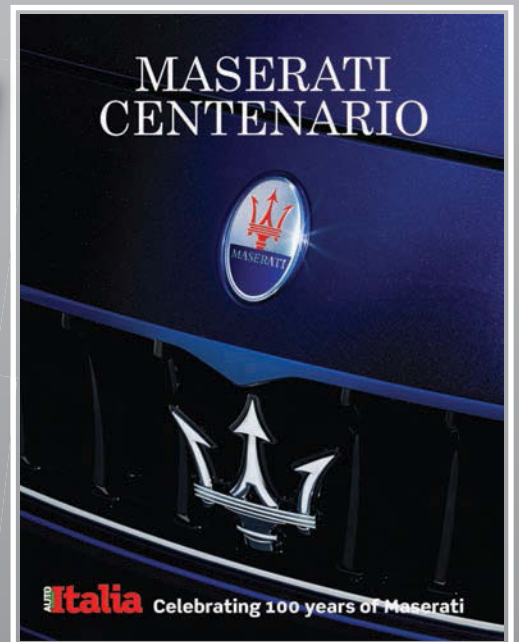
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Recorded by Auto Italia contributor Simon Park, *Maserati Centenario* follows the Maserati story from its roots in Diatto, through the Orsi dynasty, the Citroën years, the De Tomaso episode and finally Ferrari and the current Fiat administration. The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

When Fiat launched the Nuova 500 in 1957 it sparked off a revolution in the coachbuilt car industry

Story by Elvio Deganello

Photography by Archivi Deganello and Michael Ward





The Fiat 500 'carrozate' represents a fascinating if complicated concept in the variegated world of the Italian car design. The enterprising coachbuilders had to first bear the cost of Fiat's rolling-chassis, then charge a premium for the final product that was well beyond the cost of the original production version, and yet still be competitive to attract customers. This condition forced the coachbuilders to work miracles in terms of style and economy.

The great flowering of the custom-bodied Fiat Nuova 500s began at the Turin Motor Show in 1957, prompted by Fiat that provided the chassis and the exciting opportunity to create attention around the new model. The coachbuilders took full advantage of the situation and twelve custom-bodied Fiat Nuova 500s were on display at the Show.

No one expected that in just a few years the Fiat 500 would kick off the mass motorisation of Italy. With its small size and only two seats, the 500 looked like a toy for children or a city-car for those who already owned a 'proper' car. The creations by coachbuilders reflected this uncertainty and did indeed present their Nuova 500s as toys.

Typically the custom bodied Nuova 500s were cars for leisure and small enough to support the luxury boats in exclusive marinas. The stylish coupes and spiders were often destined to be owned by the great ladies and youngsters of wealthy families to move around the city with due elegance.

There were coachbuilders that increased the size of the little Nuova 500 to mask its true displacement, but the greater extension of the bodywork increased the weight and stressing of the engine, which was the usual small twin-cylinder unit. However, Pinin Farina and Zagato offered a more sporty personality with mechanics tuned by Abarth. The creation by 'Pinin' did not enter production, while the Nuova 500 by Zagato recorded good racing successes up until 1960 when new rules abolished the Sports GT 500 class.

Some other coachbuilders tried intelligently to occupy market niches not populated by the standard Nuova 500 and invented the beach cars. The most plausible proposal was by Ghia that was suitable for use in marinas and seaside resorts. The Jolly retained much of the original steel sheet and was adapted for





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leisure use by the removal of the roof and the uprights of the doors. The trim lines of the Nuova 500 body were visually concealed with decorative trim made of chrome piping to copy the handles and rails of a boat. Chrome tubes also defined the bumpers and the uprights of the small windscreen. At the time chrome denoted wealth, and its liberal use found its way to the wheels that were imposing structures glittering with dish-shaped mouldings. The seats were made of wicker to allow occupants to sit with wet swimsuits.

The idea was a good one and the Ghia Nuova 500 Jolly remained in production for a long time. The number of units sold performed their duties with such efficiency that up until the 1980s it was not uncommon to see a Nuova 500 Jolly in the fashionable seaside resorts.

Boano's beach-car was derived from the original style of the Fiat Nuova 500 and had simple, attractive lines. The most important stylistic note of Boano's

offering was the bumpers in contrasting colours running around the perimeter of the car. The model found approval with the 'jet-set'. Production was performed by Savio because Boano was not able to satisfy the market demand. Among the illustrious owners of the Boano beach cars was the American industrialist Henry Ford who obtained his example directly from Gianni Agnelli. The Greek ship owner Aristotle Onassis also kept one on his own yacht.

Francis Lombardi's Fiat 500 Roadster was a halfway house creation, like the Jolly it didn't have any doors and the windshield was fixed on tubular uprights, but it only had two normal sportscar seats. Although it had refined, well finished styling and steel panels, it was expensive to build and wasn't a real beach car and it didn't work as a fine weather roadster either. Not surprisingly it remained a one-off, as did the custom-built Nuova 500 presented by Savio, who repeated the lines of the Francis Lombardi offering

- 1: 1957 Fiat 500 Abarth derivazione by Pinin Farina
- 2: 1959 Fiat Abarth 500 Zagato Garessio hillclimb
- 3: 1957 Fiat 500 Abarth Coupe at Villa d'Este
- 4: 1957 Fiat 500 by Zagato
- 5: 1957 Fiat 500 Jolly Ghia
- 6: 1958 Fiat 500 Jolly (USA)
- 7: 1957 Fiat 500 by Boano
- 8: 1957 Fiat 500 Roadster by Francis Lombardi
- 9: 1957 Fiat 500 by Savio
- 10: 1957 Fiat 500 by Frua



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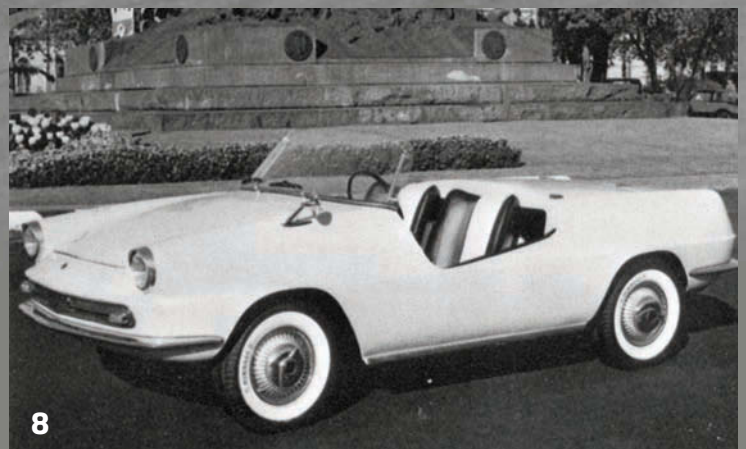
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ABOVE: Record breaking Fiat Nuova 500 Abarth with bodywork by Pinin Farina on the Monza banking



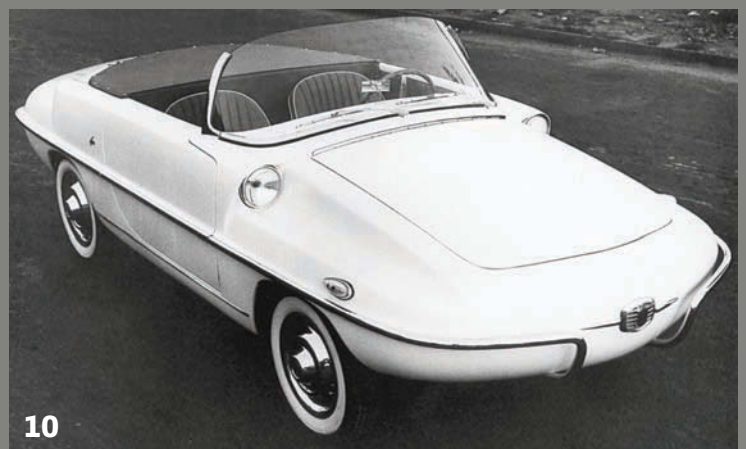
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but was fitted with doors.

Another one-off was the Nuova 500 by Pietro Frua, among the most significant stylistic notes were the recessed headlights, both front and rear, to evoke the lights of boats. The car had seats that were covered with conventional materials, not with wicker. But like the creation by Ghia, it had hub caps that looked like huge moulds for puddings.

Hub caps imitating wheels and other gleaming chrome amenities decorated the little Siata cabriolet, which was not so small because the front and rear overhangs were increased to mimic the larger proportions of a bigger displacement car. A heavy surround on the grille suggested the idea of a marine predator's mouth, with headlights resembling 'eyes' and 'broad eyelids'. The side view was characterised by tail fins and three fake chromed circular air intakes. There is no doubt that the weight of the bodywork and the chrome embellishments would have impeded the car's progress. The look of a toy car strengthens the hypothesis that the Nuova 500 by Siata was conceived as an object to be admired at standstill, devoid of any practical use and justification of production.

The 500 coupe by Viotti had dimensions and lines that were similar in outline to Pietro Frua's offering. Among the stylistic peculiarities of the Viotti version were the headlights with eyelids and the front bumper buckled in the middle like that of the Renault Dauphine.

Elaborate, heavy and expensive to build was the Nuova 500 convertible by Monterosa. The stylistic features of this one-off are the two tone paint on the back and the front bumper divided into two portions in the centre that frame a single fog lamp.

More compact and better proportioned in

appearance was the Nuova 500 coupe by Canta, which had a wide V-shaped rear window and diamond-shaped chrome bars on the front panel in contrast with the rounded lines of the car's body.

