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AUTO **Italia**

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ALFA ROMEO STELVIO



FIRST ROAD TEST

ALFA GIULIA SPECIAL FROM SPRINT TO TZ2



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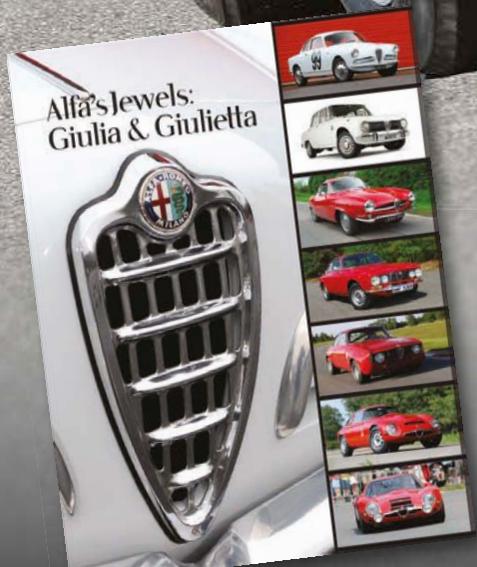
Monte Carlo rally coupe

FIAT BARCHETTA BUYERS' GUIDE

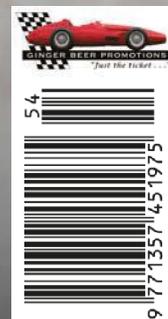
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Anyone with any passion for Italian cars running through their veins is desperate for this to happen: Alfa Romeo to return to the heights of greatness.

The MiTo and Giulietta era may have seen sales at Alfa Romeo rise overall, but few people could deny that the long-term standing of the brand has hardly been enhanced by such a limited range of cars, both of them hatchbacks.

Yes, the 4C is a brilliant sports car but ultimately it's an insignificant jewel in the firmament. What Alfa has been crying out for is cars that both excite on the road and convince in the mainstream market.

The new Stelvio is a firm step in the right direction. Alfa is one of the very last companies in the world to embrace the SUV format, which has for many years been the one market segment to witness continuing strong growth. No matter what your view of SUVs is – and I for one have my reservations – the plain fact is, if you're not making an SUV, you're simply not in the game.

So it's great news that the Alfa Stelvio – which we got to drive this month (see our full road test review on page 18) – is fundamentally a good car. Showroom appeal? It's got it in spades. And in Quadrifoglio form, it even has the wherewithal to put the wind up Porsche.

Ultimately, the Stelvio will make or break Alfa Romeo. That, and the new Giulia, which we also look at in detail this issue. Both cars have the potential to return the Alfa brand to the pre-eminence it once enjoyed – the early 1960s, for instance, when the Giulietta and Giulia models were shining stars of advanced engineering, styling elegance, high performance and desirability.

So it's a pleasure this month to celebrate, in the form of a 46-page supplement, not only the Giulia and Giulietta family of the past, but hopefully a glittering future for Alfa.

Chris Rees
Editor

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NEWS & VIEWS

FERRARI CELEBRATES 70 YEARS WITH RECORD SALES



Ferrari has announced increased sales and earnings for 2016, just as it enters its 70th anniversary year.

New car deliveries increased to 8014 units, a rise of 350 (or 4.6%). Revenues also grew by 8.8% to 3.1 billion euros and net profit went up by 37.1% to 425 million euros.

This success was largely driven by a 5% increase in sales of V8 models, especially the 488 GTB and 488 Spider. Shipments of V12 models were up 4% thanks to the newly launched GTC4Lusso and LaFerrari Aperta, as well as a strong showing by the F12tdf. The LaFerrari, meanwhile, finished its production run in 2016.

The fastest-growing markets were Italy, Germany and France, all posting double-digit growth. The Americas showed a 2% increase while deliveries in China were up 1%.

Sales of engines to Maserati plus rental revenues to Formula 1 teams meant that Ferrari's Engine Dept. revenues grew by 55%. Sponsorship and brand revenues were also up, while Ferrari also reported a higher contribution from its personalisation programmes.

Ferrari says it expects its 70th anniversary year of 2017 to be even better. Sales are anticipated at 8400 units and revenues will be up by a further 200 million euros.





'MR MIURA' PAOLO STANZANI DIES

The father of the Lamborghini Miura, Paolo Stanzani, has died aged 80.

Stanzani played a major role in Lamborghini's history. He created the Miura in 1966 alongside Giampaolo Dallara and designer Marcello Gandini, as well as many other significant models.

Paolo Stanzani was born in Bologna on 20 July 1936. After graduating in Mechanical Engineering in 1961 at the University of Bologna, he was hired by Ferruccio Lamborghini in September 1963.

He contributed to the 350 GT, 400 GT and Islero, but will be best remembered for the Miura and Countach. In his role as General Manager and Technical Director from 1967, he oversaw the development of the Espada, Jarama, Miura S and SV, Urraco and Countach.

A Lamborghini spokesman said: "His vision, his creative genius and innovative approach to projects are still a source of inspiration for Lamborghini."

ALFA TIPO B 'P3' TOPS PARIS SALE

One of Alfa Romeo's Grand Prix greats, a 1934 Tipo B 'P3', has sold at auction for €3,920,000.

The Alfa Romeo Tipo B was campaigned by Scuderia Ferrari during the 1934 and 1935 seasons and proved highly attractive to bidders. The full story of the car appeared in *Auto Italia* Issue 253.

The second biggest seller on the night was a 1973 Ferrari 365 GTB/4 Daytona Spider in outstanding condition with only 20,314 miles on the clock. The car attracted a lot of bidding attention and sold for €2,156,000.

The RM Sotheby's sale at *Rétromobile* was its most successful ever at Paris, attracting bidders from 37 countries. A full auction report will appear in next month's issue of *Auto Italia*.



REBUILT LAMBORGHINI 350 GT ON SHOW

Lamborghini's historic division, PoloStorico, took a stand for the first time at *Rétromobile* in Paris with a freshly restored 1964 Lamborghini 350 GT.

350 GT chassis number 0121 was one of the first 15 cars produced by Automobili Lamborghini and is the very first 350 GT to be restored by Lamborghini PoloStorico.

The restoration of the bodywork and interior took 1150 hours, with a further 780 hours on mechanicals and electrics. For the 350 GT on display at *Rétromobile*, particular attention was paid to reworking the engine cooling, brakes and fuel. The black leather interior was refurbished using "classic procedures of the era" the



original radio still functions perfectly. The original wheels were restored by Ruote Borrani di Milan.

This is the fourth full restoration project carried out by Lamborghini PoloStorico, following a Miura, LM002 and Countach. Lamborghini PoloStorico focuses on restoration, archives, certification and original spare parts supplies. The parts warehouse covers more than 70% of classic Lamborghini model cars.

RARE ITALIANS AUCTIONED

A unique 1950 Ferrari 166 MM/212 Export 'Uovo' by Fontana is to be auctioned at Monterey in August 2017.

Chassis no 024 MB is one of the most striking coachbuilt Ferraris of all time. Boasting one-off coachwork by Carrozzeria Fontana, it's nicknamed 'Uovo' because of its distinctive egg-shaped bodywork.

Commissioned by Giannino Marzotto, built by Fontana of Padova and designed by the sculptor Franco Reggani, the Uovo held the lead of the 1951 Mille Miglia and Giro di Sicilia and won the Coppa Toscana. It also raced in the USA during the 1950s.

The Uovo has spent time on display in the Museo Enzo Ferrari but has not been seen publicly for many years. It's set to be the highlight of the August 2017 Monterey auction week, where RM Sotheby's will put it under the hammer.

Other rare Italians will be auctioned by RM at Amelia in March. A 1954 Fiat 8V Supersonic by Ghia, believed to be the 1954 Geneva Motor Show car, is one of the stars. Originally delivered to American powerboat racer, Lou Fageol, it has had five owners since new and has been authentically restored. It's one of only 15 8V Supersonics built and is offered without reserve.

Another rarity is a 1957 Stanguellini 1200 Spider America by Bertone. This one-off was designed by Franco Scaglione for the 1957 Turin Auto Salon. Previously exhibited at Villa d'Este and Pebble Beach, it's been fully restored and is documented in Nuccio Bertone's personal registry.





GIULIA SPORTWAGON AXED

Alfa Romeo has confirmed it will not be building an estate Sportwagon version of the Giulia saloon. Despite customer interest, the estate body style has not been given the green light.

Alfa's manufacturing chief, Alfredo Altavilla, is reported as saying: "We decided not to do a Giulia Sportwagon. Do we really need it if the Stelvio SUV drives that well? Maybe not. With our fine-tuning, the Stelvio can capture all the people who would otherwise have been interested in the SW."

Fabrizio Curci, head of Alfa Romeo for Europe, confirmed that a Giulia SW was originally in the model plan but has now been dropped: "We were thinking about the Giulia Sportwagon for a very long time but that segment has been changing fast."

Instead, Alfa Romeo will concentrate on the Stelvio at its new Egoom Cassino factory, where Giulias, Stelvios and Giuliettass are all built.

ITALIAN PRE-WAR RACERS BATTLE AT GOODWOOD

The all-new Varzi Trophy at Goodwood's 75th Members' Meeting will feature pre-war Grand Prix racers.

The new race is for French and Italian Grand Prix and Voiturette machines that competed up to 1939. The race will take place at the Goodwood Motor Circuit at the 75th Members' Meeting on March 18th-19th.

Named in honour of Italian racer, Achille Varzi, who achieved great success for Alfa Romeo and Bugatti during the 1930s, the Varzi Trophy will include cars from Alfa Romeo, Bugatti, Delahaye, Maserati and Talbot-Lago.



GOODING AUCTION RESULTS

One of the first auctions of 2017 – Gooding Scottsdale – has demonstrated that the market for high-end classics remains buoyant, if not booming.

A 1965 Ferrari 500 Superfast sold for \$2.915 million, slightly above its lower estimate, although a 1966 275 GTB remained unsold. A 2011 Ferrari 599 SA Aperta sold at \$1.485 million, in excess of its estimate of \$1.2m to \$1.4m. One of only 80 examples produced to commemorate the 80th anniversary of Pininfarina, it had done only 2500 miles from new.

However, a Maserati A6 road car (one of only 61 built) did not sell at its estimate of \$600,000 to \$700,000. And one of only four 1953 Fiat 1100 Cabriolets with coachwork by Allemano failed to sell at its estimate of \$275,000 to \$325,000. Despite its Michelotti design and Mille Miglia concours credentials, perhaps its humble 50hp 1089cc engine put buyers off.

Sellers were clearly being realistic, allowing cars to sell below the auction house estimates. A superb 1975 Lancia Stratos HF Stradale, estimated at \$500,000 - \$600,000, eventually sold for \$451,000. Meanwhile, a glorious green 1954 Alfa Romeo 1900C SS Coupe by Touring sold for £357,500, some \$42,500 under its lower pre-sale estimate. And a 1932 Alfa Romeo 6C 1750 Grand Sport Roadster with coachwork by Figoni sold for \$1,595,000, around \$1m less than the estimate.

Many mainstream Ferraris also sold slightly under estimate. For instance, a 2004 Ferrari 360 Challenge Stradale sold for \$231,000, some \$19,000 below its lower figure.



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CAR SALES BOOM IN ITALY

The Italian car market grew by 15.8 per cent in 2016 versus the previous year, posting 1,824,968 registrations. Although that's some way off the national sales record of 2007, it confirms the optimism in the domestic market.

Fiat Chrysler Automobiles brands all performed very well: Fiat was up 17.1%, Lancia 16.6%, Alfa Romeo 19.2% and Jeep 35%. With five Fiats and six Italian models in the top seven places, 2016 was the best showing by domestic brands for 32 years.

The Fiat Panda remained easily the best-selling model in Italy, with more than double the sales of its nearest rival, the Lancia Ypsilon – that means one in 12 cars sold in Italy is a Panda. The Fiat 500 dropped to seventh place in the chart as the Fiat 500L and Fiat 500X continued to sell well.

Selected other Italian models include: 18th place – Alfa Romeo Giulietta (23,830 sales), 29th – Fiat Tipo saloon (15,605), 36th – Fiat Tipo Hatchback (12,236), 50th – Alfa Romeo MiTo (9691).

Sales of both Maserati and Ferrari brands were up around 50 per cent, with Maserati selling 2052 cars and Ferrari 372.

ITALY'S TOP 10 SELLERS 2016

- 1 Fiat Panda 147,291
- 2 Lancia Ypsilon 65,655
- 3 Fiat 500L 54,709
- 4 Renault Clio 49,776
- 5 Volkswagen Golf 47,217
- 6 Fiat 500X 46,233
- 7 Fiat 500 45,405
- 8 Fiat Punto 45,226
- 9 Ford Fiesta 43,526
- 10 Volkswagen Polo 43,103



LAMBORGHINI BUILDS 200 RACERS

Over 200 racing cars have been delivered in just 24 months by Lamborghini Squadra Corse – a new record.

The 201st car, a Huracán GT3, came off the production line at Sant'Agata Bolognese in January. The 200-plus units produced include the Huracán Super Trofeo (a one-make series in Europe, Asia, North America and the Middle East) and the Huracán GT3 (which races in major GT championships worldwide). Lamborghini Squadra Corse manufactures its racing cars on the same production line as the road cars.



EX-ERIC CLAPTON FERRARI F40 ON SALE

A Ferrari F40 once owned by rock music star Eric Clapton is up for sale. Clapton, a noted Ferrari collector and enthusiast, owned the 1991 F40 between 2000 and 2003.

It's covered just 10,881km from new and is finished in Rosso Corsa. It comes with a factory-fitted catalytic converter and is currently undergoing Ferrari Classiche certification.

The sale price is £925,000 at GVE London (www.gvelondon.com), whose managing director David Rai comments: "F40s of this calibre don't come along very often. I doubt one with such amazing provenance and low mileage will appear in the classifieds for a while."



MASERATI POLO TOUR

Maserati's new Levante was test driven a record number of times on snow in St Moritz at the Maserati Polo Tour 2017.

The Snow Polo World Cup St Moritz – the only polo tournament played on snow – took place on a frozen lake. It saw Rommy Gianni's Team Cartier claim victory over Melissa Ganzi's Team Badrutt's Palace. Maserati's own Polo Team from Malaysia also competed. Celebrities in attendance included motorbike racer Giacomo Agostini and slalom world champion Giorgio Rocca.

As well as the Levante, the facelifted Quattroporte and Ghibli could be tried. Enthusiasts also enjoyed a Maserati Snow Golf Tournament and a gala dinner.



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DESIGN

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

ALFA ROMEO STELVIO

Unveiled at the 2016 Los Angeles Auto Show and named after a pass in the Italian Alps, the Alfa Romeo Stelvio is FCA boss Sergio Marchionne's answer to demand in the mid-size SUV market. In a similar manner to Maserati's Levante before it, FCA is happy to trade volume for historical brand positioning and heritage.

The DNA of the Alfa Romeo Stelvio reaches back as far as the Alfa Romeo Kamal concept car of 2003. Alfa Romeo did manufacture the Alfa Romeo 1900M 'Matta' four-wheel drive utility vehicle back in the early 1950s, but suggesting any relation to this mad ancestor would be like proclaiming

Schwarzenegger and DeVito really are twins.