The Nuova 500 Spider by Serafino Allemano was apparently still under construction at the time of the Turin Motor Show, but we feel that the finished product would have added very little compared to the other custom-built 500s.

Vignale was also late in presenting its ideas, and offered not one but two custom-built cars; the convertible Minnie and the Micky Mouse coupe. Neither expressed anything new, the convertible had a pleasantly tight line, but the dimensions were exaggerated. The second car was more compact, but also showed slightly caricatured forms as other small custom built Nuova 500 reminiscent of the cars of fairground rides.

In 1958 the coachbuilders' interest in the Fiat Nuova 500 ended. The only new custom-built version was the record-breaking car with aerodynamic bodywork that Pinin Farina built on behalf of Abarth. It set 30 international records for speed and endurance.

A year later, in 1959, there were two custom-built Fiat Nuova 500s built, both aimed at small traders and craftsmen who were devotees of the previous Belvedere, the version of the Fiat 500 C 'Topolino' Giardiniera that ended production in 1955. It did not have an heir in a corresponding version of the New 500. Fiat was already working in this direction, but coachbuilders Francis Lombardi and Moretti were not aware and submitted their own proposals.

The proposal by Francis Lombardi was called Utility and it had the volume of a little station wagon but it

1: 1957 Fiat 500 Cabriolet by Carrozzerie Siata

2: 1965 Fiat 500 Coupe by Carrozzerie Moretti

3: 1957 Fiat 500 Coupe by Carrozzerie Viotti

4: 1957 Fiat 500 Cabriolet by Carrozzerie Monterosa

5: 1957 Fiat 500 Coupe by Carrozzerie Canta

6: 1957 Fiat 500 Cabriolet by Carrozzerie Allemano

7: 1958 Fiat 500 Cabriolet Micky Mouse by Vignale

8: 1958 Fiat 500 Cabriolet Minnie Mouse by Vignale

BELOW: Despite its frontal appearance the Fiat 500 Gamine by Vignale is rear-engined. These valuable little cars are sought after by collectors



didn't have a full hatchback. The engine also took up most of the load platform, which was enough to condemn it to failure.

Moretti solved the problem of engine bulkiness by going far beyond the competence of most coachbuilders and modified the basic Fiat Nuova 500 project by mounting the engine and the transmission on the front axle. The attempt by Moretti is worthy of the utmost respect for the technical capabilities employed. Sadly the practical result came to nothing, primarily due to the high cost of the operation and secondly because in 1960 Fiat presented its own 500 Giardiniera, which finally solved the engine problem and overall dimensions with the novel idea of tilting the cylinders to the side. This was a setback for the coachbuilders and their profits evaporated.

Working on the new 500 was becoming difficult because of the strong demand for the standard model,

which pushed Fiat into increasing production, reducing the opportunity for chassis to be supplied to coachbuilders. Working on the New 500 was also proving to be more difficult because of competition from the Autobianchi Bianchina, which was a kind of 'series custom built' designed by Fabio Luigi Rapi based on the mechanics of the Nuova 500 and produced by Autobianchi in collaboration with Fiat.

In spite of everything, at the Turin Show in 1961 Moretti produced a new proposal with the small Nuova 500 Coupe designed by Giovanni Michelotti. The nose was lowered and the taut lines gave it a sporty look, while from a design point of view the soft plastic bumpers are interesting, a real novelty when all other cars at the time had metal bumpers. The production capacity at Moretti was limited but the coachbuilder had no difficulty in placing the few examples they could build through its sales network.

9: 1961 Fiat 500 Roadster by Carrozzerie Viotti

10: 1964 Fiat Nuova 500D Coccinella Coupe by Francis Lombardi



More interesting for its design, but less successful in terms of production was the roadster designed by Rodolfo Bonetto and exhibited by Viotti at the Turin Motor Show, also in 1961. From the harmonious surfaces and clean lines of the Viotti roadster emerged the 'frog' headlights on the bonnet, which gave character to the whole car. The cutting of metal sheets was a rational, economic factor that would make production viable with only a little extra attention being given to an adjustable screen height and fitting door handles. Viotti did not want to take the risk, so the little Bonetto-designed roadster remained a nice exercise in style but little more. Moretti meanwhile went ahead with the production of its coupe, which was joined by a Spider version with metal bumpers in 1962.

In 1964 Francis Lombardi presented the 500 Coccinella (Ladybird), which was a coupe with a sharp nose and the roof presented in the classic style of an Italian GT. Unfortunately its performance was penalised due to the heavy body. But its briskness was merely apparent because the body was heavy and the performance was penalised. We notice, however, that in 1964 the power of the New 500 was 21HP compared to 13HP in 1957, this allowed coachbuilders to use more metal to support their creations.

Francis Lombardi's Nuova 500 Coccinella enjoyed a limited production, while Moretti had continuing moderate success with its Coupe and completely redesigned it in 1965 to accept the equipment and running gear from the new Fiat 850. In the meantime Moretti's 500 Coupe was developed into the 595SS, this higher performance version had the engine capacity increased to 590cc and was tuned by Giannini of Rome.

After 1964 the custom-built Nuova 500s became rarer because the Italian economic crisis, recorded in history as the 'congiuntura', caused difficulties for many coachbuilders, some of which even went out of business, overwhelmed by financial problems and rising labour costs.


It was not until 1967 that the coachbuilder Alfredo Vignale broke the absolute calm that reigned in the

500 custom-body field when it presented the Gamine, a small roadster that displayed a deliberately retro style and attracted successful business.

We had to wait until 1969, to see another custom built Nuova 500 when Caprera presented the Ragno Coupe at the annual Turin Motor Show. Designed by Mario Gatto, the stylistic peculiarities of the small sports car were the very low nose, the pop-up headlights, side sills with large lightening holes, air vents integrated into the rear fenders and black bumpers. The main activity of Caprera, the coachbuilder named after the street where it had its headquarters in Turin at number 47, was assembling bodies on behalf of other manufacturers or coachbuilders. The Ragno was, therefore, a wise opportunity to demonstrate Caprera's capabilities to its clients. Production was limited to about two or three cars.

Also at the Turin Motor Show in 1969 was the Mongho. This attractive coupe was designed by Aldo Sessano and was based on Fiat 500 mechanics but with the engine increased to 650cc and tuned by Enrico Nardi of Turin. The Mongho was built by Fissore of Savigliano, but was presented on the Glasurit stand, the paint factory that sponsored the construction of the car. It is enough to understand that the little coupe would not be produced even if the project was very interesting.

However, 300 examples of the disconcerting Baldi Frog would be produced by coachbuilders Baldi of Sanremo. It debuted at the Paris Motor Show in October 1973. The small car employed many components from the Fiat 500, it had a short tube frame on which was mounted a plastic body. It was only 215cm long for easy use around town. There were three versions available: the Frog with the basic Fiat 500F engine, the Austere with its capacity reduced to 302cc, and the Rally with a larger displacement of 595cc.

The Baldi Frog closes the epic story of the custom-bodied Fiat 500, which saw models interesting and boring, beautiful and ugly, but all with the expression of creativity, skill and passion of the Italian coachbuilders. 

1: 1969 Fiat Nuova 500 Coupe Ragno by Caprera
2: 1969 Fiat 500F/650 Mongho by Fissore
3: 1973 Baldi Frog Rally





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Waving the Flag

Putting the record straight – the true story of what happened to the Chequered Flag Lancia Stratoses

Story by Richard Heseltine

Photography by Richard Heseltine and Warner Archive



Few cars have ever caused quite such a furore as rallying's first pin-up, the Lancia Stratos. Not that fans in Blighty ever got to see the works cars in action, save for annual appearances on the RAC Rally season finale. Instead, it was left to the Chequered Flag equipe operated by the late Graham Warner to bang the drum for Lancia in the UK. This plucky London squad tried hard, often very tryingly, to make the Dino-engined machine a winner on British soil. What's more, it did just that despite no help from the factory.

"We sold more Lancias than anyone else in the UK, but it counted for nothing. The factory didn't want to know," he claimed in 2013. "It was Mike Parkes who

made all the difference. I'd known Mike since he'd raced [Formula Junior] Geminis for us, and he was responsible for turning the standard Stratos into something fit for rallying. Through him we got an entrée to [Lancia's competition chief] Cesare Fiorio. To begin with it was all, 'No, no, no' but eventually he sold us a crashed one." Three Lancias had gone off on the same corner on the Monte Carlo Rally in January 1975, and Warner bought the ex-Pinto/Andruet car.

"We had good drivers," Warner continued. "Initially we had Per-Inge Walfridsson who was outstanding on the loose stuff, and Cahal 'CB' Curley who was brilliant on Tarmac. Nonetheless, the Irishman and co-driver Austin Frazer didn't make it past the third stage of the

ABOVE: Billy Coleman battled flu to finish second on the 1977 Circuit of Ireland aboard Stratos 2



ABOVE: Mäkinen driving a Works 131 in Flag colours in the 1977 RAC Rally
ABOVE RIGHT: Celebrating the 1976 Mintex Rally win



Stratos' first event, the March-April '75 Circuit of Ireland. The team had packed a wealth of parts but they didn't stretch to a spare engine.

While the Chequered Flag Stratos racked up more than its fair share of column inches in the specialist press, it wasn't always for the right reasons. On the next event, May's Welsh International Rally, Walfridsson starred during the early running, only for the car's oil pressure to drop suddenly. The Swede coasted into retirement. A month later, he and co-driver John Jensen had a 20-second lead only for the car to suffer a terminal loss of transmission fluid. At the end of June, Cahal was back in for the Donegal International Rally. Unfortunately, the Stratos connected with a bridge parapet within minutes of the start.

Walfridsson was reinstated for the August '75 Burmah Rally, only to retire the car with broken rear suspension. It wasn't until October of that year that it finally lasted the distance when new incumbent Tony Pond brought it home in third place on the Castrol event – minus four gears. However, it was business as usual with the Stratos on November's RAC Rally, with another retirement for Walfridsson.

However, while the team's maiden season in rallying hadn't been without incident, 1975 drew to a close amid much publicity as F1 charger Tom Pryce joined the team for a one-off outing. The policeman's son didn't need much arm-twisting to switch

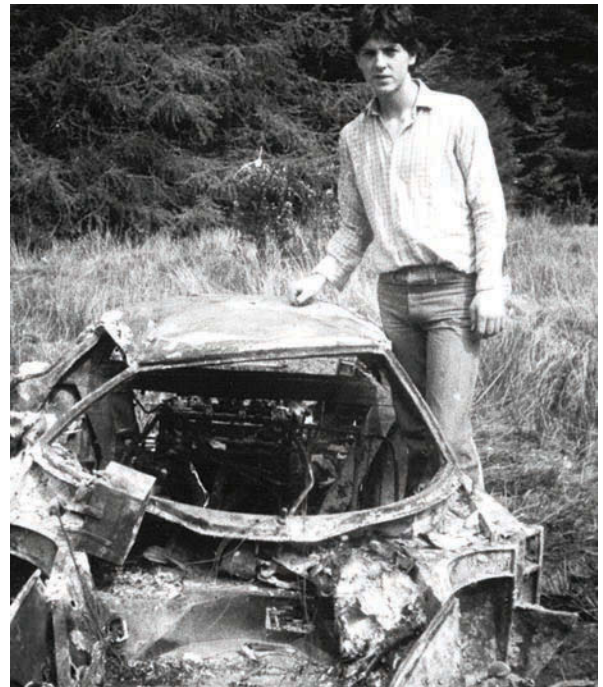
disciplines after being approached by David Richards. The future Prodrive founder was born in the same village as Pryce (Ruthin), and was then a 'Flag regular. Unfortunately, their rally ended just ten miles into the opening stage. Proceeding downhill towards Fourways Bridge, the Stratos got out of shape and clipped a wall. Richards was rushed to hospital to have stitches for a gashed knee, which had impacted with the dashboard. "It was the only time in 30 years of active competition that I ever so much as broke the skin in an accident," he laughs.

Following a frustrating campaign, Warner was nonetheless guardedly optimistic ahead of the rally team's sophomore season. However, it was business as usual on the January '76 ShellSport Dean Rally with new appointee Andy Dawson being co-driven by Clive Richardson. The duo were fastest over the opening stage, but lost ten minutes while the gearbox was fixed and came home in 24th place. Meanwhile in Belgium, Pond and Richards appeared set for a podium finish on the Boucles de Spa, only to connect with a tree during the final night.

And then came the long overdue breakthrough. In February '76, Dawson and Andy Marriott conquered the forests of Yorkshire on the Mintex International Rally. "Everyone thinks the Stratos was a really powerful car but it had no low-down grunt. It wasn't as quick in a straight line as the Escorts," Dawson

BELOW: A DNF for Chequered Flag Stratos 2 on the 1975 RAC Rally with Per-Inge Walfridsson driving





claims. "What it did have was fantastic traction exiting tight corners. It was great out of 90-degree bends. That helped on the Mintex."

Elation turned to frustration on the following month's Granite Rally where a hidden boulder on the Benachie stage caught out Dawson and Marriott. It didn't help that Tony Pond put the car up a tree on the Cheltenham Forest Rally a few weeks later. The car was rebuilt by chief mechanic Ron Pellett and his crew in just a fortnight. Armed with a new Racing Services-built V6, the car was ready for the Circuit of Ireland classic held over the Easter weekend. Then disaster struck: a directional arrow had been removed from a tree on the Brechfa stage during the Welsh Rally. Walfridsson arrived at a corner travelling far too fast, clipped a bank and the car rolled, catching fire in the process. It was only the actions of spectators (on what was a non-spectator stage...) that saved their lives, Jensen suffering a broken sternum.

"There was no way we could repair it. There was nothing to repair!" Warner recalled. "We then went back to Fiorio. Once again, no new cars were available. Instead, we heard about one that had been a team car used for a Safari Rally recce. It had been left in Kenya

so we mounted an expedition to Africa." The car was being loaded onto an aeroplane in Uganda when bullets started flying. It was the night of the Entebbe Raid, where Israeli Special Forces attempted to rescue hostages from a hijacked aircraft.

Bearing the legend 'Stratos 2' on its nose, Chassis 1637 made its first appearance in 'Flag colours on the Ulster Rally in September '76 with new boy Billy Coleman belying his lack of seat time to finish seventh alongside Peter Scott. Later that month, the team headed for the Isle of Man for the Manx Rally, only for Walfridsson to bend the rear suspension. The team rounded out the year with a tilt at December's RAC Rally, Walfridsson and Frazer struggling to overcome a collapsed upright before the inevitable retirement. Warner estimated that £120,000 had been sunk into campaigning Lancias to the end of 1976. Nevertheless, hopes were high going into the following year.

The '77 season kicked off with Coleman and Peter Bryant coming home eighth on January's ShellSport Dean Rally. It was a heroic result, given that three stages had to be completed with a broken front upright. The theme was set for the rest of the year with the Stratos proving a front-runner as long as it

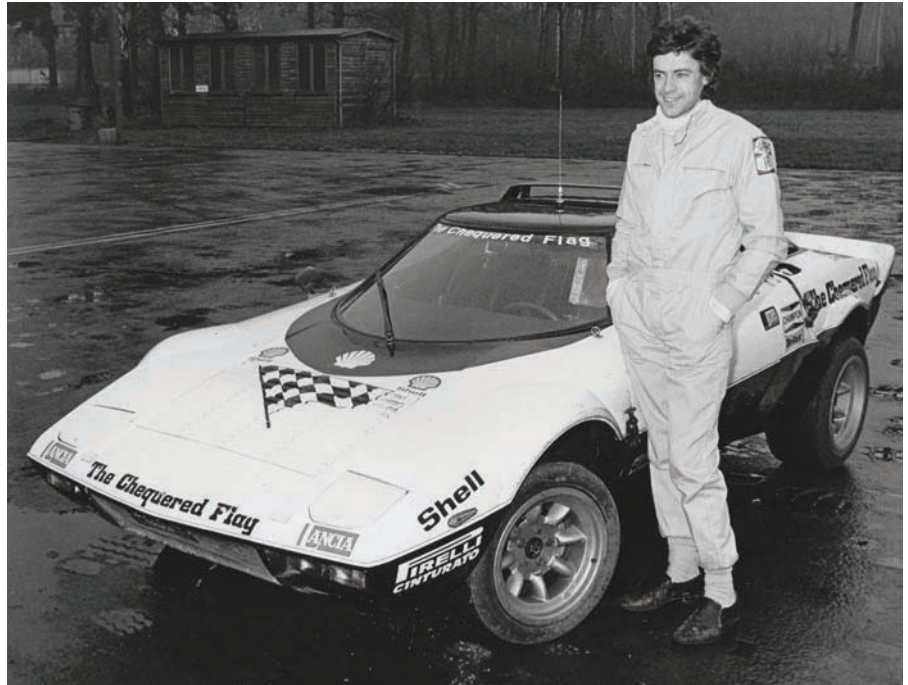
*ABOVE LEFT: Coleman drove a 131 Abarth in the 1977 Welsh Rally
ABOVE: Team co-ordinator Brendan Neville with the remains of Stratos 1*

BELOW: Billy Coleman and David Richards finished a disappointing 15th on the 1977 Mintex Rally





ABOVE: Coleman on the 1977 Circuit of Ireland
ABOVE RIGHT: F1 star Tom Pryce during testing before the 1975 Tour of Epynt



BELOW: Stratos 2 was reconstructed into Stratos 3 after the crash in 1978
BELOW RIGHT: Lampinen was 7th in the 1977 RAC Rally

held together. A month later, Coleman was paired with co-driver Frank O'Donoghue as he attempted to win successive Galway International rallies. It wasn't to be: the Stratos duo finished fourth after countless breakages. Unfortunately, Coleman and new wingman Richards would finish an embattled fifteenth on the Mintex International Rally later that month.

Coleman in particular hoped for better on his next event, April's Circuit of Ireland. However, his bid to claim a third win was hobbled by a bout of flu in the run-up to the start. While Escort RS1800 duo Russell Brookes/John Brown would take a masterful win, Coleman and Scott were fastest on 15 of the 54 stages to claim second place. However, for the team's next event, May's Welsh Rally, Coleman and co-driver Richards would have a different mount. "We were asked by Fiat to run the 131 on selected British rallies," Warner said. "To my mind, we were recruited to act as an unofficial development team in the run-up to that year's RAC Rally. We went through the whole car and made recommendations which ran to several pages, many of which were implemented."

Coleman put in some competitive times early on despite the loss of fifth gear only to put the car in a

ditch during a repeat run of the Glynsaer stage during the final day. Coleman and Richards would make amends a month later on the International Scottish Rally, claiming fourth place despite an unusual problem. Pirelli had been on hand to offer assistance, with various combinations of tyre compounds being tested. "The issue wasn't with the rubber, it was the wheels," Warner insisted. "They kept breaking! Afterwards, we switched from the factory Campagnolos to stronger Minilites."