Fast-forward to the present and the Alfa Romeo Stelvio is styled with a generic Alfa Romeo face and with surface treatment not unlike the new Giulia's. An angled character line and muscular shoulders make the most of the technical package and make the Stelvio instantly recognisable as an Alfa Romeo, even when not painted red.

However, design-wise, the Stelvio – particularly in the Quadrifoglio version – appears more 'crossover' than genuine SUV. The reason for this is the relatively low ground clearance combined with a seemingly corpulent body, suggesting the Stelvio feels happier in front of a mountain

cabin than climbing all the way to the summit.

It's available in both rear-drive and all-wheel drive configurations and powered by engines ranging from a 2.0-litre in-line four all the way to a 2.9-litre bi-turbo V6 with 510hp. The latter helps the Stelvio achieve a 0-60mph time of under four seconds and create an on-paper alternative to competition in form of the Jaguar F-Pace or Porsche Macan.

The Alfa Romeo Stelvio cannot be considered as an alternative to a genuine SUV. It is a fashionable automobile for a broad target group, one that offers a high seating position with good

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on-road performance over pure versatility and rough terrain ability. This positioning is arguably the right one to create sales, and it is obvious that this was the target from the start.

The Alfa Romeo Stelvio is unlikely to become a classic; it will not grace

the lawns of Villa d'Este or the show floor of Rétromobile in decades to come. Whether the Stelvio will be one of the puzzle pieces that helps reinvent the Alfa Romeo brand, only time will tell, but the Stelvio is undoubtedly a rather fashionable alternative to competition from Europe, the US and Asia.





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SOUTH AFRICAN GIULIA RALLY

I am a fairly long subscriber to your magazine and always look so forward to receiving it every month – in fact, I get quite cranky (my wife tells me) when delays occur here in South Africa.

I am a huge fan of Italian cars, but also a diehard Alfa Romeo fan. The love affair started in my youth during the halcyon days of Lourenco Marques, Mozambique during the 1960s and 1970s. I used to attend the annual races in LM, which besides the locals, attracted a large number of South African and even Rhodesian racers, some of whom became quite well known. Names such as John Love, Willie Hepburn, Sarel Van Der Merwe and Arnold Chatz spring to mind. The latter, who runs the biggest and best Alfa Romeo/Fiat/Abarth dealership in Johannesburg (and the country for that matter), used to race a white Giulia. He won most times, but was always so closely pursued by a swarm of other cars like the BMW 2002ti, Ford Capri Perana, Datsun SSS and Renault Gordini. I was hooked!

I have always owned only Alfa Romeos. Parting with them has always

been difficult and I have fond memories of them all. The list includes the following:

- Alfa Romeo Giulia 1.6 Rally
- Alfa Romeo GT Junior 1.6
- Alfa Romeo 155 Twin Spark 2.0
- Alfa Romeo 156 2.0
- Alfa Romeo 156 GTA
- Alfa Romeo 159 3.2 Q4
- Alfa Romeo Brera 3.2 Q4

I am ecstatic that Alfa Romeo is going back to its roots by launching exquisite models like the Giulia and Stelvio and really hope that Alfa Romeo fulfils its place as a truly unique, legendary and beautiful marque. It is most deserving!

In all these years, I haven't seen an article on

the South African Alfa Romeo Giulia Rally. I saw one parked at the beachfront in Camps Bay, Cape Town (pictured) and had to stop! Could you publish something on it in the future please?

Thanks for a truly wonderful magazine.
Sergio de Alessi
Cape Town, South Africa

FERRARI V ALFA

I read, as always, with keen interest the latest copy of Auto Italia. One article in particular had me gasping in wonderment. I am finally selling my Brera so I can spend money on my GTV (g16). Yes, both cars I cannot afford to run but I've decided I like the GTV more, even though it is at the end of its life.

Your feature on the Ferrari 488 really did open my eyes and nearly made them cry, but not for the reasons you may expect. Everyone talks about the cost of keeping older cars on the road. Even though

we all know the circle of how it works, it still costs money to keep a potential investment as it appreciates in value. Looking ahead, we can all see the money g16 GTVs will make in a few years, especially good V6 ones. At present though, it still costs a lot of money to keep them on the road. Hence they get scrapped, fewer are left and they start appreciating in value.

When I look at the likes of Ferrari, though, the costs are eye-watering. Yes, I know the returns on a Ferrari can be amazing, but look at the costs involved in keeping them, and even buying them in the first place. Regardless of whether customers are millionaires, the prices are just ridiculous.

The 488 feature proves this. It may be great, even incredible, but look at the cost of options. Two thousand pounds for a headlight? Front callipers and pads, three thousand

pounds. These prices are staggering.

Imagine what you could do if you could spend a few thousand on a GTV g16? I think they are gorgeous, great cars. Yes, they have their problems, and even design flaws, but even without the guaranteed return they seem a far better prospect. We could turn a tired, worn out GTV into amazing one for half the price of a pair of seats.

I guess I am missing the point but the bottom line is, no one does styling, design and interiors like the Italians. They are out there on their own in my opinion. So people can pay a fortune for their supercars, that is great, and they can be a dream for some, but the same DNA, the same design philosophy, passion and flair can be found in cars for a fraction of the cost, and I love that. I guess that is the point: each to their own.

Mark Scotchford

BUYERS' GUIDE

Ferrari 458 Italia

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

Report by Chris Rees
Photography by Michael Ward

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

Ferrari said that its 458, unveiled at the Maranello Superweek Motor Show, represented a "complete departure from the past." As the replacement for the F430, it certainly represents a huge step change.

Ferrari's design was taut, compact, aerodynamic and fresh. The fact that Michael Schumacher was involved in its development was a big plus. And the 458 Italia marked a definitive break from manual transmission Ferraris, since your only gearbox option was an 8-speed dual-clutch transmission.

In our opinion, though, the 458 Italia did not break from the past. This was the last mid-engined Ferrari to use a non-hybrid engine. The 488's V8 powerplant is from a 3-litre, 6-cylinder direct fuel injection engine to be introduced in our next issue as an impressive 6-cylinder 3.0-litre, 6-cylinder engine, the best yet for a naturally aspirated road-going Ferrari.

Weight reduction was a priority, too, and Ferrari claimed a dry weight of 1,300kg, 58 per cent of which sat over the rear axle. The wheelbase grew by centimetres over the F430, and the 458 was also slightly longer and wider overall. The chassis was in aluminium, as with the F430, but with more bonded elements than before. The

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

In 2013, two years after the coupe's debut, the 458 Spider made its first appearance. In contrast to the F430 Spider's soft-top, the 458 Spider had a solid aluminium roof that disappeared rearwards at the



press of a button in just 14 seconds.

The 458's Special Edition truly represented the pinnacle of the 458 line. It had gobs of weight, a 50hp more horsepower (480hp) and improved aerodynamics (thanks to exotic moulded faps on the front valance) and an active rear diffuser. You also got side slip angle control (SCC) to improve handling on the limit. The first 458 variant was the Special Edition (Aperta or Topari), of which just 450 examples were made. The 458 left production in 2015.

replaced by the turbocharged 488. The 458 Italia certainly represented a big step forwards over the F430 in almost all departments, but perhaps the best news about it is that it seems to be extremely reliable. What exactly do you need to look out for when buying?

ON THE ROAD

Step inside the 458 and it feels wonderfully focused – especially the steering wheel, which has so many controls fitted on it, even the suspension and traction control system is controlled by the steering wheel. Sport, Race and traction Control (TC) settings.

In Sport mode, the handling offers up a hint of understeer on turns but it's hard to relax in the 458; this is a pretty intense experience all of the time. Switch to Race or traction OFF modes, and it's even sharper. A very quick steering ratio gives the 458 Italia very keen turn-in, while the E-CAT and F-trac systems offer fantastic ease of control on the limit.

Over 80 per cent of peak torque is available from 3,000rpm, so this is a car you don't need to rev hard to maintain good progress. But, you'll want to rev it as much as possible because it sounds so delicious: a powerful growl transforming into an intense crescendo through the triple exhaust tailpipes.

The F1 transmission provides smooth but super-fast shifts at full throttle. Short gear between ratios match the power and torque curves of the V8 perfectly. For the record, the 458 accelerates to 100mph in under 3.4 seconds and tops out at about 180mph.

The Special Edition is even more special, with its red-tinted higher-luminescence (HLL) super-dry tires provide grip, while the adaptive dampers have their own calibration and unique Side Slip Control (SSC) feature you, allowing a touch of beautifully adjustable oversteer.

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AUTO ITALIA DRIVING EXPERIENCE

Longcross, April 28th

The popular driving experience for owners of selected Italian cars will return to the private Longcross test facility (and *Auto Italia's* photo location) on Friday April 28th 2017, one day ahead of the traditional Brooklands Italian Car Day on Saturday April 29th. With the events being held over consecutive days, Italian car owners have the opportunity to take in two neighbouring venues.

The Longcross driving experience is not a conventional track day that places stress on both cars and drivers but an opportunity for owners to demonstrate their skills. The two-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 needs to be pre-booked. In the first instance, Italian car owners should apply to the organisers with registration details of the car they wish to enter.

Subject to entry acceptance, the cost will be £150 per car plus a three-course Italian buffet lunch at

£25. The fee for nominated additional drivers is £50 including lunch. Lunch for drivers' passengers or guests is £25 per person.

Owners of pre-booked Italian cars are invited to join the paddock display and space will be set aside for clubs. There will be a track parade for all cars during the lunch break. The cost is £20 per car. On-site catering will be available.

Closing date for all applications is April 18th.

**For entries, please contact
mail@philwardevents.com**



AUTO ITALIA ITALIAN CAR DAY

Brooklands April 29th

The Italian Car Day has become established as the UK's premier event for owners and admirers of Italian cars, with record attendances in 2016. The event provides visitors with the opportunity to see and hear 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.

Applications are invited for an opportunity for selected interesting cars to take part in the track demonstration and the hillclimb.

For information contact: mail@philwardevents.com

Brooklands 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

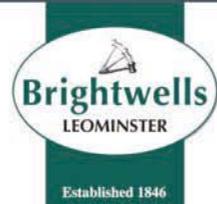
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Alfa Romeo Stelvio

At last, Alfa's BMW X3-rivalling SUV is here. We head to the test track to find out if the Stelvio has the heart of a true Alfa

Story by Richard Bremner
Photography Michael Ward





STELVIO

There are several surprising things about the Alfa Romeo Stelvio. One is that it's here at all, given the (well-intended but often ineffectual) torturing of Alfa's plans over the past few years, and how long it has been since we saw the decidedly shapely Alfa Kamal crossover concept. That show car appeared fully 14 years ago, and it's a little painful to think where Alfa might be today had it launched this appealing SUV shortly afterwards.

But this is no moment to get morose about Alfa's troubled history. The marque is now enjoying the launch of not one but two mainstream models based on the rear-wheel drive, premium quality platform long required: the Giulia saloon and Stelvio crossover are triggering what should, finally, amount to a substantial rejuvenation of the brand.

Another surprising Stelvio fact? That its chassis has been engineered to provide almost exactly the same dynamic experience as you'd enjoy in the equivalent Giulia, but while you're sitting 190mm higher. So claims ex-Ferrari engineering chief Roberto Fedeli. Given that the Stelvio is a taller vehicle than the Giulia, as you'd expect of a crossover, that's quite an achievement, because its centre of gravity should be higher, and its propensity to roll greater, unless it's kitted with Isambard Kingdom Brunel-specification springs and dampers. But more on this later.

One very good reason why the Stelvio's road behaviour should at least part-mirror the Giulia's is that it shares the same structural roots. Both cars are built on the so-called Georgio platform architecture, and much of their basic design and engineering was carried out at the same time to optimise the platform not just for these two but a cluster of models, says Fedeli.

So the Stelvio's mechanical layout is fundamentally that of a rear-drive car: its engines are arranged longitudinally to drive the rear wheels, with a transfer case and a differential motivating the front axle. The Stelvio has been set up to drive like a rear-drive model too, with all the engine's torque bound for the rear wheels unless sensor-detected traction issues require an active transfer case to direct effort to the front pair, which can take up to 50 per cent of the thrust.

There are a few more surprises besides, but we'll get to those later. To give the Stelvio some context, it's aimed at the Audi Q5, the BMW X3, the Jaguar F-Pace, the Mercedes GLC and the Porsche Macan. That's well-armoured opposition, but in the case of the Q5, X3 and GLC, the Alfa certainly has novelty on its side, the



brand as fresh-faced as Jaguar to this fast-swelling section of the market. What the Stelvio also has on its side is power, and heaps of it.

At launch there will be two engines, both driving eight-speed paddleshift automatics and all-wheel drive transmissions. The 2.0-litre petrol turbo serves up no less than 280hp and 295lb ft of torque, while the 2.1 diesel musters 210hp and 346lb ft. The result is some rather startling acceleration times for a family wagon, the petrol broaching 62mph in 5.7sec, the diesel not far behind with 6.6sec. Apart from outright power, one reason for this impressive performance is the Stelvio's relatively low weight, the petrol registering 1659kg, the

diesel just one kilogram more at 1660kg. For comparison, the largely aluminium-bodied Jaguar F-Pace 2.0 diesel weighs 1775kg.

Most of our driving is done aboard the petrol, partly because it's more Alfa-like, partly because it has more poke and partly because diesels appear to be sinking into an emission-triggered decline. This is a smooth engine that soon produces strong acceleration and mild rortiness to go with it. Don't expect the tuneful thrash of an old Alfa Twin Spark, but the sound of induction – or something like it – is there and provides the Stelvio with an obvious sporting flavour. At least as satisfying is the way this engine muscled up

The Stelvio's platform may be all-wheel drive but it delivers the driving dynamics of a rear-drive car





You sit 190mm higher up in the Stelvio than you do in its sister model, the Giulia, but it's still a sporty beast

momentum, its fat reserve of low-end torque emerging usefully below the 2250rpm peak to provide assertive go almost regardless of gear. The same is true of the diesel; even if it's a little less quick, this engine is also pleasingly civilised. It doesn't have the petrol's revvier zip but it's very effective when coupled to the standard eight-speed auto – there's no manual.

Ratios are automatically shuffled unless you pull at a sizeable pair of fixed-position aluminium paddles (optional, and worth it) that further underline the Stelvio's sporting ambitions. These become still more apparent on the Balocco test tracks that are Alfa's home test territory. The Stelvio has the fastest-acting steering gear in its class, says Alfa, and you can immediately feel its wieldiness, near-instant response and contained body roll, all of these encouraging you to drive the SUV with the verve of, well, a Giulia. Which means that it's not long before your speed and ambitions build, to reveal a couple more of the

aforementioned surprises.

The first appears when the throttle is gunned while departing a tight left-hander. The Stelvio's not insubstantial tail jinks sideways, to be near-instantly caught by the electronic netting of the ESP anti-skid control. What you also feel, all of a sudden, is the pulling power of the front wheels, the drivetrain's brain rousing the front axle to share the tractive load. The torque transfer isn't crude, but you can certainly feel it, which is as things should be aboard an Alfa.

The entertainment value of this tight-bend, tail-out situation can be amplified by swiveling the rotary Alfa DNA dial towards dynamic from normal (the third mode is eco), which prompts the usual sharpening of reflexes and loosening of the ESP ties. So, another lap, another sizeable prodding of the throttle and the rear-end predictably slides further offline. If you're quick, there's enough time to apply the correction yourself. If you're not, the electronics will do the job for you. It's not





possible to turn the ESP off altogether.