June '77 saw a return trip to Ketterkenny for the three-day International Circuit of Donegal with Coleman and Austin Frazer emerging victorious aboard Stratos 2. They assumed the lead halfway in and were never headed. The Stratos being brought out again for a run on the October's Castrol 77 event, only for a dropped inlet valve to end Coleman's run.

Having taken a decisive World Rally Championship title over Ford, Fiat descended on the RAC Rally season finale armed with six 131s, with the 'Flag colours flying on the trio entered for three-time winner Timo Mäkinen, Timo Salonen and Simo Lampinen. And just to make life really difficult, Warner's equipe also fielded Coleman in the Stratos. Unfortunately, his promising early form





was for naught thanks to a broken distributor while Lampinen and co-driver Solve Andreason guided the first Fiat home in seventh place.

The '78 season kicked off with fifth place on February's Galway International Rally for Coleman/O'Donoghue. A month later, Scott returned to pace notes-reading duty for the Circuit of Ireland where they finished behind Escort duo, Brookes/Brown. A foray to Italy for the Rally 4 Regioni event in May ended in retirement for Coleman and Renato Meiohas, Coleman re-teaming with Scott to finish sixth in the 24 Hours of Ypres. There would be no further outings until October's Texaco Rallysprint event, in which Dawson saw off a variety of contemporary rally and F1 stars.

Unfortunately, Stratos 2 was then all but destroyed in June's International Circuit of Donegal. The 'Flag chose to run the Lancia for 'Flag old boy Cahal Curley who put it in a ditch on the first morning and on the final day got out of shape on a fast-left bend, the nearside wheel striking a post which then flipped the car onto its back. "It was a wreck," Warner recalled. "Fortunately for us, our engineer Don Fenwick had started to build up a road car around a damaged tub left over from an insurance rebuild. We took that and transferred all

the best bits off our second car although it carried the same chassis number. Don later built another Stratos based around a repaired tub for a customer."

Andy Dawson and Kevin Gormley drove the reconfigured car on the 1980 Manx International Rally, finishing fourth. Still carrying the registration number OYU 353 R, but no longer bearing the legend Stratos 2 on its nose, the most striking feature was its right-hand drive set-up which was done at the behest of Billy Coleman who didn't like left-hand drive. "It wasn't a big job," Fenwick says. "Gartrac replicated the pedal box mounting and I made the heater box smaller to fit over it. The steering rack was from a Ford Cortina Mk4." His efforts were for naught as Coleman never drove the car again and it was converted back to LHD.

"We did only a few more events," Warner recalled. "Russell Brookes was fourth on the 1981 West Cork event. By that point it had our old reg number LOV 1 [which many years earlier had graced Warner's hugely successful Lotus Elite racer]. Our final event was the 1982 Donington Rallysprint where it was driven by that year's Formula One World Champion Keke Rosberg and his Williams team-mate Derek Daly. The car was then sold to the Earl of Mexborough. And that was that. We were out of motor sport." But far from forgotten. **II**

TOP LEFT: Tony Pond claimed a maiden finish with third place on the Castrol 75 Rally

BELOW: Stratos 2 was all but destroyed and was resurrected using parts from a road car in 1978





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We will always have Paris

A report on Retromobile 2016

Story and pictures by Peter Collins



1

It has become well-established in the annual calendar, that the orgy – cartastic – week of sales and show at Paris Retromobile takes place in the first week of February.

RM Sothebys set up shop at Les Invalides on the Tuesday afternoon as a preview to their Wednesday evening sale that kicked off the events. Although their main feature was the success of their Porsche 550, for us it was the sale of their 1962 Ferrari 400 Superamerica Aerodinamica for a low estimate €2.95m that was important, or perhaps the taking of €134k for a Martini 6 Evo Integrale that took the breath away. Almost as surprising was the €117.6k against no reserve that was achieved by an Abarth 2200 Coupe; not a car that has tended to be snapped up in past auctions when they have appeared. RM's F50 took

€1.275m and an Autobianchi Eden Roc soared to €62.8k on the back of recent 'Jolly' prices. Finally a Ferrari 456M GTA took €61.6k – another model not noted for being sought after.

Over at Bonhams on Thursday in the fabulous Grand Palais, possibly the most staggering result was no less than €195.5k for a Touring Lancia Flaminia, a model hardly noted for its sales value in the past. There must be Flaminia owners the world over having to seriously reconsider their insurance values. Meanwhile their feature car, a dark blue Ferrari 275 GTB long-nose torque tube model took €2.07m on a no reserve basis. Perhaps the bargain of the evening was a 1967 Alfa Romeo 2600 Coupe which had enjoyed many years ownership by the same family and received a respray in original livery. It went for

1: Ex-works 124 Abarth with correct engine made €156k
2: Abarth Allemano 2200 Coupe – €118.6k
3: Ferrari 275 GTB sold for €2.7m at Bonhams
4: Project Alfa Romeo GTA made an amazing €441k
5: Star of the show Ferrari 335S went for €29m
6: Ferrari 400 sold at RM Sothebys for €2.9m



2



3

€18.4k while a genuine ex-factory Fiat 124 Abarth Spider was perhaps an unusual inclusion in this sale, but it went for €156.4k about mid-estimate.

Now that Ferrari 550/575 Maranello prices are rapidly accelerating away beyond the means of mere mortals, the trade has had to find another Ferrari to hype and has settled on the Testarossa family with prices for the earliest versions with Monospecchio and Monodado, auction-speak for single wheelnuts and single mirrors, disappearing over the horizon well into six figures.

Will everyone now be searching for Alfa Romeo commercial vehicles though? Bonhams very rare Alfa 2 Minibus from 1961 changed hands for €63.25k although their 2300B GT failed to sell.

Third and by far the most significant, both in sheer numbers of cars on sale, but also as it contained the star of the whole week, was Artcurial, who took €32.07m for their superb 1957 Ferrari 335 Sport previously featured in these pages. The bidding started at €20m, quickly reached €29m, then took ten minutes to achieve the final price.

Once again there was a staggering sale, that of a restoration project Alfa Romeo Giulia GTA which went for an amazing €441k, while the much featured ex-Agnelli Testarossa cabriolet took €1.2m and one of only three Fissore Cabriolet Osca 1600 GTs went all the way to €202.6k. A Lamborghini LP 400 Countach took €1.07m.

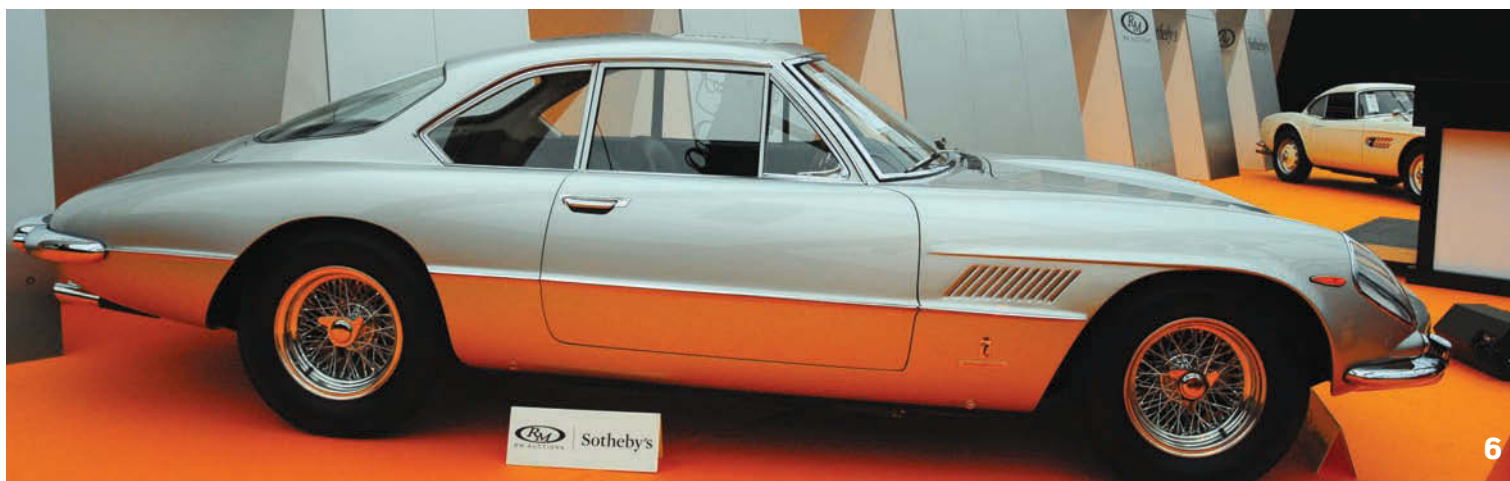
The Retromobile show was, as always, spectacular,



4



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with dealers going to great lengths to outdo each other with the winner being Gregor Fisker, who had much for the Italophile to slaver over. From a Tipo 33/2 Alfa Romeo, through a Le Mans Bizzarrini, an early Le Mans Boxer racer, a gorgeous Alfa Romeo 6C 2500 with impeccable history, to the equally impeccable Mason-Styrton, ex-works Derek Bell 166/246 Dino, it would be impossible to quibble over the display, especially as this is not a complete list of cars available. An equal in terms of quality but possibly slightly less spectacular were Lukas Huni's offerings with Lancia Astura, Alfa Romeo 8C and Lancias Flaminia Zagato Super sport and a B24 Spider America with rare hardtop.