That's probably wise, given that this is a family car whose occasional non-driving occupants are unlikely to thank you for mild drift indulgences on greasy roundabouts. But the fact that you can enjoy such moments in a car with cupholders, shopping hooks, a power tailgate, room for five and an off-roader's hill descent control is unusual among the fattening shoals of crossovers.

You can, however, experience a mildly less welcome effect if you tackle that same tight bend by entering it slightly too fast. A slice of sliding understeer comes your way, and it's slightly more insistent than might be expected, although Balocco seems a little slipperier than usual. The chance to experience the same thing at rather higher speeds emerges on Balocco's longer, faster and entertainingly three-dimensional test track, which throws off-camber bends, savage dips, launching crests, tightening turns and fast sweepers at you.

The Stelvio is decidedly un-SUV-like around here, feeling agile, deft and decidedly brisk. You can sense what it's doing through your seat, and more so than via the wheel, which provides precision and consistent resistance. But like most modern systems, there's not much feedback from the road below. The Alfa is no less entertaining on this faster track, and confidence-inducing too. The rear-end won't step out unless you provoke it, but a fast-sweeper certainly spiked your reporter's heart-rate when the Stelvio began a run-wide slither towards the Armco at over 80mph. The ESP gently intervened, but this wasn't the slippage expected at these kind of speeds.

Speeds that you're unlikely to be seeing on real roads unless you're craving a court appearance. Tracks are misleading too – particularly Balocco's – so it will take a test on UK roads to confirm that for the most part, the Stelvio is an entertainingly well-behaved machine. It will also require British bitumen to determine whether Alfa has found a way to stiffen a crossover's suspension without ruining its ride.

Fedeli explains that, despite its extra height, the Stelvio shares the same roll axis as the Giulia, making it less likely to lean than many crossovers, and that it's fitted with special long-stroke shock absorbers that help preserve the suppleness of the ride. On these mousse-smooth tracks there was no hope of corroborating that, but there's encouragement to be drawn from the fact that the Stelvio has been extensively tested in Wales, Scotland and England, says Fedeli, who would presumably not reveal such things if he wasn't confident.

Chassis dynamics have been one of Fedeli's many challenges, but among the biggest, he reveals, has been imbuing the Stelvio with an aura of quality, which has been as much about educating engineers, designers and those who actually make the car as it has specifying this Alfa correctly in the first place. That starts with the very rigid body that provides "a guarantee of quality over time," to quote Alfa's official wording, promising a freedom from the squeaks and rattles that can develop as less structurally robust cars age.

Poking and prodding the cabin materials reveals plenty of high-quality, soft-touch mouldings, aluminium décor that is real metal and as you'd expect from Italy, there are beautifully trimmed seats and an exquisite



TECHNICAL SPECIFICATIONS

	ALFA ROMEO STELVIO 2.0 PETROL	2.1 DIESEL
ENGINE:	4-cyl turbo	4-cyl turbodiesel
CAPACITY:	1995cc	2143cc
BORE X STROKE:	84mm x 90mm	83mm x 99mm
COMPRESSION RATIO:	10.0:1	15.5:1
POWER:	280hp @ 5250rpm	210hp @ 3750rpm
TORQUE:	400Nm (295lb ft) @ 2250rpm	470Nm (346lb ft) @ 1750rpm
TRANSMISSION:	ZF 8-speed auto, four-wheel drive	ZF 8-speed auto, four-wheel drive
SUSPENSION:	Double wishbone (front), multilink (rear)	Double wishbone (front), multilink (rear)
TOP SPEED:	143mph	134mph
FUEL CONSUMPTION:	40.4mpg	58.9mpg
CO2:	161g/km	127g/km
0-62MPH:	5.7sec	6.6sec
PRICE:	£42,000 approx	£33,000 approx





steering wheel with a perfectly positioned starter button. There isn't quite the consistently high finish an Audi interior presents, but it's more than good enough. There's also plenty of space front and rear, a long and uniformly shaped boot – although its sides are well in-board of the Stelvio's wings, losing width – and the convenience of a standard-fit electric tailgate. The rear seats can be released from within the boot, although this is of limited use because they don't automatically fold, in contrast to some Hondas.

The Stelvio is nevertheless a well-rounded machine. It's roomy, refined at speed (wind noise heard in one car was less obvious in another), comfortable – ride not withstanding – well-equipped, practical and has a reasonably good infotainment system. And with either of these two engines, it's quick. Above all, though, the Stelvio provides an enjoyably diverting drive. Just like a good Alfa should. 🇮🇹



The 2.1-litre diesel engine (above) provides a highly impressive 210hp of power, so it's properly quick



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What is it about those two simple letters, BB, that makes people like me go weak at the knees? Like so many Italian car names, the 'Berlinetta Boxer' moniker is actually utterly prosaic: it merely states you have a fixed roof and an engine with horizontally opposed cylinders.

But to this child of the 1970s, the BB is the bees' bananas. Arriving in 1974, eight years after Lamborghini pretty much invented the mid-engined supercar genre with the Miura, Ferrari arguably perfected it with its 365 GT4 Berlinetta Boxer. I don't think it's hyperbole to describe the BB as 'perfect', especially in terms of its shape. Pininfarina's extraordinarily pure, curvaceous lines carry all the power of something that could have evolved in the natural world, rather than being hammered out in a factory by men smoking fags.

Unadorned and perfect, everything is right about it; there has never been a better-looking supercar. The sight of a Berlinetta Boxer in your rear-view mirror in the 1970s must have evoked the awe of a spacecraft in a sci-fi movie, and age has not withered its impact.

And I'd contend that the carb-fed 512 BB, made from 1976 to 1981, is the daddy of the BB family. The original BB of 1974 was named 365 after the number of cubic centimetres in each of its 12 cylinders. The 365's replacement gained extra capacity (taking it up to 4942cc), so it should logically have been called the 412, but Ferrari opted for a new numbering system: the '512' moniker refers to its 5.0-litre capacity and 12 cylinders.

Few cars are more iconic than the original 365 GT4 Berlinetta Boxer with its top half painted red and its nether regions black. But it's hard not to fall for the added purity of this later 512 BB – a testament to how right the original shape was. The NACA air ducts (which had been ahead of the front wheels) were moved back behind the doors, there was a new front spoiler and the early car's black fibreglass lower panels were eventually eschewed for colour-coded single-shade panelling.

When the BB looks as elegant as our feature car – Peter Jerram's sublime deep blue example – the enchantment is complete. It's painted in a colour you very rarely see on a 512 BB: Blu Swaters. This mid-deep metallic blue looks stunning, with a purplish hue shining through in some lights. It's perhaps a subtler shade than the Tour de France blue that seems to grace most blue-painted Berlinetta Boxers. Blu Swaters



Bella Berlinetta

Is the 512 BB the greatest mid-engined supercar of all time? We drive a gorgeous concours-winning original example to decide

Story: Chris Rees
Images: Michael Ward





is named after the Belgian racing driver, Jacques Swaters, who had the Belgian Ferrari concession and owned the Ecurie Francorchamps racing team, which campaigned some of the most legendary Ferrari racers.

Peter Jerram has owned this 512 BB for a full 20 years. "I call her 'my old lady'," he smiles. "I've always been into Ferraris. I had a 308 GT4 in 1978, and when I saw a client's yellow Berlinetta Boxer, I told myself that one day, I'd have a BB."

And so he did. His is a 1979 production 512 BB that was supplied new in 1980 to an ex-pat customer living in Hong Kong, via Maranello Concessionaires. After 15 months in the Far East, the owner returned to the UK, whereupon he sold the car to the Ferrari specialist, Talacrest. It was then bought by a lawyer who, after a divorce, was forced to sell the car to Kent High Performance Cars. It was Kent HPC that sold the car to Peter, who recalls: "All the cars they had for sale at the time were red, except for this. I simply had to have it."

This is a remarkably original car. Soon after acquiring it, Peter stripped it and repainted it in the striking original Blu Swaters, and it's a testament to the quality of the job that it looks like new today. The interior is in

Crema and blue-stripped leather, and still looks in perfect condition after a restoration back in 1994. Small wonder that this car has twice won the Ferrari Owners Club concours trophy. "I do all the concours preparation myself," adds Peter.

This must be one of few BBs to have kept its mild-steel Ansa exhaust for so long. The pipework finally gave up the ghost last year after perhaps a quarter of a century on the car. It's been replaced by a QuickSilver stainless steel system that looks great – and sounds great.

We all know that BBs aren't cheap to run but here's a sobering stat. In its last major (engine-out) service in 2014, this car had its cambelts, exhaust and tyres changed in a refettle that cost fully £12,000.

Since that fettling, Peter has completed just 600 miles in the car, taking its total mileage up to a mere 30,782. Since the car had only 19,000 miles on it when Peter acquired it 20 years ago, his annual mileage averages out at less than 600 miles. "I drive it perhaps six times a year, but I do make sure it's driven every single year. I've been to four Italian Car Days at Brooklands in it and I've driven it around Brands Hatch."



TECHNICAL SPECIFICATIONS

FERRARI 512 BB

ENGINE:	flat-12-cyl DOHC per bank
CAPACITY:	4942cc
BORE X STROKE:	82x78mm
POWER:	360hp at 7000rpm
TORQUE:	333lb ft at 4600rpm
TRANSMISSION:	5-speed manual
BRAKES:	Discs front/rear
SUSPENSION:	Double wishbones and coils front/rear
DIMENSIONS:	Length/width/height 4399/1829/1118mm
KERB WEIGHT:	1555kg
TOP SPEED:	169mph
0-62MPH:	6.2 secs
PRICE WHEN NEW:	£26,000 (1978)



The 512 BB arguably looks best in late-spec form with no black lower panels - especially in this deep blue

Now, however, it's my turn, and I confess to being just a little awe-struck. After all, I'm about to drive my number one childhood dream car. And stooping down to enter the cabin feels like stepping right back into a 1970s fantasy world. It's not long before reality starts to bite, though: bottom planted in the banana-shaped seat, I'm grateful I'm only 5ft 8in tall, because there's not a lot of room here. The seats themselves are pretty comfortable - certainly better than those of many 1970s supercars - even if they don't boast a lot of adjustment. And I'll just have to learn to live with the steering wheel bearing down on my thighs and the minuscule pedals that are offset way over to the left.

I take a moment to absorb the cabin in detail. Eight startlingly orange-marked dials splay across the dash; the bare-metal-and-leather three-spoke steering wheel begs to be grabbed, as does the canted gear lever in its open metal gate; and great slabs of leather exude an ambience of period luxury.

On turning the ignition key one step in its barrel, you feel the fuel pump activating. Peter advises me that there's a special technique to starting the beast. Prod the throttle pedal three times before turning it further,



then apply three more stabs as the flat-12 comes to life. Phew! The engine duly fires up and settles into a deeply menacing rumble.

Being a carb-fed 512 (as opposed to one of the later fuel-injected 512i examples), it's fabulously rich in character. After a warm-up phase of snorting and spluttering from the four triple-down draught Weber 40 carbs, the engine settles into a turbine-smooth rhythm. It feels like I'm immersed in the Trevi fountain: the sound is forceful, graceful, romantic, magical.

In fact, it quickly becomes apparent that this is going to be easily the best BB I've ever driven. With its dry-sump lubrication and an extra 552cc of cylinder capacity versus the earlier 365 BB, the 5.0-litre engine pulls with even ease all the way to its 7000rpm redline. As it approaches this magic maximum, a high-pitched mechanical scream joins the roar from the carburettors and an increasingly intense wail emanates from the exhaust. It doesn't take much imagination to think of myself at the helm of a 1970s Ferrari Formula 1 car.

Despite its advancing years and a weight in excess of 1.5 tonnes, this still feels like a properly fast car. After all, it does have 360hp at its disposal. Ferrari initially claimed a top speed of 188mph for the 512 BB, but when contemporary road tests achieved figures of between 162mph and 168mph, Ferrari soon revised its claim to 169mph. 0-60mph is achievable in a rapid 6.2 seconds, although some contemporary tests did manage better than this.

With its generously sized cylinders, the 512 BB doesn't have to be driven with high-rev drama the whole time: there's lots of torque available in the lower rev range, too, to make cruising a rather relaxed experience. Peak torque (a very healthy 333lb ft) arrives at 4600rpm, and this is a well-rounded tourer that takes full advantage of its higher gearing versus the earlier 365 Berlinetta Boxer.

The gearbox in Peter's car has never been rebuilt but it still feels precise. The clutch pedal is heavy, so it can be a little tricky to get the car cleanly off the line but once you're running, the gearchange is crisply

tight – notchy, yes, but that's true of all BB open-gate manuals. The feel of the golf-ball gearknob moving through the dogleg gate is one of the truly great Ferrari experiences.

What about corners? Well, on its virtually new Michelin XWX radials, it handles better than any other BB I've ever driven. The very high profile tyres (215/70 front and 225/70 rear) can give the BB a tendency to feel wobbly in the initial phase of cornering, but this 512 doesn't suffer too much body roll. It's very easy to judge your turn-in and, once you're into your line, it holds on to it well. Yes, the non-assisted steering is imposingly weighty at low speeds but once you're up to pace, the feel and precision is superb, a bit like driving a larger version of the Dino.

One thing no BB can overcome is the physics of the gearbox being mounted underneath the engine. The centre of gravity over the rear wheels is higher than you'd like, and with most of the car's weight sitting over the rear end, a pendulum effect can catch you out if your cornering speed is too high. The tail always feels ready to the wag the dog, and there's a sense that there's not much of a leash to rein it in.

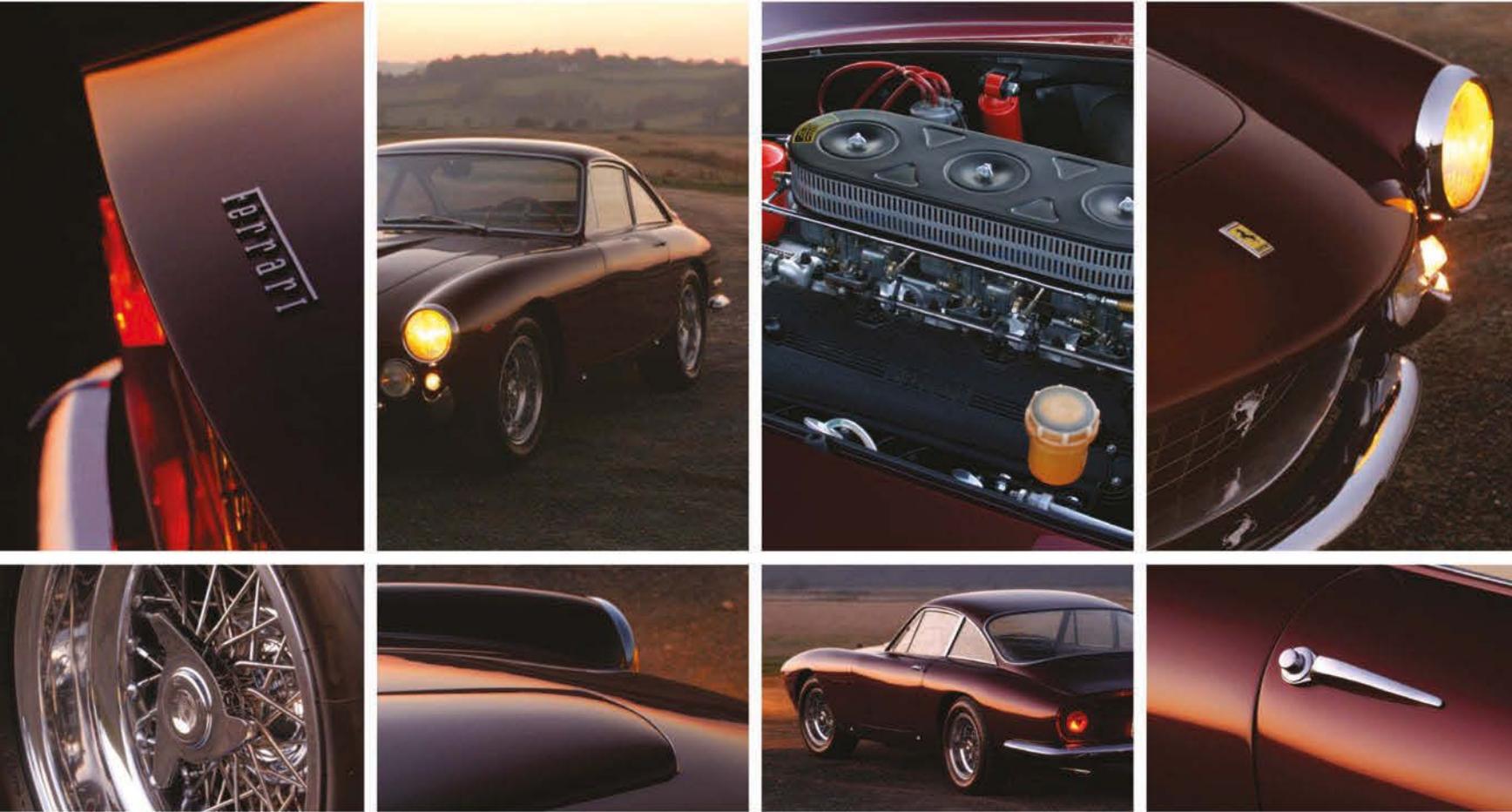
The brakes are pretty old-school in terms of stopping power, so you always have to leave a little more tarmac than you might expect. But in terms of pedal feel, you know exactly what's going on.

Overall, it's been an absolute joy to drive such a well-fettled and exceptional machine. The 512 BB may not be quite as rare as the 365 GT4 BB which preceded it but in its five-year run (1976-1981), the 5.0-litre carb-fed 512 BB guise had a production run of just 929 units, 101 of which were supplied in right-hand drive to the UK. Value today? Well, it's insured for £350,000.

They say you should never meet your heroes. They're wrong. Driving one of the most iconic supercars ever, the subject of daydreams throughout my childhood, has not remotely been a let-down. Quite the opposite, in fact: it's been sensational. This car feels like it's just left the factory; I feel like I've never left my childhood. That's truly a marriage made in heaven. 🇮🇹

In full flight, the sound from the quad exhausts is redolent of classic F1 racers of the 1970s





Ferrari 250 Lusso Berlinetta

PRODUCTION 1962-64

The 250 Lusso Berlinetta could be judged as one of the most beautiful Ferrari models ever to come out of the factory in Modena.

Styled by Pininfarina. Introduced at the Paris Salon in 1962, named "Lusso", Italian for luxury. Built on a short wheel chassis similar to the 250 short wheel base and GTO models, powered by a V12 3.0 litre engine with a three-Weber twin-choke carburettor set-up, giving a maximum top speed of 150 mph.

Production ceased in 1964 and was the last of the Ferrari 250 series road cars.

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Images courtesy of John Mayston-Taylor collection

Il Mago di Modena

We tell the story of the 'wizard' of Modena, Stanguellini, through two of his exceptional and pioneering race cars

Story: Matt Zuchowski
Images: Konrad Skura





Driving along Via Emilia Est in Modena, among the numerous car dealerships, you will eventually stumble upon a sign that few will recognise: Stanguellini. It wasn't always like that, though. Only a brief walk from here (and half a century back in time), the very same name hung on the Modena's largest Fiat dealership, which would attract motorsport professionals and enthusiasts from all over the world. There was a time when the Stanguellini name was one of the brightest stars on the motorsport scene, regularly beating the likes of Scuderia Ferrari and achieving dominance in Formula Junior.

As it turns out, the Stanguellini family has always been good at two things: doing business and racing. The first success came around 150 years ago with the production of orchestral kettledrums (!) patented by Celso Sanguellini. Celso's son Francesco introduced the people of Modena to motorised tricycles in the early 20th century, then registered Modena's first ever car, a 1908 Fiat Tipo (registered MO 1, it's still in the possession of the Stanguellini family). Francesco soon became Modena's first motorsport competitor, racing Ceiranos and Fiats, and in 1925 he set up a successful scuderia armed with Modena-made Mignon motorcycles. These activities were financed by Stanguellini's car dealership, Francesco having become Modena's first official car dealer in 1910.

So it was that the Stanguellini family could be said to have laid the foundations for the Maserati brothers and for Enzo Ferrari; they all knew each other well. It

was a devastating blow that Francesco died prematurely in 1932, leaving the business to his son, Vittorio, then aged just 22.

Soon Stanguellini was manufacturing truck bodies but the passion for racing remained. The company's first race car was built in 1935, and experience gained modifying Fiats 500 Topolinos and 508Cs led to tuned 750cc and 1100cc engines. Vittorio set up Squadra Corse Stanguellini, campaigning custom-built cars, but it was a lone Maserati 6CM tuned by Vittorio that brought his team fame when it won the 1937 Targa Florio in the hands of Francesco Severi. Fiat-based cars followed the theme; they claimed victories at Monza, Tobruk-Tripoli and a clean sweep of the 1940 Mille Miglia in the 750cc and 1100cc classes. The company reached new heights with a grand Fiat 2800-based one-off completed in 1939, Stanguellini's fastest and most complex project to date.

After WW2, the racing team returned to full swing. There would be no Sunday when a Stanguellini-badged Fiat wouldn't win somewhere. Some of the victories reached legendary status, like two triumphs over the factory-backed Ferrari 125 driven by Franco Cortese, and one over the Simca 8 driven by Amadeo Gordini at the 1946 Belgian Grand Prix. In 1947, Squadra Stanguellini took no fewer than ten outright race wins and four national titles.

1947 also saw Stanguellini release its first road-going model, a four-seater berlinetta that mixed an extravagant Bertone body with humble 1100cc Fiat 508C underpinnings. Only a few such cars were





sold, but significantly it evolved into the historically important Bertone-bodied Berlinetta and Spider designs, both inspired by the Alfa Romeo BAT concept cars (all these designs were penned by Franco Scaglione).

Vittorio's cars were much like the man himself: small and skinny, but endowed with charisma and vigour. One fruitful partnership was established with Carrozzeria Ala d'Oro, founded in 1946 by the 1100cc Italian Champion of 1938, Franco Bertani. He employed one of Stanguellini's former workers as a coachbuilder, and the two companies collaborated on a series of racing barchettas and aerodynamic coupes.

The spectacular 1100 Sport Nazionale barchetta of 1947 was one of the last Stanguellinis built on the Fiat 508C; it's the red car in our photos. The fabulously elegant body was built around a cruciform frame with a 95-inch wheelbase and is a testament to Stanguellini's meticulous attention to aesthetics and details. Among the ornamentations of the front end, the centrepiece was the decorative company logo designed by Vittorio Stanguellini, with the words *Trasformazione Stanguellini*.

Long before Colin Chapman, 'adding lightness' was Stanguellini's art form: the Sport Nazionale's dry weight was just 580kg. The extreme measures included a pierced handbrake lever casing! As Guido Piovene wrote in 1956: "[Stanguellini] bores holes wherever he can and reduces materials to take the weight off. It is a strange shop where people pay 20,000 lire for every reduced kilogramme."

Vittorio Stanguellini soon earned the name 'Mago di Modena' (the wizard of Modena). His company modified pretty much everything: suspension, transmissions, differentials and engines. Stanguellini's Fiat 1089cc engine with its alloy head and twin Weber 32DR3 carburetors achieved 60hp in its ultimate stage of tune; it reached similar heights with Fiat's 750 and 1500 engines, achieving 36hp and 80hp respectively.

From 1947, Stanguellini started building its own chassis, making use of high-resistance steel that provided excellent rigidity and low weight. While the suspension and drivetrain were still carried over from Fiat, Stanguellini created a completely new twin-cam head for the 1100 engine. This ultimately led Stanguellini to create a 750cc engine of his very

BELOW: The 1100 Sport Nazionale barchetta of 1947 pictured here features extraordinary Ala d'Oro bodywork



own design, a twin-cam lightweight alloy racing motor, in 1950.

The new wave of lightweight sports cars from Modena clinched notable race wins on both sides of the Atlantic, including class victories in the 1952 Targa Florio and Sebring 12 Hours in 1957. Despite Vittorio Stanguellini's ambitions, the company was always too small and underfunded to make a serious attempt at winning the 24 hours of Le Mans; its best result there was fourth in class.

A real breakthrough for Stanguellini came via Count Giovanni Lurani and Juan Manuel Fangio. The former, a racing driver and journalist, noticed the spiralling costs of competing in Italian national championships, and the consequent under-representation of Italian drivers in international competition. Lurani came up with an idea to create an inexpensive new race series using as many off-the-shelf components as possible. The idea attracted Juan Manuel Fangio who, with the help of his manager, Marcello Giambertone and his friend, Vittorio Stanguellini, persuaded the Italian Automobile Club to create a new racing class in 1958: Formula Junior.

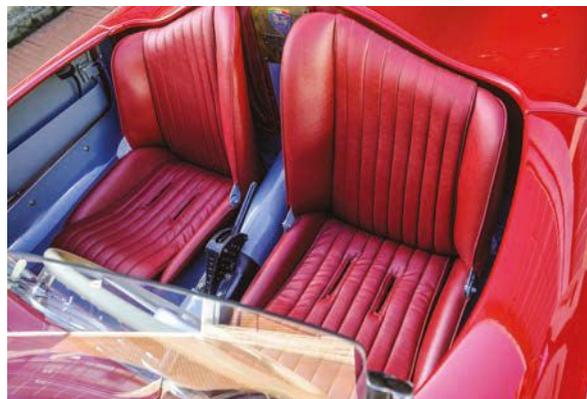
While Giambertone convinced other small manufacturers like Moretti, Taraschi and Volpini to make FJ cars, Stanguellini started developing his new Formula Junior car in the winter of 1957 with the help of Fangio. Stanguellini's monoposto did not hide the inspiration of Formula 1 giants like the Maserati 250F and Ferrari 246. Clothed in aluminium bodywork by Vaccari & Baccarini's Carrozzeria Gransport of Modena,

it drew heavily on Stanguellini's experience with post-war single-seaters like the 750 Sport Internazionale and 1955 750 Corsa. The latter was the first one to feature an offset driveshaft, sitting beside the driver (rather than under him), which kept his seat low and enabled the gearshift to be positioned conveniently on his right. This was carried over to the new FJ by angling the engine and gearbox nine degrees across the frame. The tubular steel ladder frame was reinforced with bracings and a small-tube superstructure.

As the initial Formula Junior homologation rules stipulated the use of the front suspension from the same car that the engine was sourced from, the new design used standard Fiat 1100 leaf springs up front and a live rear axle with short trailing arms. Rule changes in 1959 permitted an advance to double wishbones and coil springs with coaxial telescopic dampers at the front, while an independent rear end arrived in 1960. With a weight of 420kg, the car used conventional 10-inch A1-Fin drum brakes.

The first prototype (04087) was completed in late 1957, just in time for winter tests led by Juan Manuel Fangio at Modena Autodrome. The car was propelled by a Fiat 1100-based engine, which perfectly fitted Formula Junior's requirements. The ultimate evolution of the four-cylinder competition unit, fed by two Weber 40 DCOE twin-sidedraught carbs, achieved 78hp at 6500rpm, good enough for 0-60mph in 6.6 seconds and a 135mph top speed.

The Stanguellini was easily the most advanced car





on the Formula Junior grid and an instant success. The first car, piloted by Roberto Lippi, won four races in 1958 and secured the championship. Customer cars started to be delivered in mid-1958 and won races almost immediately. Formula Junior gained international status in 1959, and the virtually unbeatable Stanguellinis were the cars to have. 15 examples were built in 1958, as many as 70 in 1959 and around 30 in 1960.

What was once the strength of Stanguellini's design soon turned into a burden, though. The conservative approach of a simple tubular frame and front-mounted engine could not compete with the new wave of British mid-engined lightweight stars from the likes of Lotus, Cooper and Lola. Stanguellini tried to address this in 1961 with the splendidly beautiful Delfino FJ car, whose engine was moved to the back and the exhaust positioned revolutionarily behind the driver's headrest. However, its outdated Fiat 1100cc-based motor couldn't keep up with the much stronger British powerhouses based on Ford and BMC units. Stanguellini was eventually forced to pull out of the series and focus on his local business, as Formula Junior lost its original promise of providing a stepping-stone to Grand Prix racing, evolving into a highly competitive formula with budgets not far off Formula 1's. Ultimately the FIA replaced Formula

Junior with Formula 2 and 3 for the 1964 season.

Vittorio did better in a challenge where his experience with small-displacement engines, aerodynamics and low weight could be used to yield more spectacular results. The Modenese workshop teamed up with Pietro Campanella and Angelo Poggio to create a car aimed at beating speed records. The 1963 Colibrì, with radical aerodynamic bodywork by Franco Scaglione, a Stanguellini frame and a Guzzi 250cc single-cylinder motor, broke six world records at Monza.

However, this was the last of Stanguellini's motorsport achievements. The company was briefly involved in the opulent Momo Mirage road car, dreamt up by the New York car dealer Alfredo Momo, but the project was a victim of the 1971 oil crisis. Vittorio Stanguellini died in 1981, leaving his business to his son, Francesco, who to this day preserves the memories of Stanguellini's grand past with his enthusiastic children, Francesca and Simone.

The family's current car collection includes most of the Stanguellini models, as well as a rich variety of Italian classics. In the vintage grounds of the old Stanguellini workshops, they make for a sight to be savoured by any Italian car lover. The Stanguellini collection may be small but has a grand history to tell – and it will soon be open to the public after a renovation. A great excuse to visit Modena! 🇮🇹

ABOVE: Stanguellini was instrumental in establishing the Formula Junior class, in which it dominated for years



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Prime Position

All but unknown in the UK, the Autobianchi Primula was hugely significant: it set the template for front-drive cars, not just at Fiat but ultimately all car makers. We celebrate the Touring-designed Primula Coupe via a replica of the 1969 Monte Carlo rally car

Story: Ruoteclassiche/Emanuele Sanfront
Images: Wolfango



Milan, autumn 1968. As the new year approaches, Giorgio Pianta, a Milanese entrepreneur with a passion for car racing, is feeling nervous. No one has yet recruited him to campaign in the Monte Carlo Rally of January 1969, despite his having raced many times as an official driver for several winning teams. Surely something will turn up?