Elsewhere, Tillack showed the second place ex-

Ascari Carrera Panamericana Ferrari 212 and a very early 250 Coupe, while Tradex had the ex-Kris Nissen, multi-coloured Alfa 155 DTM car, a Ferrari 312 Grand Prix car and two gorgeous Zagato Maseratis from the early '50s. Ferraris against Cancer, an annual event held in France, displayed the ex-Jean Claude Andruet Michelotto Group 4 Ferrari 308 and a similar car was for sale on the l'Anson stand.

Not for sale was a stunning 8C 2900B Alfa Romeo from one family ownership in the Netherlands; it is still very surprising just how much there is still out there and Retromobile is the one show where it is likely that you will get to see any of them. Erm, Motto-bodied Salmson 2300 GT anybody? 🇮🇹

1: Ex-Andruet Ferrari 308 GTB Michelotto

2: Ferrari 312 F1 on the Tradex stand

3: Lancia Flaminia sold for a staggering €195.5k

4: Equally amazing was this Martini 6 Delta integrale that sold for €134.4k



3

4

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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING AN APPRECIATING CLASSIC

Ferrari 348 tb & ts

With a reputation for unresolved handling, the 348 could just be the most underrated Ferrari of all time. Let's look at the clues

Report by Chris Rees
Photography by Michael Ward





Ferrari's record on mid-engined cars is pretty stellar. But alongside the Mondial, the 348 arguably represents the lowest point in the history of the Prancing Horse. As much was admitted from the Horse's mouth, as it were, when Luca di Montezemolo declared, recalling his purchase of a new 348: "With the exception of its good looks I was utterly disappointed. This was clearly the worst product Ferrari had developed for some time."

Succeeding the jewel-like 328 was never going to be easy, but as launched in 1989 the 348 was clearly lacking in dynamic cohesion. It quickly acquired a 'reputation' and ever since it's been very much the unloved member of the mid-engined V8 stable. But with correct fettling the 348 can be a great car – and the market is starting to wake up to this fact.

The 348 was the first all-new Ferrari created after Enzo's death. As launched at the 1989 Frankfurt Motor Show in came in two forms: tb coupé (the tb denoting

'transverse-gearbox berlinetta'), and targa-topped ts ('transverse-gearbox spider').

That 'transverse' label betrayed the really big change under the skin. While the five-speed gearbox lay across the car, the V8 engine no longer sat transversely in the chassis, but longitudinally (very much like Ferrari's Mondial T). That should, in theory, have given the car better weight distribution and handling balance (which, for the record, was 40 per cent front, 60 per cent rear) but the 348 quickly gained a reputation for evil handling and snap oversteer in high-speed corners. Ferrari did eventually sort things out with suspension geometry changes, as well as shifting the battery to the front, which largely addressed these issues.

Another big change was the chassis construction. Out went the 328's tubular steel frame and in came a semi-monocoque design in pressed steel, with steel tubes reserved for the engine area. The wheelbase was four inches longer than the 328's, too, helping accommodate the lengthwise engine.

Speaking of which, the powerplant was an evolution of Ferrari's familiar all-alloy V8, bored out compared to the old 328 to make 3405cc (or 210cc extra). With a new cylinder head, manifold and intake, plus dry-sump lubrication, the 348's V8 gained an extra 30bhp (totalling 300bhp). Ferrari also switched to Bosch fuel injection for the 348, rather than Magneti Marelli.

Pininfarina was behind the arresting shape of the new car. If the 328 looked feline, the 348 really butched things up. The prominent side strakes clearly echoed the Testarossa, providing a slug of air for the rear-mounted radiators. This was a very aerodynamic machine, as its Cd figure of 0.32 confirms.

The 348 continued until 1993, when a new Spider model arrived with a fully convertible roof. This had body-colour sills rather than black ones, a treatment the regular 348s also got in late 1993, at which point they were renamed the GTB and GTS. At the same time, the V8 received an extra 20bhp courtesy of new camshafts, pistons and connecting rods, a higher compression ratio and Bosch M2.7 engine management. Other changes included a new front spoiler, revised interior and power steering, but the most significant change occurred in the suspension department. This was tweaked with a wider rear track, revised geometry and extra chassis rigidity; the weight





distribution was now 43/57 front/rear. Handling was now much sharper as a result.

One last hurrah for the 348 was the 1993 GTC (GT Competizione), featuring Kevlar/carbon doors, sills and bumpers, polished 17-inch split-rim Speedline wheels, Kevlar sill panels, lightweight door trim, cloth-trimmed Kevlar seats, drilled aluminium pedals and a serial number plaque; only 56 were made up until mid-1994.

Production of the regular 348 GTB and GTS ended in 1994 on the arrival of the F355 (see Issue 232), which was effectively a much-modified 348. The 348 Spider carried on in production until 1995.

The 348 is actually quite a rare car in right-hand drive form, with fewer than 500 imported to the UK out of a production run of 8654 worldwide. Spiders accounted for 1090 units, only 68 of which came to the UK.

ON THE ROAD

The laid-back seating position may be a little awkward, and the seats a little hard and narrow, but the 348's cabin is still a thing of splendour. That open metal gear lever gate, the leather trim, the alluring gauges – it's all 'proper' Ferrari.

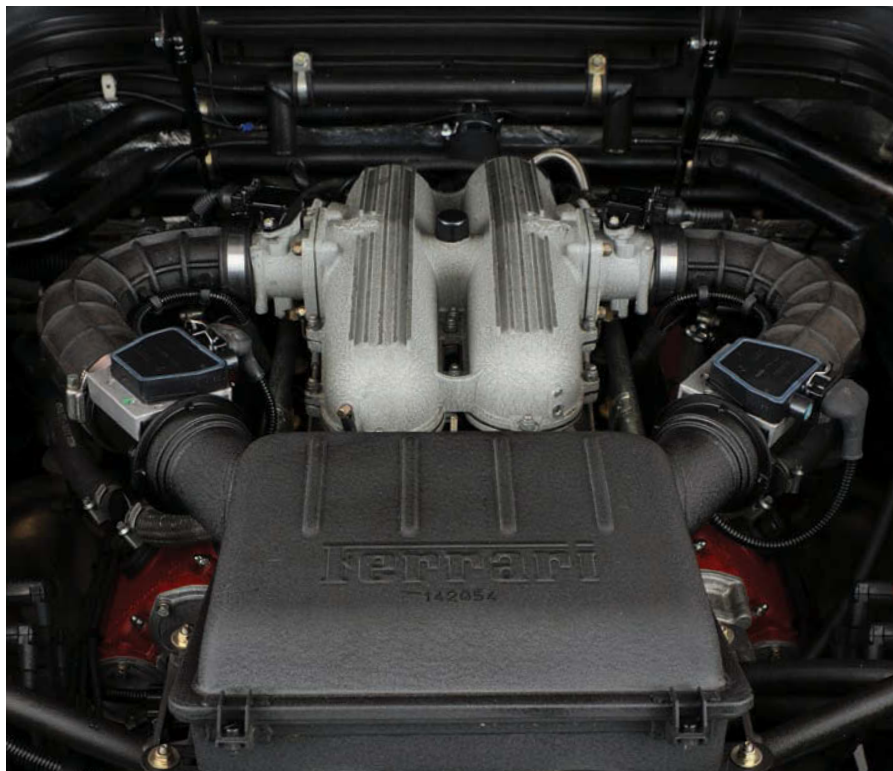
The V8 engine is an absolute cracker. It always

sounds gorgeous, from its purposeful basso profundo at the bottom end to its howling soprano at the top end – which is right up at 8000rpm. The hefty weight of the car (1390kg) means that acceleration isn't super-fast by modern standards, but it's always lively, with plenty of low-down torque and plenty of action at higher speeds. The gearchange, however, is best described as 'notchy'.

You might hope for a better steering feel, too, as it's somewhat wooden; on the other hand it is very direct. Overall the driving experience is raw to the point of being nervous. The ride is somewhat choppy over rough surfaces and the targa model does suffer noticeable scuttle shake. No complaints about the brakes, though: the ABS-equipped disc system is highly effective.

How about the notorious cornering experience, then? There's easy-to-adjust light understeer in most road situations. It's only when you're really going for it that you need to watch for snap oversteer. This awaits if you're anything other than perfectly precise with your steering, braking and throttle inputs – although later cars are certainly less twitchy. You learn to be circumspect when travelling fast, that's for sure...





ENGINE & TRANSMISSION

The 348 engine is pretty strong if looked after. Early V8s have a known problem with chain tensioner wear, plus their cam-drive bearings. Most have been replaced with improved later-spec items, which is definitely worth double-checking.

Early cars require cambelt changes every two years, while later ones had their interval extended to three years or 24,000 miles. One significant issue is that the 348 needs to have the engine taken out for certain maintenance issues, but some specialists have developed a procedure to do tasks with the engine in situ, which significantly reduces costs. Budget around £950 for a cambelt change.

Make sure the catalytic converters are both sound, as they're expensive to replace. Owners tend to upgrade to something like Hyper-Flow cats (at around £800), or you legally de-cat early cars in the UK. A sports exhaust is a common upgrade for the 348, usually a Tubi or Capristo; these typically cost around the £1500 mark.

The 348's gearbox is a weak area, with problematic internals (especially on early cars) so listen for nasty noises. If you hear any, beware that rebuild costs are very high (in excess of £4000). Second gear tends to be difficult to engage when cold, so don't worry about this. The cable linkage is likely to need constant adjustment to get it right. Clutches can be short-lived, too (as little as 10,000 miles), so check for slippage; the replacement cost here is around £1100.

CHASSIS & BODY

The 348 was Ferrari's very first ever monocoque. Its steel chassis is generally fairly robust. Mechanically the 348 is less complicated than later models – no power steering or electric suspension, for instance – so it's more straightforward to maintain.

The suspension platforms are prone to cracking,





meaning the springs slide down the dampers. The whole suspension system is very sensitive to set-up. To achieve the sharpest handling, switch to polybushes (costing around £1000) and get the geometry properly set up (perhaps £400). Many owners add a front lip spoiler to boost high-speed stability.

Brake discs cost around £100 each, with original equipment pads about £100 per pair; factor in four hours' labour to change a full set of discs and pads. Many owners upgrade the brakes (an AP Racing brake kit is around £1800) but this isn't strictly necessary, although uprated pads are a good idea. The standard 348 wheels are 17-inchers and pretty heavy, so a common upgrade is F355 or 360 wheels. Rear tyre wear can be severe.

The 348 has all-steel bodywork that's pretty resistant to rust, although you should check the sills, wheelarches and lower doors which are the

most likely areas to suffer. The tubular steel rear subframe can corrode, which is potentially serious. Also look for signs of accident damage, such as inconsistent panel gaps and paint overspray. The undertray is easily damaged, too.

INTERIOR

This is an Italian car from the 1980s, so it's little surprise to find that the electrics can be pretty dodgy. In particular, the electronic climate control system's ECU has poorly soldered joints. Problems here will mean specialist repairs, as spare parts are now very hard to find.

The well appointed cabin has lots of leather, which needs to be carefully inspected for scuffing, tears, cracks and shrinkage from exposure to sunlight. The cabin plastics tend to deteriorate with age, too, with the rubberised centre console particularly iffy.





TECHNICAL SPECIFICATIONS

FERRARI 348tb & ts

ENGINE:	V8
CAPACITY:	3405cc
POWER:	300bhp at 7200rpm (320bhp from 1993)
TORQUE:	239lb ft at 4200rpm
TRANSMISSION:	Five-speed manual
KERB WEIGHT:	1390kg
TOP SPEED:	171mph
0-62MPH:	5.4sec





TYPICAL PRICES:

348tb, 1990, 42k miles, red, LHD, £44,000
348ts, 1990, 20k miles, red, LHD, £47,000
348tb, 1993, 60k miles, red, RHD, £60,000
348 Spider, 1994, 55k miles, yellow, RHD, £73,000
348 GTB, 1993, 43k miles, red, LHD, £80,000

RUNNING COSTS

Ferrari specialists Emblem quote an annual (6250-mile) service at £660. Cambelt change is £1560 and a combined service/belt job is £1860. Foskers quote £895 for the service and £1300 for a cambelt change. Foskers also point out that the big service for a 348 is every 25,000 miles, which requires a valve clearance check. Their cost for this is £850 on top of any other service costs. Pirelli P-Zero tyres cost around £229 each.

VALUES

Like all V8 Ferraris, the 348 has seen values rise significantly in recent times, but since they started at a very low level this is actually one of the most affordable Ferraris of all. You can find roadworthy cars for as little as £40k but it's much wiser to spend more for a really good car – say £60k – and then religiously keep on top of maintenance. Prices are likely to rise further in the wake of F355 appreciation.

Post-1992 cars were significantly improved over early cars, but don't overlook an early 348 if it's had a full complement of upgrades done. Spiders are rare and more sought-after. **II**

THANKS

Many thanks to McGrath Italian for making the 348ts available, Ed Callow at Ferrari specialist Foskers and Martin Chatfield at Emblem Sportscars for help in the preparation of this buying guide.

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Ferrari 328 GTS - pre-ABS (1987)

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Ferrari 456M GTA (2000)

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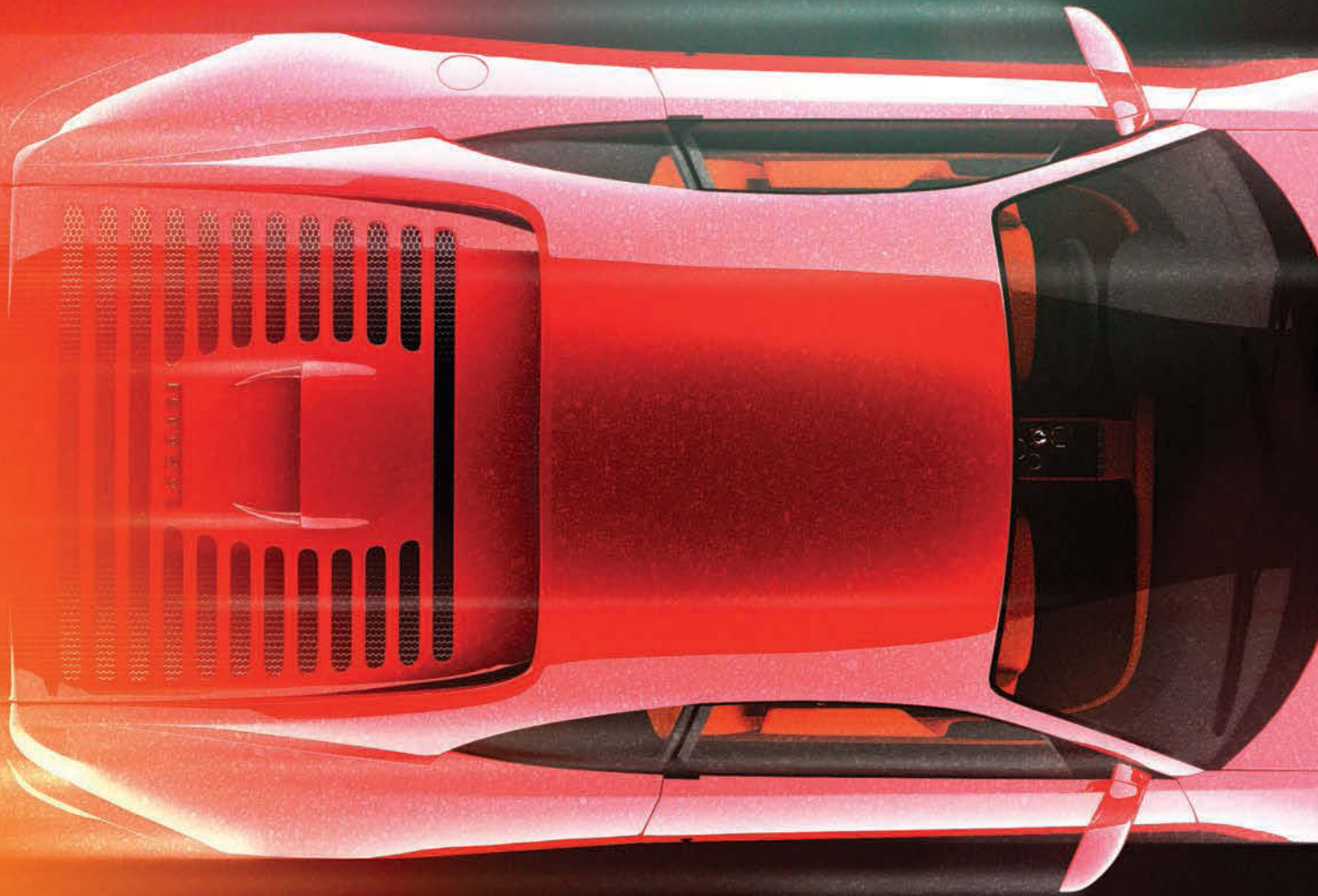


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1990 Alfa Romeo 33 16v Boxer Cloverleaf. 85,000 miles, red, with partial history and in condition 1. Extras include upgraded wheels and tyres to 15-inch, all new and period Kone springs and telescopic shocks with all bushes replaced, the cambelt was changed at 75,000 and the car has covered a total of 85,000 since new, it has been garaged/dried stored all its life and I have owned her for 14 years, £2500. Tel: Peter, 07740 625370. A243/027



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. A243/017



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). A243/026



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). A243/028

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. A243/025



Alfa Romeo 147 1.9 JTDm Collezione. 2008, 5 door, 12 months' MOT, black leather, 2 new tyres, new battery, alloy wheels, full service history, Parrot Bluetooth hands free, one previous owner from new, £2650. Tel: 07704 677538. A243/040



Alfa Romeo 156 V6 Sportwagon. Year 2000. The cambelt was changed 2 years ago along with the clutch, rears and pads, recent standard engine middle section, with a full MOT, done recently and is very reliable, I would consider p/x cash either way, £3000, feel free to text/phone me with questions. Tel: Andy, 07814 521302 (Sittingbourne, Kent). A243/041

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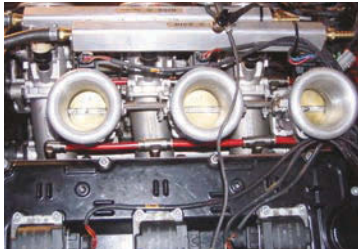
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Alfa 156 GTA 2003. Black, black interior, 80,000 miles. Q2 differential, part stainless exhaust, just serviced, new discs, hoses, belts, tensioners. MOT Dec 2016, refurbished alloys, £6000 ono, p/x anything considered. Tel: 07895 566028. Email: lloyd1@live.co.uk. A243/009



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). A243/012



2002 Alfa Romeo 156 2.0 TS. 108,000 miles, Alfa Silver, dark grey Alfatech 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 578 715 (Cumbria). A243/031



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, £2450. Tel: Scott 07841 349801. www.dmvscotland.com. A243/034