Pianta eventually gets his drive in Monaco by jumping behind the wheel of an Autobianchi, a brand he represents. He chooses the sportiest model in the range, the Primula Coupe S, and sets to work preparing it in his Milanese workshop.

The preparation job is very simple. Bodily, it consists of four additional lights, a larger fuel tank (now up to 80 litres) and under-body protection for both the engine and gearbox. Inside, there's a light for the navigator to read his notes and roadbook, and a Twinmaster precision tachometer. The engine undergoes no dramatic changes – only some minor fine-tuning. Tyres would also play a big role in the 1969 winter rally at Monte Carlo: the Primula Coupe S could choose from three types of Pirelli winter tyres, varying from 120 to 550 studs per tyre.

As regards technical support during the race, two Autobianchi Primula fleet cars are recruited to carry



spare parts, while four mechanics are managed by the workshop chief, Giuseppe Pattoni, known in the motorcycle world as the creator of the Paton.

Giorgio Pianta kicks off the Monte Carlo with his navigator, Emilio Paleari, who is making his debut in rallying. They're determined to get to the end of the gruelling race. The two struggle a lot during the event but move resolutely forwards despite a few holdups, including heavy snowfall overnight that delays their arrival at a checkpoint. Nevertheless, they end up 17th overall at the end of the first leg of the Monte. The climax to the event occurs on the final night, during the Col de Turini leg: the white Primula Coupe S,

number 63, a car with virtually no modifications from road car spec, reaches the end of the 1969 Monte Carlo Rally. Remarkably, it finishes in 10th place overall – an amazing result. That makes the unprepossessing Autobianchi not only the highest-placed car driven by any Italian team, but also more successful than far more highly tuned and powerful cars.

Almost 50 years after that amazing achievement, in Genoa in the autumn of 2014, two passionate racers are trying to make it happen again with a replica of the 1969 Primula.

Sergio Gargiulo, a Genoese entrepreneur with a passion for motor racing and a background as a rally



navigator, has been an avid fan of Giorgio Pianta for years. It started in January 1969 when, as a boy, he learned about the Milanese driver's epic expedition at the Monte Carlo Rally in the monthly magazine, *Quattroruote*, which always covered the Monaco race in detail.

For years, he dreamt about finding an AutobiANCHI Primula Coupe S, ideally one identical to the one driven by Giorgio Pianta and Emilio Paleari. Such a model is quite rare these days, and finding one took Sergio Gargiulo far longer than he expected. He never lost heart, though, and three years ago, while browsing the internet, he finally came across a Primula Coupe S for sale. It was being offered by someone near Trento who had just bought a blue Primula, just liked one he owned when he was younger. As a result, he wanted to get rid of his white example – exactly the same colour as the

car driven by Sergio's idol, Giorgio Pianta.

"At first glance, it seemed in good condition," says Sergio Gargiulo. "The bodywork was in good condition, although seats were a little worn out, so I decided to buy it." Immediately, he drew up the paperwork needed to make an exact replica of the car that raced in the 1969 Monte Carlo Rally. Unfortunately, difficulties arose and Tommaso Briozzo, a corporate executive from Brescia, stepped in to buy the Coupe S instead, with the intention of racing it in the Italian Classic Regularity championship.

Although well preserved, over the years it had not been serviced with the care it deserved, so Briozzo decided to opt for a full restoration. The seats were redone, the mechanicals underwent a complete overhaul and the braking and electrical systems – both in bad shape – were revamped. Next the

BELOW: Three-spoke leather steering wheel is one of the few concessions to sportiness inside the passenger cabin. Twinmaster tachometer is a pukka rally item



suspension was upgraded by stiffening the springs and the accelerator cable was fixed. The car received new tyres, too.

Otherwise, the Primula was in good order, especially the engine. Briozzo recalls: "I wanted to race in the Italian Classic Regularity time trial championship, but the mechanical faults I've just mentioned delayed my debut in the race. That was a shame, because the Primula Coupe S is ideal for this type of competition, especially its compact dimensions, which make it very easy to handle."

Sergio Gargiulo and Tommaso Briozzo have not lost sight of their original aims. Indeed, they plan to participate together in the Monte Carlo historic race planned in 2017, with the Autobianchi hopefully able to be competitive. That means they will eventually honour, almost 50 years later, the heroic feats of Giorgio Pianta and Emilio Paleari. In fact, they have strong hopes of proudly displaying the same bold number 63 on the doors. Buona fortuna!



REMEMBERING THE 1969 MONTE

While Giorgio Pianta passed away peacefully on 18th April 2014, his friend and navigator, Emilio Paleari, is still alive and well. He recalled for us his time at the 1969 Monte Carlo Rally: "I owe my debut in rallying to Giorgio. It was a fantastic world, populated by drivers of international renown and by gourmets such as Jean Todt, who would take us to eat freshwater crayfish in the Massif Central, in the heart of France. My best memory? At dawn, after completing the Col de Turini special stage, we caught sight of the sea. My eyes filled up with tears as we realised that we were in an excellent position so close to the end of the world's most famous rally. The Primula was a comfortable car to drive and had a good, well-prepared engine. My worst memory? Not far from the end of the race, Giorgio got distracted for a second and the car crashed so violently on my side that I lost my shoe!"

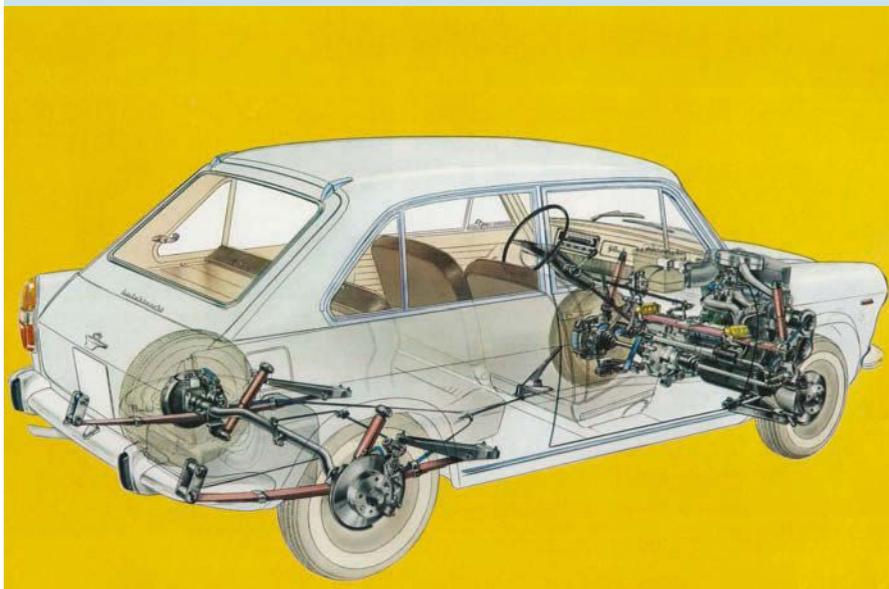


FIAT'S FIRST-EVER FRONT-DRIVE CAR

Fiat's engineering director, Dante Giacosa, fought a hard battle for front-wheel drive within the company. Senior management resisted his ideas for years but finally relented with a project that would see the light of day not as a Fiat, but as an Autobianchi: the Primula. Giacosa had worked for many years on front-wheel drive ideas, first with his '100' project of 1947 then with the '123' of 1959 – the latter a front-wheel drive car with a two-volume five-door hatchback, a uniquely advanced idea for the time. But management was lukewarm about it; Giacosa recalled it was greeted with "prudently restrained phrases of congratulation" and it was promptly shelved.

However, the success of Alec Issigonis's Mini galvanised Giacosa, who said: "I was shaken and felt regretful that I had not persisted with my studies for a front-driven transverse-engined car."

His idea, born in 1961, was to bring a front-wheel drive transverse-engined 1200cc car to production. "I wanted an extremely simple machine which could be manufactured without having to set up a costly or ambitious plant, so that it would be easier to get the works to approve it."





ABOVE & LEFT: the regular saloon and hatchback were not as pretty as the coupe but were highly significant cars in Fiat's history

The new project was given the code name 109. Wary of the attitude of Fiat's management, Giacosa proposed the idea to Autobianchi's manager, Nello Vallecchi, who was delighted, somewhat to the chagrin of Fiat's top brass.

There were problems with getting the transverse front-drive layout to work: the drivetrain was too big to fit between the front wheels when on full lock. Even when the track was widened, it didn't work. Some way had to be found to shorten the drive unit – eventually done by reducing the space taken up by the clutch, making the drivetrain compact, simple, functional and less costly to make than any other layout.

Unlike the BMC Mini and 1100, whose transmission was mounted in unit with the engine, Giacosa's gearbox was placed end-on, above the differential. This configuration ultimately became the template for front-wheel drive cars worldwide. The brilliant clutch release mechanism and unequal-length driveshafts were the crucial engineering elements. Also highly advanced were disc brakes on all four wheels.

The first prototype was delivered for testing at Fiat's Mandria track on 1st November 1963, where it performed extremely well. In remarkably quick time, production began at the Autobianchi works in Desio in mid-1964. A few months after the debut of the Fiat 850, the car was presented to the public as the Autobianchi Primula. The name, said Giacosa, had a

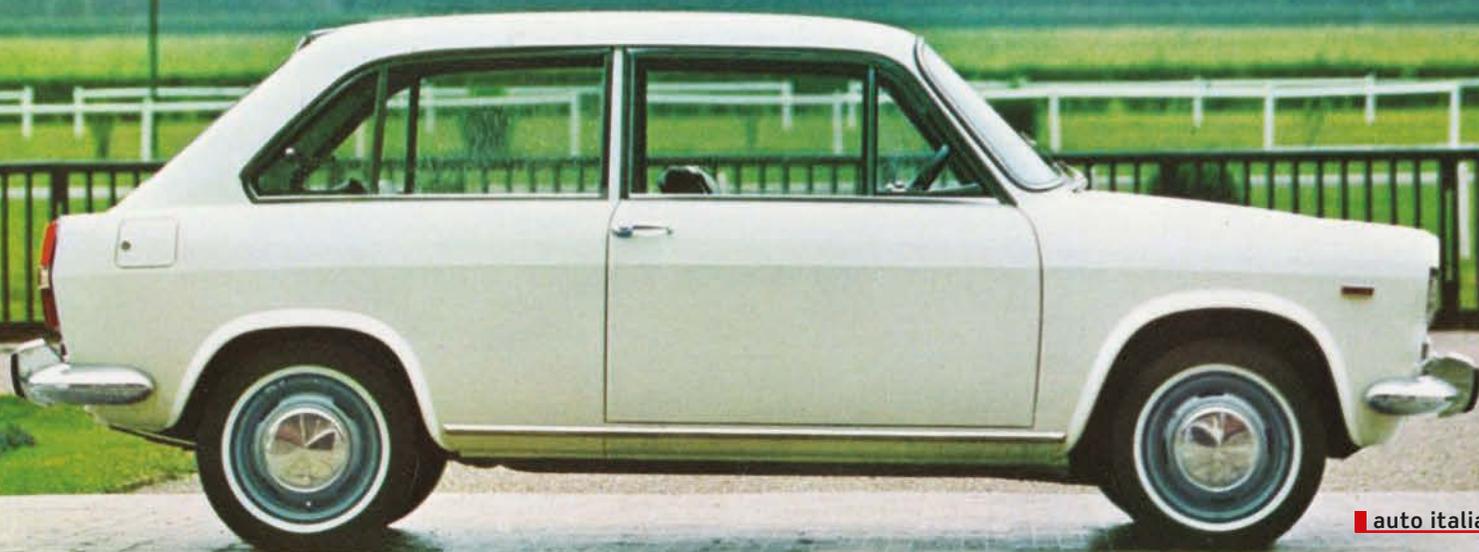
“suggestion of spring and felicity.”

The Primula was not only the Fiat group's first front-wheel drive car but also its first with rack-and-pinion steering. The transverse-engine/front-drive layout would eventually be adopted by the highly important Fiat 128 – but not until 1969. In fact, the Primula was not the first Italian-made front-driver: Innocenti had just pipped it to the post with licence-built versions of the Austin/Morris 1100 in 1963.

As launched in 1964, the Primula was offered as a 'berlina' with either two or four doors, and ultimately also in three- and five-door hatchback guise. Easily the most attractive model, arriving in 1965, was the two-door coupe version, which was designed by no less an organisation than Carrozzeria Touring, the design house behind the Aston Martin DB5.

Early Primulas used Fiat 1100 D 1221cc engines, uprated in the Coupe to 65hp. Post-1968 Primulas used Fiat 124 engines of either 1197cc or 1438cc, with up to 70hp in the Coupe S.

The Primula was never sold in the UK and remains largely unknown here. At home, it lacked support from Fiat's sales organisation, which saw it as a rival. But the Primula must be judged a great success. Not only did it finish second in the 1965 Car of the Year Award (behind the Austin 1800), it also sold well by the standards of the day: by the time Primula production ceased in 1970, some 74,858 had been built. 



BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Fiat Barchetta

Forget the MX-5: Fiat's two-seater sports car offers rarity, charm and its own unique driving experience. Should you consider buying one – and if so, what should you look for?

Report by Richard Heseltine
Photography by Michael Ward





Fiat may not be inextricably linked with sports cars, but it has a rich history of producing chic and affordable roadsters. Unfortunately, it also has an annoying habit of bringing such machinery to market, only to lose interest almost immediately. The delightful Barchetta is a case in point. Achingly pretty, fun to drive and surprisingly practical, it was nevertheless only ever offered in left-hand drive and there was nothing so frivolous as a choice of engines. If that wasn't enough, UK dealers were rather more interested in selling bread-and-butter hatchbacks than two-seater ragtops. As such, the Fiat Barchetta never was going to worry British, Japanese and German rivals.

The thing is, independent firms and private individuals imported them to Britain in large numbers.

What's more, Barchettas have long since outlived their 'used car' status and are now considered desirable modern classics, and with good reason. When the wraps came off the Barchetta in 1995, it was well received for the most part. Like the 124 Spider that preceded it, here was a pretty and relatively uncomplicated sports car based on running gear

robbed from mainstream fodder, in this case Fiat's front-drive Punto. As such, it was met with a degree of huffing and puffing from the diehards who claimed that it wasn't a real sports car; that it was simply a hatchback in lingerie. The press, however, loved its lack of pretention and were impressed with its hangs-on-even-when-the-tyres-are-on-fire handling. Sure, some

disliked its distinctive catfish-like maw, but the rest of us thought it was rather lovely.

Scroll back to 1990, and Fiat Centro Stile had been tasked with creating a proposal for a sports car based on the Punto 'Tipo B' chassis, then still in the design and development stage: this in time became known as 'Tipo B Spider 176'. Renderings were then whittled down until two contenders emerged, both apparently named after pizzas. The Marinara was decidedly more retro in outlook, with definite nods to the 850 Spider of old. The unlovely Diavola, meanwhile, resembled a chop-top version of the Fiat Coupe and was as ugly as that sounds.

In the end, a variation of Andrea Zapatinas's Marinara won the toss. With an appropriate embrace of both past and present, its classically-influenced styling proved a hit. There was even talk of the winged Carrozzeria Touring logo being applied to the finished product, the connection being the Barchetta tag (the beltline creases are pure Touring-bodied Ferrari 166MM...). But this never happened: the build was subcontracted to Maggiore in Chivasso, which produced them until the firm folded in 2003. The Barchetta then received a make-under for a relaunch in 2004, production having by now been brought in-house to Fiat's Mirafiori plant. This unfortunate facelift consisted of a larger, more conventional front grille and a tailfin-cum-brake light scarring the otherwise shapely rump. Production officially lasted until June 2005 although, truth be told, it had ended long before then: dealers were simply offloading old stock. Around 57,000 cars had been made in all.

Of these, official UK imports accounted for only 1500 or so units, if figures are to be believed. There's every reason not to trust them, given that it was widely reported in period that Fiat UK sold only seven Barchettas in 2001... This woeful lack of success could in part be attributed to the flood of private imports: why pay £14,000 when you could land one yourself from the Low Countries for just shy of £10k and drive it home?





These days, the Barchetta makes for an intriguingly left-field classic, especially when compared to mainstream rivals such as the Mazda MX-5, MGF and (shudder) BMW Z3. Mechanically, it's robust, the 1.8-litre 16-valve four-banger being allied to an easy-to-guide five-speed 'box. The engine was, in essence, an Alfa Romeo Twin Spark unit without the extra spark. And while 130hp may not sound like much, the Barchetta tipped the scales at only 1056kg (2328lb) if the factory figures are to be believed. As such, it can sprint to 60mph from a standstill in 8.6sec and on to 124mph outright.

Fiat may have been stingy when it came to engine options, but the Barchetta was offered in a variety of different spec and trim levels. Base models were sold elsewhere in Europe, some of which arrived in the UK as private imports, and lacked ABS as standard. Nevertheless, all Barchettas came with power steering and electric windows. A raft of deluxe models including the imaginatively named Limited Edition of 1995-1998. Despite the nomenclature, it was essentially a higher-spec production model with alloy wheels, leather trim and a special colour palate. The high-spec Riviera (1998-2001) and Milano (2001 on) had superior trim, although some enthusiasts preferred the less pimped-out cloth trim and rubber floor editions.

ON THE ROAD

Despite its less-than-daring mechanical set-up – MacPherson struts up front, trailing arms out back – the Barchetta is a hoot to drive on testy back roads. The steering is perhaps a little over-servoed, but direct nonetheless, and the fat boots offer more grip than most owners will likely ever need. Push really hard and it's fundamentally an understeerer but not of the epic

TECHNICAL SPECIFICATIONS

FIAT BARCHETTA

ENGINE:	Four-cyl DOHC 16V
CAPACITY:	1747cc
BORE X STROKE:	82mm x 82.7mm
COMPRESSION RATIO:	9.4:1
POWER:	130hp @ 6300rpm
TORQUE:	158Nm (117lb ft) @ 4300rpm
TRANSMISSION:	Five-speed manual, front-wheel drive
BRAKES:	Discs all round
TYRES:	195/50 R15 or 205/45 R16
SUSPENSION:	MacPherson struts (front), longitudinal arms (rear), anti-roll bars
FUEL CONSUMPTION:	33.6mpg (combined)
TOP SPEED:	124mph
0-62MPH:	8.9sec

variety. Punt it into a corner and the outside front rubber takes the hit first. Ease off a little and the nose gently tucks in – about as unthreatening as cars get. You would have to do something pretty stupid to get into trouble. Of course, with so little weight on the rear end, you can get the back to step out but it requires provocation. The gearchange came in for criticism from some quarters when new, but it's hard to understand why. The pedals, meanwhile, are perfectly placed for heel-and-toeing. UK-spec cars, all of which came equipped with ABS, stop well, too. If anything, the Barchetta is over-braked as the rear anchors have little to do. As such, it isn't uncommon to see cars with rusty rear discs.

This sporting Fiat is not without imperfection: it can get a little bouncy over topographical nastiness, with some rebound, but it isn't excessive. You also sit rather high compared to many other sports cars of the day, but it is very comfortable. The seats really are very supportive, despite appearances. The engine note





is a little disappointing, though. The 1747cc DOHC 'four' is a gem, revving off its axis to 7000rpm, but it sounds rather ordinary. It deserves better; something that bit fruitier.

WHAT TO LOOK FOR

Despite the uninitiated (ignorant) insisting that Italian cars are unreliable, the Barchetta is not prone to throwing hissy fits. The author covered 250,000 miles over 14 years in a '98 private import, tackling everything from a regular stop-start cross-London commute to track days and pan-European thrashes without any issues. According to marque authority, Paul de Turris of DTR Sports Cars (the man who perhaps did more than anyone to popularise the model in the UK in period), the cars are pretty robust, if not without their niggles.

"The variator which controls the inlet valve timing should be replaced after every other cam belt change," he says. "They last a lot longer if the oil is refreshed at least twice a year and, importantly, if the engine is flushed at the same time. The cam belts will most likely last five years plus, but the tensioner bearing that they run on will not. The belt fails because the bearing breaks, not because of the belt itself.

"The worst problem areas are the front floors by the jacking points and inner sill edges. They rarely get repaired properly as this means taking the whole interior out. The floors rot because the rear slam panel seals get torn [where the hood fouls them on closing]



ABOVE: facelifted version from 2003 features an odd-looking brake light nodule on the boot lid

and lets water into the car, which goes to the lowest parts along the inner sills and floors. The seal is about £250 itself and should be viewed as a service item. The rear inner wheelarches tend to write the cars off financially, tell-tale signs being rust bubbles on the sill line and wheelarch lips. Not good."

Are there any value differences between models? "The most valuable are low-mileage LEs or European-market Rivas or Milanos. A perfect, sub-30,000-mile silver LE may sell for upwards of £9000, facelift cars for a bit less: £5000-£8000. Most early cars nowadays fall into the 'just scraped through last MoT' category and can be had for around £1500-£3000."

Spares aren't necessarily plentiful, though. "Most non-service parts are getting very hard to find. No rear wings, facelift bumpers, rear suspension arms or trim parts are available [off the shelf]. Fiat is not obliged to keep parts more than ten years after production of a particular model stops, so it unloaded all unsold Barchetta parts in 2015."

Barchetta ownership isn't without its caveats, then, but buy carefully and you will be rewarded with a pretty sports car; one whose praises have not been sung high enough. Throw in a roof that can be erected or lowered in no time at all, and a boot that's large enough to swallow a long weekend's luggage, and it's hard to come up with reasons why you wouldn't want one. What's more, the Barchetta has aged better than most affordable sports car of its generation. Try one; you may just like it. 🇮🇹

THANKS

Paul de Turris, DTR Sports Cars, www.dtrsports.com for his help and to Aldo Diana for making his Barchetta available – see classifieds for details



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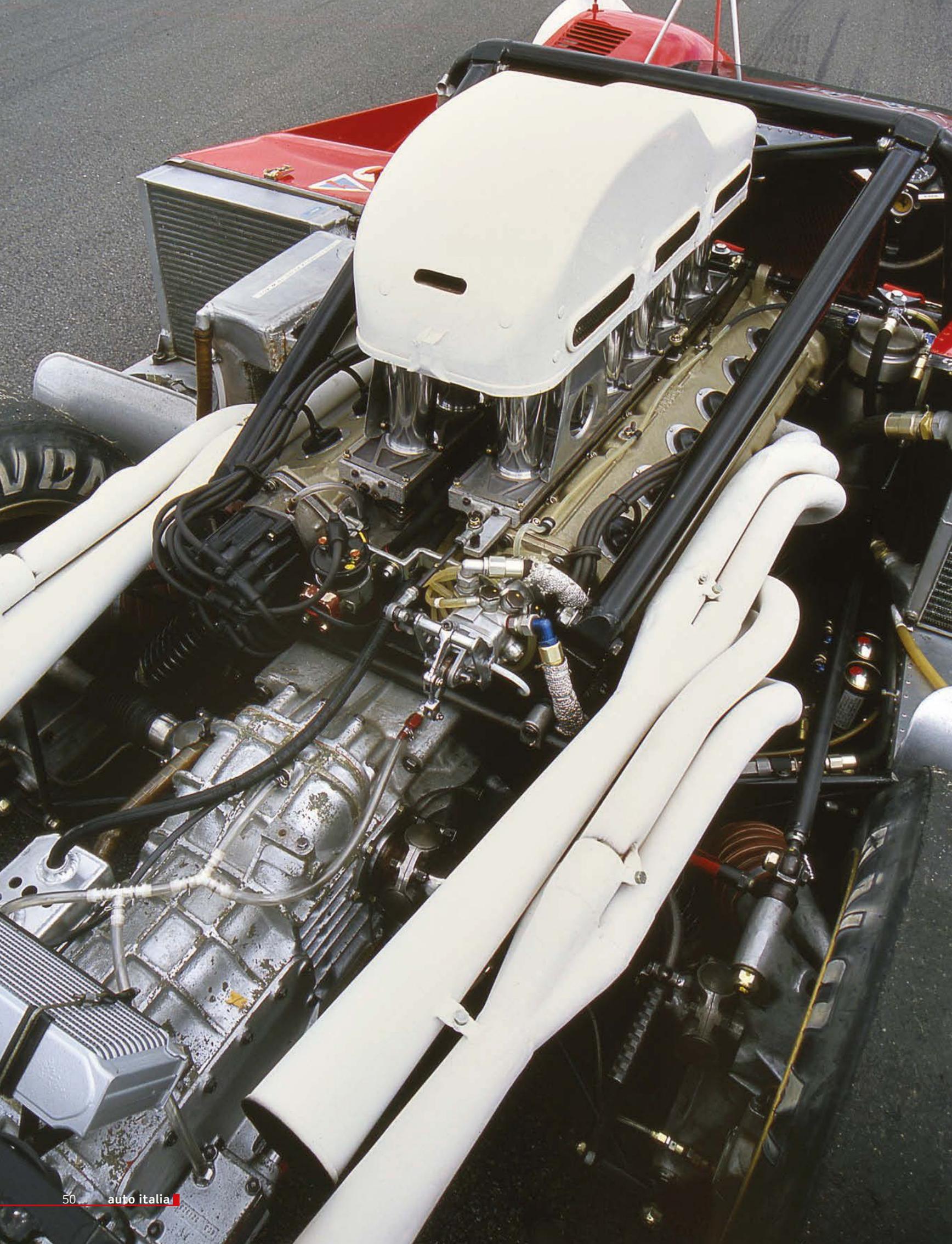
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Can-Am Ferrari

The story behind the biggest-engined Ferrari ever built

Story by Keith Bluemel
Photography by Phil Ward & Peter Collins

Can-Am: a name synonymous with large engine capacity sports racing cars that ran in the hugely popular Canadian American Challenge road race series. The formula for the series was established in late 1966 and ran through until 1974, these being its halcyon years. It was resurrected in 1977, again enjoying initial success, but by the mid-1980s interest had waned, and it eventually fizzled out in 1986.

In its first incarnation, Can-Am drew enormous crowds to watch the thundering giants, like the McLaren M8 series and Porsche 917/10; also the calibre of the drivers was from the top drawer, not only from the American scene, but international stars and World Champions like Francois Cevert, Denny Hulme, Bruce McLaren, Jackie Oliver, Jackie Stewart and John Surtees, all of whom won races in the series. The reincarnation also attracted top-flight drivers like Jacky Ickx, Alan Jones, Keke Rosberg, Patrick Tambay and a very young Jacques Villeneuve, who all took the top place on the podium over the years.

Ferrari was victorious in 1967 in the International Championship for Makes with the visually and aurally enchanting 330P4 model, but new regulations

announced in mid-season were revised for the 1968 season to limit sports prototypes to a maximum 3.0-litre engine capacity. This effectively ruled out the 4.0-litre sports prototype Ferraris, which piqued Ferrari, and its disapproval was shown by a withdrawal from the series for the 1968 season. Thus, almost certainly with prompting from Luigi Chinetti (then the Ferrari importer for the USA and head of the famous North American Racing Team, or NART), Ferrari started a flirtation with the Can-Am series.

The initiative was taken by Luigi Chinetti who had his 'redundant by regulations' Ferrari 412P (the customer version of the 330P4), sent back to Modena to be transformed into what was called a NART-Canada. The alterations were mainly to reduce weight and increase aerodynamic efficiency; thus it was visually similar, albeit lower with a reduced-height windscreen and rear deck. This example made a rather incongruous debut at Bridgehampton in September 1967, where it finished seventh, driven by Ludovico Scarfiotti. He crashed it at the next round in Mosport, and that was the end of its season. In the meantime, Ferrari had followed this initiative and converted two of the 330P4 models to Can-Am specification, using a similar body style, but



also increasing the engine capacity to 4.2 litres, and raising the compression ratio, which produced a claimed extra 30bhp, the model being designated the 350 Can-Am. Ferrari's excursion into the Can-Am series for the last few races of the 1967 season with drivers Chris Amon and Jonathan Williams only served to prove how quick and reliable the American stock-block opposition was.

For the 1968 Can-Am season, Ferrari developed a completely new model, the 612 Can-Am, which had the largest V12 engine ever produced by Ferrari up to that time, at 6.2 litres, producing a claimed 620bhp at 7000rpm. Ferrari might just as well have not bothered, as it didn't appear until the last race, and was then eliminated on the first lap when its fuel injection system was choked with dust from an off-course excursion by other competitors in front of it. In 1969 Ferrari tried again, once more with Chris Amon, but it was a relatively low-budget exercise with a single car. The new model was called the 612/69 Can-Am, and although the team missed the first two races of the series, they then scored a third, second and a third in the following races, before a series of mechanical problems resulted in a string of DNFs. For the last two races in the series, the car was fitted with a 6.9-litre version of the engine, which enabled Amon to qualify second fastest for the last race, before the engine blew. For Ferrari, that was virtually the end of the flirtation with the Can-Am series as a works team. The 612/69 was subsequently fitted with a 5.0-litre V12 engine (from the 512S model) by the factory and used by the American Earle-Cord Racing Team in the 1971 series, producing some reasonable results.