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). A243/030



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). A243/039



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1976 Lancia Beta Montecarlo
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2010 Alfa Romeo 159 Sportwagon 1750 Tbi. 28,381 miles, Stromboli Grey, standard Lusso spec with full black leather interior. 2010/60 with model year 2010 updates (eg black aluminium dashboard trim). I have owned this from new, full main dealer and Alfa workshop service history. Cambelt and water pump have been changed, new front discs and pads, MOT to Oct 2016. Well looked after and in excellent condition inside and out, AROC member, £9500. Tel: Steve, 01379 643571. A243/037

2003 Alfa Romeo 156 JTS Veloce Selespeed Sportwagon. First registered 31 January 2003, less than 80,000 miles. Occasionally slips out of gear but otherwise in good condition and a great drive. No sensible offer refused. Tel: 01580 831918 (East Sussex). A243/042

1991 Alfa Romeo 164 3.0 V6 Lusso. 55,000 miles, Racing Green. 1 owner car, full service history up to being garaged for past 2 years. Please contact me with any genuine enquiries, £1500. Tel: 07721 384393. Email: rdmoore@virginmedia.com. A243/043

1999 Alfa GTV Series 2 TS. 113,000 miles, silver, grey interior. Reg: 'S910 DWV'. Recent (@109K) belts, variator and water pump, has had more money thrown at it than Greece. New front brakes for last MOT (exp July 2016), new windscreen, straight thru stainless system, rear Proflex bushes, refurbished alloys, new window wiper motor (would you believe), new radio aerial, Waxoyled in 2014, good tyres (Goodyears on front). Serviced every year, doesn't use any oil, never broken down! Good all-round used condition. Sale needed to fund another GTV project. Plenty of receipts to confirm the above and more! £1000. Email: mike.kingpinmedia@gmail.com. A243/044



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 £4995. Tel: 07525 832746 (Scotland, Glasgow area). A243/001



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. A243/004



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 autochanger, 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. Would like to see this car go to a good home! £2995. Tel: Maurice, +44 (0)7768 467007. A243/032



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 around. Full leather, £1000 ovno. Tel: Mark, 01332 752905 or 07811 308567. Email: mark@mark80.orangehome.co.uk. A243/033

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). A243/029



2008 Alfa Romeo Brera S Prodrive Limited Edition. 44,600 miles, black. 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. A243/035



2010 Alfa Romeo Giulietta 2.0 JTDm 170hp Veloce. 85K miles, FSH. Rare red leather interior. Excellent condition. Cambelt/water pump changed, new brake discs, pads and tyres. £6495. For more details please call: 07770 682413 (Staffordshire). A243/002



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! £5500 ovno. Tel: Nigel, 07884 373068. A243/036

FERRARI

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. A243/020

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Fiat X1/9 Serie A/a. 1973, LHD. Colour code 258 with black interior. Low chassis number and all in original spec, the car has been in Denmark since 1974. Very rare model, email for more information and photos, price £8500 ono. Tel: 0045 4097 4406. Email: x19@toco.dk. A234/005

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 892906. Email: bobhirschhorn@gmail.com (Malvern, Worcestershire). A243/007

Fiat 500 twin air 0.9 Pop 2011. Fantastic economical reliable car with full main dealer service history, 10 months' MOT, genuine 39,000 miles, much loved car, cherished history by 2 lady owners, illness forces reluctant sale. Has eco button, stop start function, air con, CD radio, elec windows, central locking, any trial, £4400, view in Deal. Tel or text: 07772 785927. Email: funkyphilip@gmail.com (Kent). A243/045

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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 carburetors, 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 Buckley, 07798 797262. Email: martinbuckley130@gmail.com. A243/010

LANCIA



Lancia Fulvia Zagato 1.3S. 1970. Superb condition, extensive history, alloy roof, doors, bonnet. Konis, 'personal' wood rim wheel etc, tel for details, £29,000. Tel: 01932 953435 or 07710 393864 (Surrey). A243/015

PARTS



Nearly new rims and tyres for Fiat Panda 1.1. Continental Contact 3 155/80/R13 with 7mm tread, marker line visible, £200; wheel trims also available all in excellent condition, £35; buyer collects. Tel: 01332 752825 or 07754 564126. Email: gietina@ntlworld.com (Derby). A243/038

MISCELLANEOUS



Office clear out: proceeds to charity. Various car mags, largely Italian related: Ferrari (owner's magazine) from Autumn '01; Auto Italia, from issue 65, Old Stager (HRCR mag); Classic Car, Classic and Sportscar. Send £10 cheque made out to Macmillan, and get 12 random mags, send £15 and you get to choose three of twelve. Email: mick.wood.home@gmail.com. A243/003

I have copies of **Auto Italia** for sale from issue 179-239, contact me for details. Tel: 07981 655571. A243/046
Original Alfa Romeo showroom posters and sales brochures for sale. Mainly Sud / 33 / 75 / GTV / Sprint / S4 and 164, also ES30 / SZ brochures. Tel: 01635 202521 (Berks). A243/047
Ferrari Award 1000 Miglia 1988 piston on plinth, size 5-inch x 3-inch, on back Cuoio Schedoni per Ferrari, £50, post free. Tel: 020 8399 7541 (Surrey). A243/048

Other items 4 sale/wants: wanted Heuer chrono watch 60s/80s type, swap for Swiss EPOS ltd ed \$20 gold faced + Navahoe silver strap, matching sig ring and Zippo, also want Swiss silver music watch and chain, swap for ltd ed watches and chains, gold JFK with \$ coin, silver Cadillac with org. badge, HMS Discovery Hunter or other items. Email: dcian@fastemail.us. A243/049
Merak or Indy wanted: by serious collector and long-standing Maserati Club member. Please email laurel-cottage@hotmail.co.uk or telephone 07968 094741. A243/050

Part wanted: Lancia Dedra 2000. Automatic gear change T handle with push button fitted to rare auto version. Is anyone breaking such or know of NOS please? Tel: 01684 892906. Email: bobhirschhorn@gmail.com (Malvern, Worcs). A243/006
Cars wanted: Espada S3 (lhd), s1/2 wheels and kit, spares etc, swap for Merc estate '88, 65,000 mls, new auto box, batt, exhaust etc, and pro camera

equipment and collection, and/or new Snap-On tools/collectables. Email: dcian@fastemail.us. A243/051
Wanted: books, mags etc. Any country: cars, sp.boats, planes, string instruments, interested anything Lambo, GT40, Riva, Curtiss, Gibson/Marshall, swap for: wildlife, roses, USA trucks, cars, hearse/limo, guns. Email: dcian@fastemail.us. A243/052

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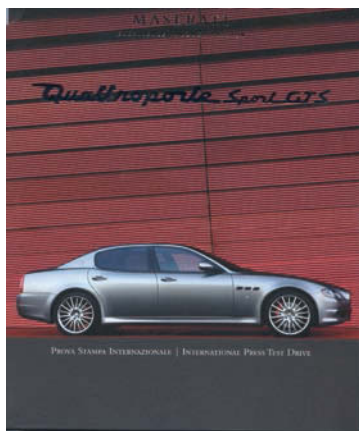
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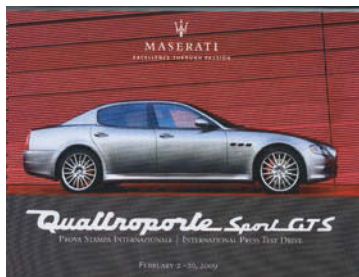
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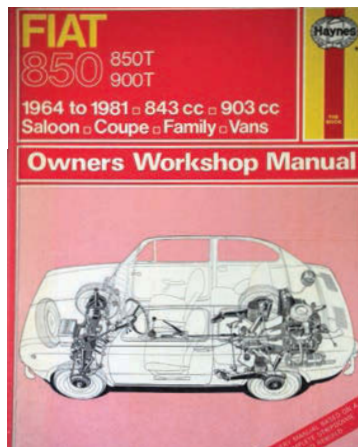
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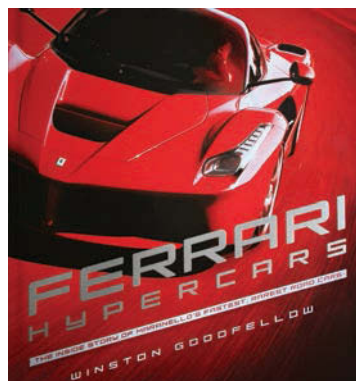
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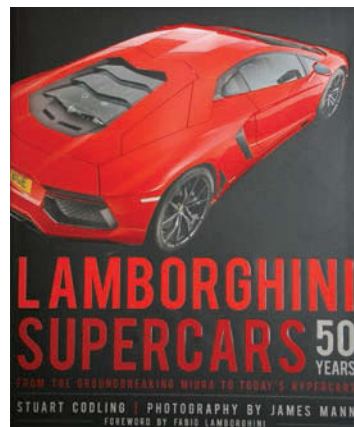
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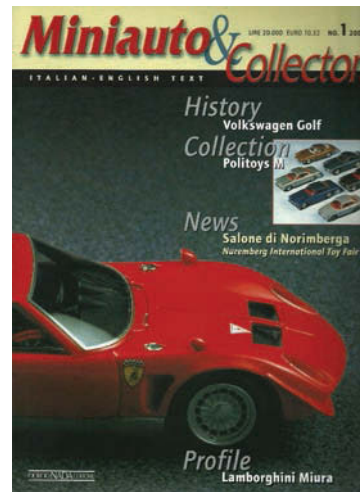
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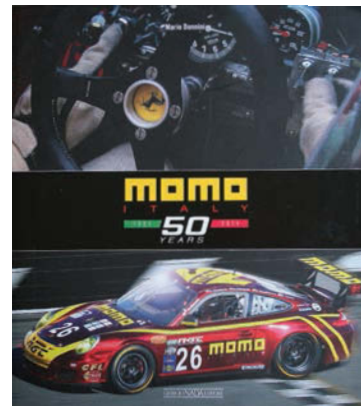