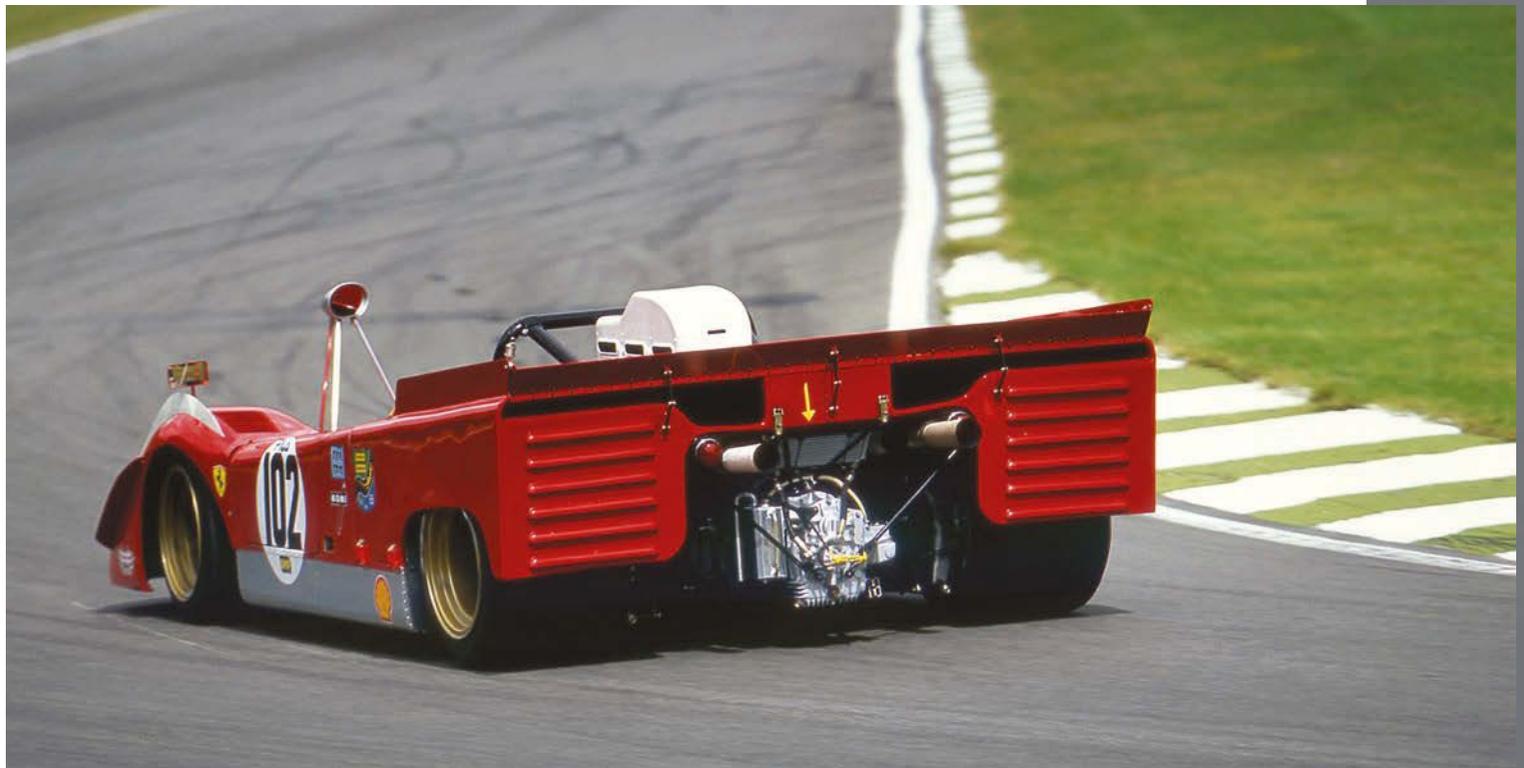
In 1970 Ferrari made a one-off foray into the world of Can-Am, when it entered its two 512S models in the Watkins Glen round, on the same weekend as the International Championship for Makes 6-Hour race at the circuit. Having finished second and fifth in the 6-Hour race on the Saturday, they were run in the

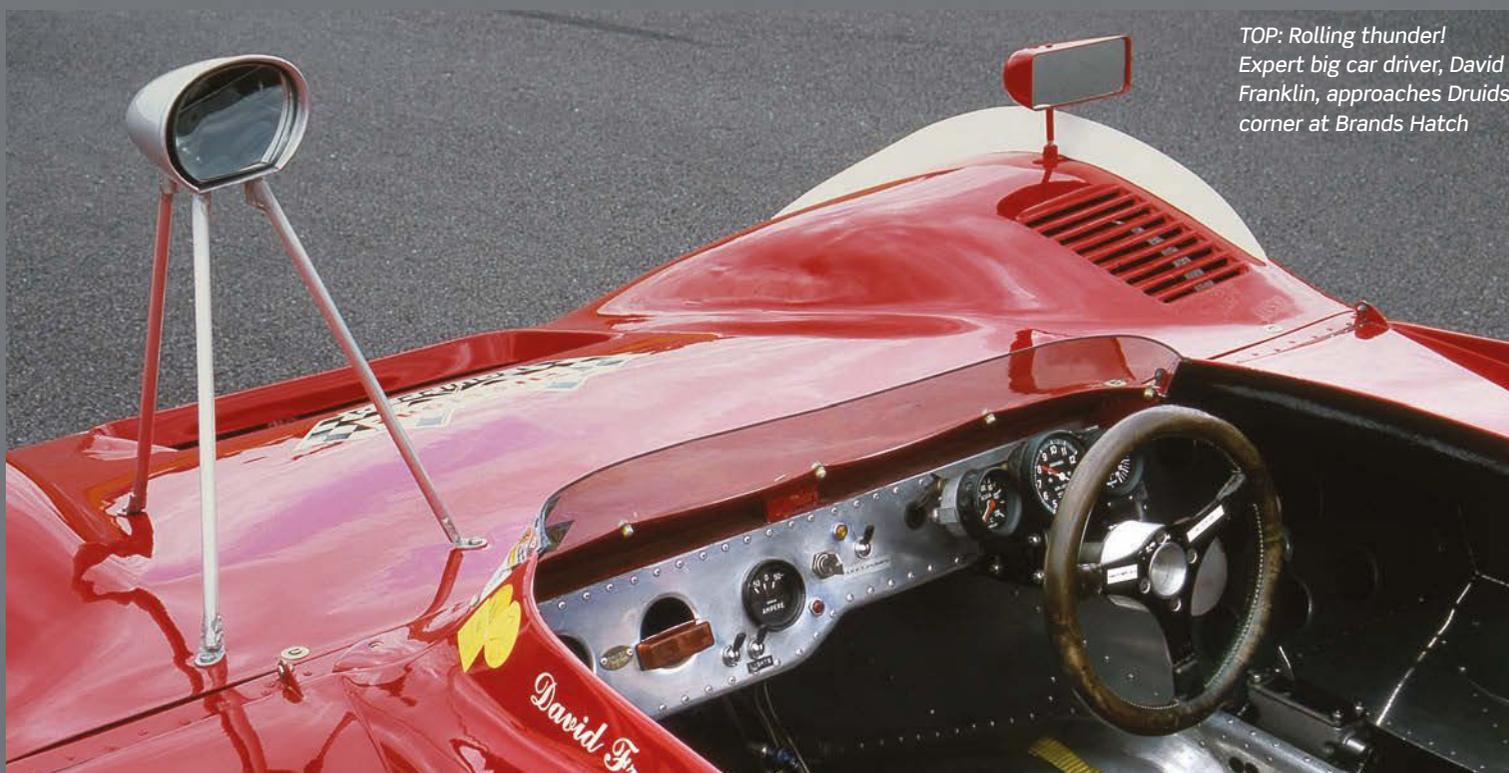
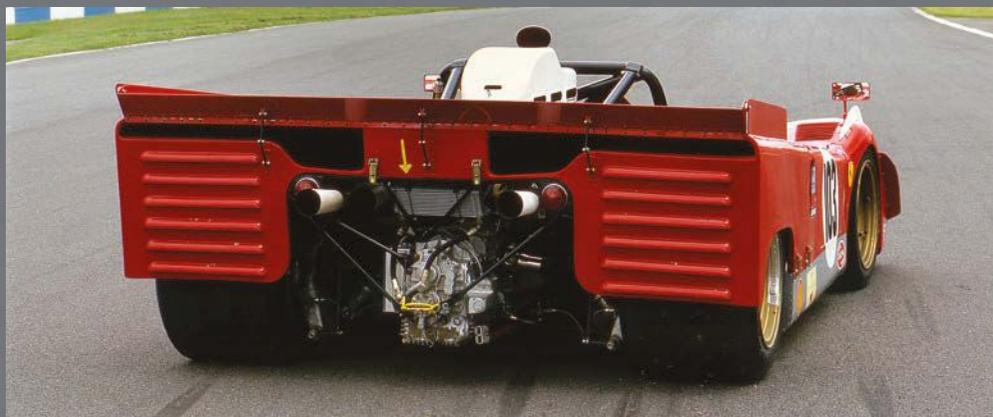
Can-Am race on the Sunday; Jacky Ickx drove one of them, but retired, while Mario Andretti took the other to a creditable fifth overall.

The car that retired in the 1970 race at Watkins Glen was to form the basis of Ferrari's final flirtation with the series, and it is this car that we feature here, the unique 712 Can-Am. It started life as a Ferrari 512S Spider (chassis 1010), the fifth car in the series and the first to be converted to 'M' (Modificato) specification, before being retired to form the basis of the 712 Can-Am in 1971. Very little technical information has been made available on the car, other than that it was fitted with an engine of approximately 7.0 litres in capacity, probably based on the 6.9-litre used in the latter stages of the 1969 campaign, and reputed to produce in the region of 700hp. It used the standard semi-monocoque chassis frame, fitted with a very low wedge profile spider body that echoed the frontal treatment of the 512M model, albeit without headlights.

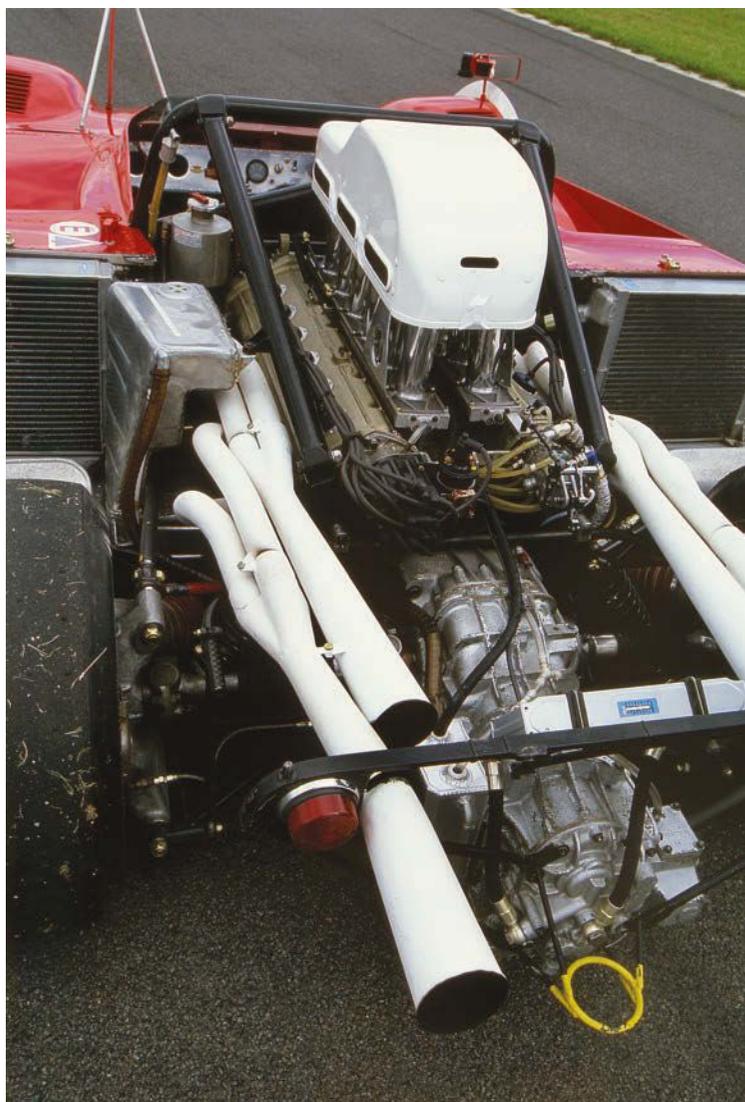
As initially presented, it featured a deeply concave full-width rear wing just behind the standard 512M intake box, mounted on the tall injector trumpets, but this was replaced by a lower, flatter unit mounted at the rear of the engine cover before it raced. Small tapered fences had also been added to the sides of the engine cover at the same time to improve the aerodynamic package, as had a narrow spoiler spanning the base of the nose intake aperture. In this form it made its only appearance in the 1971 Can-Am series as a works entry. Again the venue was Watkins Glen, and the driver was Mario Andretti, who qualified it fifth, and finished in fourth place. Ferrari then lost interest in the project; who knows what may have become of it had more development time been expended, as it was reported as having marginal brakes for the power available, and the roadholding behaviour needed a fearless and very competent driver.

The car was then sold to NART, which carried out a





TOP: Rolling thunder!
Expert big car driver, David Franklin, approaches Druids corner at Brands Hatch



little more development on the aerodynamics, fitting a higher-mounted rear wing coupled with full-length body side fences that formed the wing supports at their rear extremities. It was campaigned briefly in the 1972 series with Jean-Pierre Jarier at the wheel, once again making its debut at Watkins Glen, where he came from the back of the grid after missing practice, to finish tenth overall. A month later he finished a fighting fourth at Elkhart Lake, the last appearance of the season. The car resurfaced at its Watkins Glen haunt one final time in 1974 in the hands of Brian Redman, but this time it retired, and retired from racing for good.

Well, almost! After residing out of sight in private collections for a long time, it was acquired in 2000 by Talacrest, specialists in high-end Ferraris, for collector Carlos Monteverde. The 712 was restored to race fitness once again to compete in historic racing, notably the Shell Historic Ferrari Maserati Challenge series. It proved to be a formidable weapon in the skilled hands of David Franklin, who posted numerous victories in the series, while treating us to the sight and sound of this awesome piece of machinery.

David Franklin drove the big Ferrari 712 for owner Carlos Monteverde for three years. He had plenty of experience driving big cars, having owned and raced a Can-Am McLaren M6B.

David has seen 212mph once at Hockenheim and 200mph regularly at Mugello and Monza. He reckons that the power on many cars tails off dramatically at 160/170mph but the Ferrari just keeps on pulling.

The 712's power curve runs from 4000 to 7500rpm, with maximum revs at about 8000. Even though the Ferrari has a superb alloy, four-valve four-cam engine, the iron-block, pushrod Chevrolets still rev to 8000rpm and have massive torque. However, David admits that with superior slide injection and a small flywheel, the Ferrari revs more easily and is much nicer to drive – and it sounds pretty good, too! 🇮🇹



CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

STRICTLY ABARTH

Story by Mike Rysiecki
Images by Leigh Jones

Silverstone circuit pulsated to the sight and sound of hundreds of Abarths in a brilliant new annual event



The inaugural Abarth Day for UK owners, held at Silverstone on 29th October 2016, was one of four such events happening on the same day (the others being at Circuito Tazio Nuvolari in Italy, the Nürburgring in Germany and Navarra in Spain). It's hard to imagine a more convincing commitment to enthusiasts than providing a renowned venue for them to bring their cars along, try out new models and spend time with other like-minded people.

Invitations were issued to members of Abarth's new web-based 'Scorpionship' community. This is a loosely federated umbrella organisation of existing Abarth clubs and social media groups, with membership open to all Abarth owners, potential owners and enthusiasts, and

Scorpionship offers lots of benefits to anyone who joins.

Vehicle entry to the paddock inner sanctum at Silverstone was strictly limited to Scorpions. Over 300 Abarth cars, most of them modern, arrived from early morning. Abarth is to be congratulated for its innovative approach. Abarth UK's brand manager, Gerry Southerington, himself a passionate enthusiast, wanted to "give something back by bringing the community together." Gerry was present all day, participating, pressing the flesh of the cognoscenti and most of all, listening. He talks of "an attitude of mind" amongst Abarth owners, built around a "vibrancy and youthful outlook regardless of age and sex."

Among nearly 500 hundred attendees, feedback was hugely positive. There was

none of the moaning and groaning that sometimes percolates to the top at single-marque events. No, the Abarth Scorpionship was much too busy enjoying the cars, the facilities and the experiences laid on for the day.