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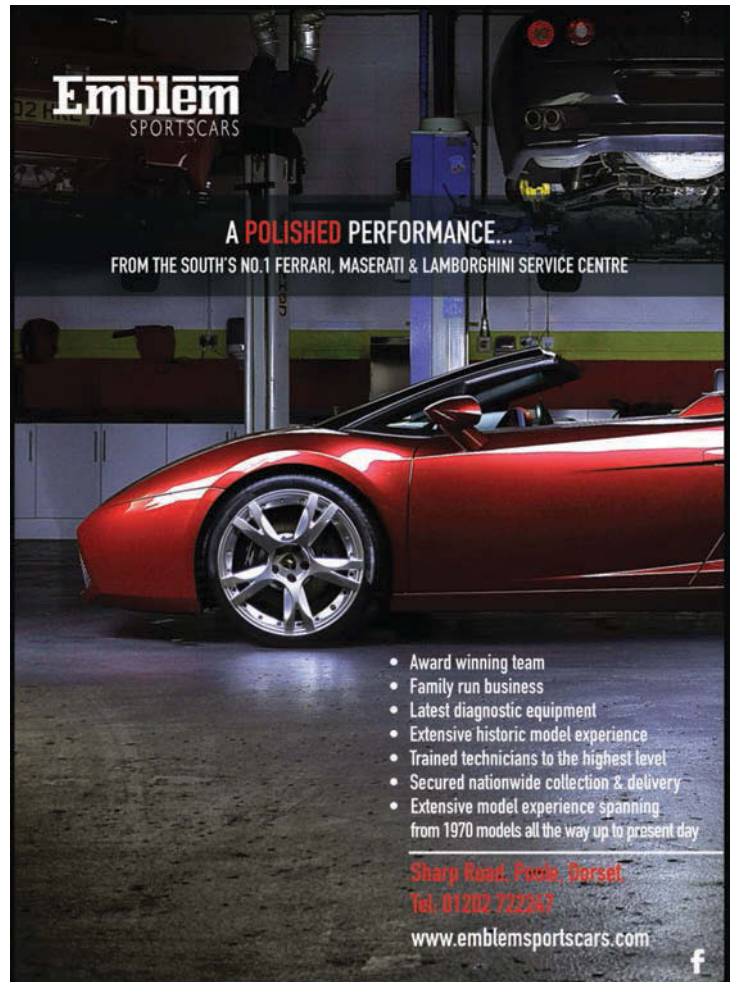
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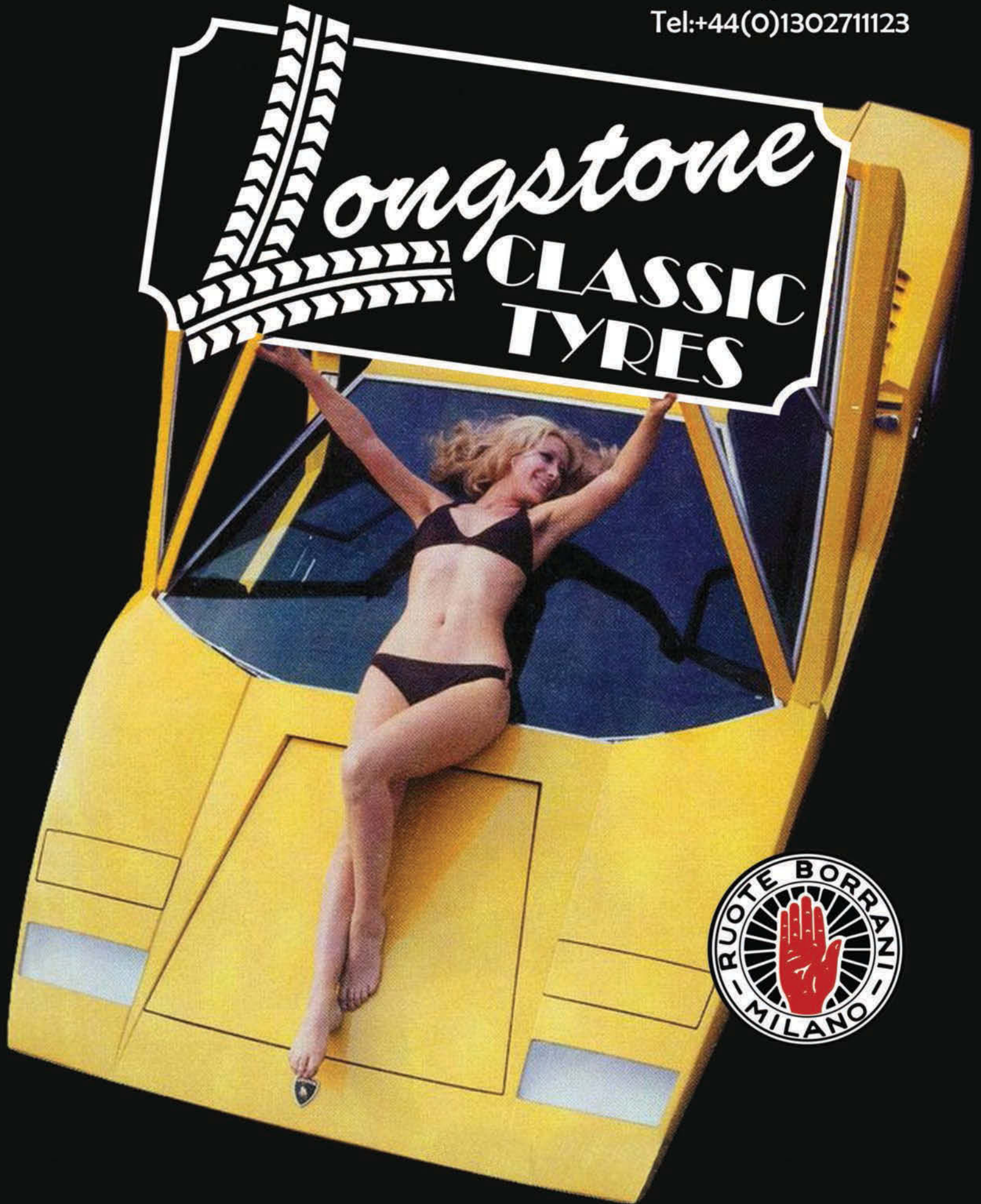


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PANTHER FERRARI FF

Story by Richard Heseltine



Save perhaps for Rolls-Royce, no other marque we can think of is more protective of its name and logo than Ferrari. Maranello's finest tend to go for the jugular when attacking replica manufacturers, a cease and desist order being only the opening salvo. This wasn't always the case, however. The car you see here featured Ferrari running gear, purportedly with factory blessing, and was distributed by a Ferrari concessionaire. It even wore the Cavallino Rampante badge on its nose. The thing is, it was built in a former Morris engine-making plant in Weybridge, Surrey.

Confused? You have every reason to be. The car's instigator, Robert Jankel, was at various times a ladies' fashion mogul, a successful racer of saloon cars and a keen restorer of pre-war classics. He became a car manufacturer by accident, having built a loose facsimile of an SS100 Jaguar at home, which went into production as the Panther J72 after he was inundated with requests to make more. Panther Westwinds was born in 1972 and a steady flow of ever more outlandish creations emerged blinking into the light that decade, some more successful than others.

The car was

commissioned by Willi Felber, owner of Haut Performance in Lausanne, Switzerland. The Ferrari and Panther distributor had form when it came to unique and small-series exotica, and the Panther Ferrari FF was intended from the outset as a one-off project. Jankel was given just nine weeks in which to build the car in time for its big reveal at the March 1974 Geneva Motor Show. The basis was a second-hand Ferrari 330 GTC which was stripped to its constituent parts and re-clothed in aluminium by Panther's artisans. The outline was meant to evoke the 'spirit' of the Ferrari 125 Spider Corsa, but Jankel was eager to dispel all notions that it was a replica. In April '74, he told Motor Sport magazine: "Yes, I had the Ferrari 125S in the back of my mind, but beyond that it is purely my own design along the lines of an early 1950s sports-racing car".

Mechanically, the car was near standard, the only deviation being different springs and dampers. Just how much lighter the FF was relative to the donor car remains unrecorded, but Jankel claimed it had a power to weight ratio of 392bhp per tonne, and was capable of 0-



60mph in 4.5sec.

It was completed in time for the unveiling in Geneva, by which time's Felber had decided to put the car into limited production. The only slight problem-ette was the small matter of sourcing Ferrari 330 GTCs. According to the Motor Sport report, a deal had been struck with the Ferrari factory for the supply of rolling chassis. Given that the GTC went out of production in 1968, the timeline doesn't quite fit but, regardless, the car went into limited production at a cost of an eye-watering £13,500. Just seven cars were made.

Felber and Panther also collaborated on a Lancia-based project before going their separate ways. Panther went on to build the mighty Ferrari 365 GTB/4-based NART 'shooting brake', while Felber lent his name to everything from a Ferrari 365 GTB/4 beach car to lidless 308 GTBs. There's no accounting for taste.



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