UK Abarth Owners Club founder, Bertie Bryant, remarked that the day was attended by "young and old, all equally passionate about their equally different and individualised cars." Abarth 595 owner Sean Tutt, from a double 500-owning family in Newhaven, thinks that Abarth has a "cult following, widely accepted with a special feeling which makes you approachable to other enthusiasts." For him, the Abarth Day "created a positive atmosphere around the breed."

The beautifully equipped BRDC building



(normally open only to BRDC members) was mission control on the day for sign-on, safety briefings and refreshments – even the cappuccinos had the Scorpion logo tattooed in the froth! Abarth had exclusive use of the Silverstone National Circuit, former F1 pits and paddock, all dressed to commemorate what will become an annual event. The shorter National circuit is ideal for road cars – the near-perfect surface allows you to experience the full range of handling responses and push the cars to the limit. Track time was divided between instructor-supervised test drives, pro-driver hot laps, drive-your-own Abarth laps and classic Abarth sessions.

Until the arrival of the 124 Spider, modern Abarths had been restricted to Fiat 500 derivatives but now that constraint has been lifted, the pride and passion has stepped up a notch. The new 124 was a very popular choice amongst the 25 demo Abarths available to test drive. 595 owner, Paul Richard from Wolverhampton, thought the 124 “handled well and felt special.” London-based digital marketing specialist, Jay-Tee, just three weeks into his own new 124 ownership experience, says his car brings a smile every time he uses it. It’s his first rear-driver after moving up from an Abarth 500 and he loves the noise and power. He told me that the Abarth day allowed him to “take my

car to the next level, and enjoy the posture and control of the Bilstein suspension.”

Respectful of its long and successful race and rally heritage, Abarth invited along renowned UK classic Abarth authority, Tony Castle-Miller of Middle Barton Garage. He brought together 20 of the finest Abarths covering 57 years, including two 1959 Zagato ‘double-bubbles’ and a pair of 1974 124 Abarth Rally cars.

Serial Rally 124 collector, Mick Wood, brought along his newly acquired ex-Mikkola/Todt Group 4 rally car, recently liberated from a private French museum. Mick ‘held court’ for 124 fans as he described the detailed modifications of a full factory-





prepared competition-winning car. And Giles Broomhall's immaculately presented road example gave new 124 owners the chance to look back 42 years.

Meanwhile, bright yellow 695 Bipostos were circulating at extraordinary speeds. These were professionally driven hot-lap cars which thrilled and excited those wanting to see how it's really done. My own hot-shoe driver was current GT3 and former Trofeo Abarth GB podium visitor, Benny Simonsen. The Danish pro wrung the most out of the Biposto in a way that only the best can do. Not bothering to ease off the throttle in corners that most of us would lift and brake before, he clipped every apex with perfect precision. Wonderful stuff!

Lunchtime brought two special attractions: individual stone-baked pizzas and demonstration laps of 15 heritage collection

cars. The smells from both were equally attractive to those with a predilection for rich Italian culture. Just in case the assembled participants felt there were not yet enough activities, Abarth also put on radio-controlled 500 competitions, F1-style wheel changing and a high-speed autotest challenge.

One of the gems of Fiat's 2014 takeover of the Chrysler Group was Mopar, the parts, service and accessory brand. Mopar participated at Abarth Day with a new mobile merchandise shop loaded with Abarth goodies. Also there was the first sight of a new, fully kitted-out Mopar Express Care service van. Darren James and his technical team helped a number of owners on the day and previewed the approved mobile services coming soon: check-ups, electronic diagnosis, scheduled maintenance, parts replacement, tuning services, emissions

checks and car cleaning will all be available at the customer's chosen location when this initiative is rolled out.

If ever there were any doubt about Fiat Chrysler's attitude towards Abarth, then the inaugural Abarth Day at Silverstone was proof positive of its commitment. An ongoing and lasting relationship with owners is clearly valued and being nurtured. Roll on 2017's event!



For more information about Scorpionship visit www.abarthcars.co.uk/scorpionship



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CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

BEST OF ITALY (AND FRANCE)

Story & images: Stephan Szantai

Every year in November, a few hundred vehicles converge on a park near Los Angeles for a unique event dedicated to Italian and French cars. The 2016 edition was one to remember



It's no secret that car culture reigns in Southern California, a fact substantiated by the hundreds of events organised all year long in a part of the world blessed by pleasant weather. Sure, the show calendar gets less hectic from November on, when promoters get more anxious about the potential rain showers.

Not that rain has been an acute problem in recent times. A drought has plagued the West Coast for several years, and it was dryness that affected Best of France & Italy, the meet featured here. It takes place at Woodley Park in Van Nuys, near Los Angeles – a park that has definitely lost some of its greenness over

the last few years due to water restrictions. The grassy landscape is now patched with dusty spots that participants try to avoid when driving in.

The event is somewhat of an anomaly within California's car hobby, as it caters solely to aficionados of Italian and French automobiles. Numerous happenings are targeted at either British or German vehicles; so Best of France & Italy represents an excellent alternative to the more common European car shows. But why the French and Italian twist? For no other reason than our love of these somewhat rare (in California) and often quirky offerings. The 2016 event

brought together some 350 rides.

Auto Italia witnessed the fun atmosphere, starting early in the morning when partakers arrived en masse at the park's entrance. The closest area to the gate, protected by shady trees, was solely dedicated to French models, which represented about a quarter of the entries. This limited attendance can be explained by the long absence of official 'Made in France' offerings in the USA, Peugeot being the last to leave the country in 1991. Citroën (not sold in the US since 1972) had by far the best representation, as its stylish and weird designs continue to capture collectors' imaginations. There was



an eclectic assortment of 2CVs, DSs and SMs, the latter being the most exciting to us being motivated by 2.7-litre or 3.0-litre Maserati powerplants. The rest of the field included an interesting mix of Gallic vehicles, such as Renault 5 Turbos, Alpine A110s, Facel Vegas and Panhards.

Italian manufacturers of popular cars have fared better over time, with Fiat and Alfa Romeo once again having a shot at the North American market. This is a long-awaited

return for many, after both Fiat and Lancia left the United States in 1983, followed by Alfa Romeo a dozen years later. Although a few new Fiats and Alfas joined the event in November, the majority came out of the production lines before the 1990s. These represented a diverse range of cars, from unrestored models featuring a fantastic patina, to vehicles redone so they looked better than new. Yes, there was something for everyone at Best of France & Italy – and

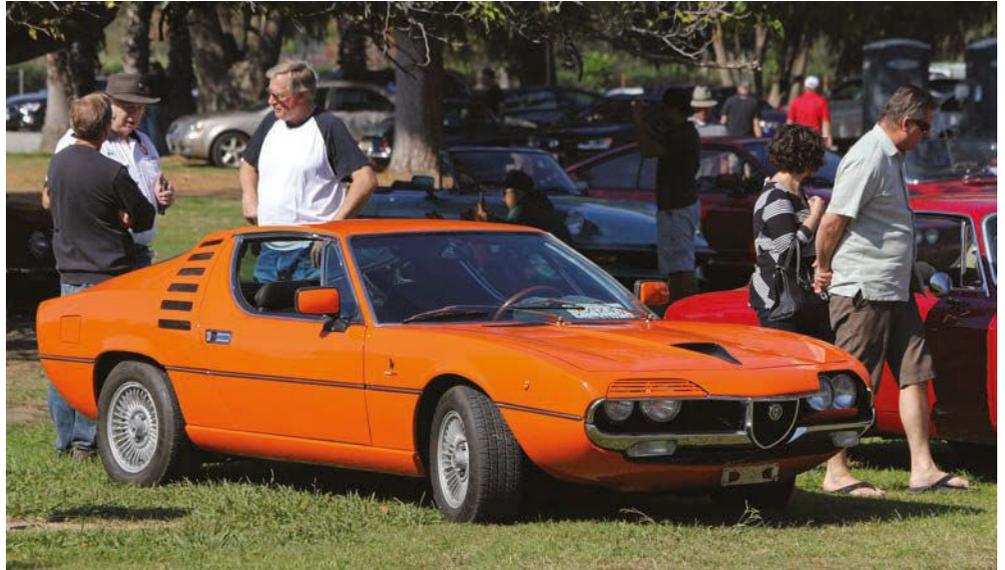
no judges with white gloves to spoil the fun, the meet being a far cry from the prestigious Concours d'Elegance at Pebble Beach.

In fact, it was great to see popular rides such as antique Fiat 500s and 600s, along with several surprises, starting with a Fiat 124 disguised as a USSR Lada 'police interceptor' from the 1970s. A handful of clubs and internet-supported parties made the trek to Van Nuys, too, including the X1/9 Automobili group with a strong contingent of



Bertone-designed coupes. Though thinly represented, the Lancia brand was on site with a few Zagato-bodied rarities, as well as a couple of Scorpions (known as the Montecarlo in Europe – this designation could not be used in the USA as Chevrolet owns the rights). As you might expect, Alfa Romeos were dime a dozen, some remaining 100 per cent stock, others modified for either the street or race track. America remains highly influenced by hot rod culture; not surprisingly, then, many Alfas have gained plenty of gusto with help from local high-performance products such as MSD ignitions.

We continued our tour with a visit of the two-wheel area, mingling models as diverse as Vespas and Lambrettas with more obscure pre-WW2 French motorcycles. And no US show would be complete without its swapmeet/autojumble. Vintage brochures,



Dellorto carburetors, badges, obscure wheels... you name it, it was there.

Yet arguably the most popular corner of the event gathered the exclusive Italian automobiles, with Ferrari, Maserati and Lamborghini leading the pack. Old and fresh-off-the-showroom-floor models fraternised on the grass, in the company of less common Italian stallions, such as Iso Grifos and De Tomasos, which were fairly successful in this part of the world a few decades ago due to their choice of motivation – good ol' American V8s.

Very few countries offer shows as eclectic as Best of France & Italy. It's a get-together where everything goes. Which means we'll be going again – the next event will be held on 5th November 2017.





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Gently cleans both interior and exterior surfaces, no need for multiple products. This non-scratch formula is safe on all paint finishes and is ideal for removing bird soiling and grime as well as dirt and dust.

WHEEL CLEANER

This cleaner is strong and yet gentle enough to dissolve brake dust remnants without damaging the wheel surface. In fact, this product works well on aluminum, polished and painted alloys.



LEATHER LOTION

Cleans and conditions leather in one simple step. Cocoa butter, jojoba oil and aloe conditioners nourish the leather leaving behind a clean, supple and matt finish. UV protectants help protect the leather from the sun's damaging rays, leaving your leather looking great.

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Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

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www.alfaclubvic.org.au

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 representation and nearly 4500 members
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www.abarthforum.co.uk

Abarth Owners Club

On-line club for owners, fans and
 enthusiasts of the Abarth brand
www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

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 Whittlebury,
 Northamptonshire, NN12 8XS
gary.dearn@ferrariownersclub.co.uk
www.ferrariownersclub.co.uk

Fiat Motor Club GB

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 models. gavin@fiatmotorclubgb.org
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www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiplaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

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Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary,
 Barnside, Wrotham Road, Meopham, Kent,
 DA13 0AU Lynne@Lamborghiniclub.co.uk
www.lamborghiniclub.co.uk

Lancia Motor Club GB

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

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith
admin@maseraticlub.co.uk
www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates
www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Yorkshire Italia

www.facebook.com/YorkshireItalia

Scuderia Italian Car Club

South Australia
www.scuderiaitaliancarclub.asn.au

DIARY DATES

April 21-23

European Classic Touring Club Springtime Classic

Heythrop Park, Oxfordshire
www.europeanclassicclub.co.uk

April 22

Bristol Italian Auto Moto

(Provisional) Bristol
www.biamf.co.uk

April 23

Spring Alfa Day (AROC)

Yorkshire Wildlife Park
www.aroc-uk.com



April 28

Auto Italia Driving Experience

Longcross Test Track
www.auto-italia.net

April 29

Auto Italia Italian Car Day

Brooklands
www.auto-italia.net

May 14

Classics at the Villa

Villa Scalabrini
 Shenley, WD7 9BB
www.classicsatthevilla.com



May 12-14

Great Northern Weekend

(Lancia Motor Club)
 Lake District
www.beechhillhotel.co.uk

May 18-21

Mille Miglia

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

May 28

Scottish Italian Car Day

(AROC)
www.aroc-uk.com

June 4

Italian Car and Motorcycle Extravaganza

Newby Hall, Ripon, N Yorkshire
www.italiancarsandbikes.co.uk



June 9-12

Sliding Pillar Rally (LMC)

Saint Valery sur Somme
www.lancia.myzen.co.uk

June 16-18

22nd Vernasca Silver Flag

Classic car hillclimb
 Castel'Arquato
www.vernascasilverflag.it

July 9

National Alfa Day (AROC)

Knebworth House
www.aroc-uk.com

July 16

Supercar Sunday

Brooklands
www.auto-italia.net

July 28-30

Silverstone Classic

www.silverstoneclassic.com

August 13

Festival Italia

Brands Hatch
www.festivalitalia.com

August 20

Midlands Italian Car Day

Ragley Hall
www.aroc-uk.com

September 1-3

Monza Grand Prix

Monza, Italy

September 2-8

European Classic Touring Club

Euroclassic

Northern Spain
www.europeanclassicclub.co.uk

September 16-17

Best of Italy Race

Closed road supercar event
 Castel'Arquato-Morfasso
www.bestofitalyrace.com

September 24

Southern Alfa Day (AROC)

(Provisional)
www.aroc-uk.com

October 8

Autumn Motorsport Day

Brooklands
www.auto-italia.net

November 10-12

NEC Classic Motor Show

Birmingham
www.necclassicmotorshow.com

2018

September 6-9

32nd Alfa Romeo Montreal International Meeting

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tcwd4p@btconnect.com



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COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT INVESTING IN A TOP END CLASSIC

MASERATI 3500GT SPYDER

One of the most elegant cars of the early 1960s, Vignale's convertible version of the 3500GT is finally being recognised as a collector's car of distinction

Report: Andy Heywood & James Wheeler
Images: Michael Ward





Like *La Dolce Vita*, Maserati's 3500GT Spyder captured the moment. Fellini's film could easily have featured the Maserati as it, too, gathered the mood and emotion of a period of time with its cultivated decadence, immense style and just a bit of attitude. It is enough to look again at the perfection of line and hear the voice of this thoroughbred to know that Maserati was a great and proud leader in automotive artistry at the time. It was born, however, at a time when the company was going through one of its darkest periods.

The news that shocked the motoring world in late 1957 was that Maserati, the newly crowned Formula 1 world champion, had retired its official factory racing team. Racing had cost the company almost everything it owned and left it dangling precariously in front of the official receiver. It was only allowed to carry on

because its new direction showed a much more profitable promise, in the form of a genuine

production car for the road: the 3500GT.

For a decade before, both Maserati and Ferrari had produced hand-built one-off road cars. These beautiful jewels were sold in tiny numbers, intended purely for rich cognoscenti who would forgive their extortionate price tags and unpredictable racing pedigree, but as Jaguar and Aston Martin were proving in Britain, there was a ready market for properly developed exotic production cars. Enzo Ferrari, who famously said that he only sold road cars so that he could afford to go racing, was already producing the 250 GT Boano, his first stab at a real production car, and Maserati hoped that its cessation of racing activity could be reduced to a temporary blip if it concentrated on making money.

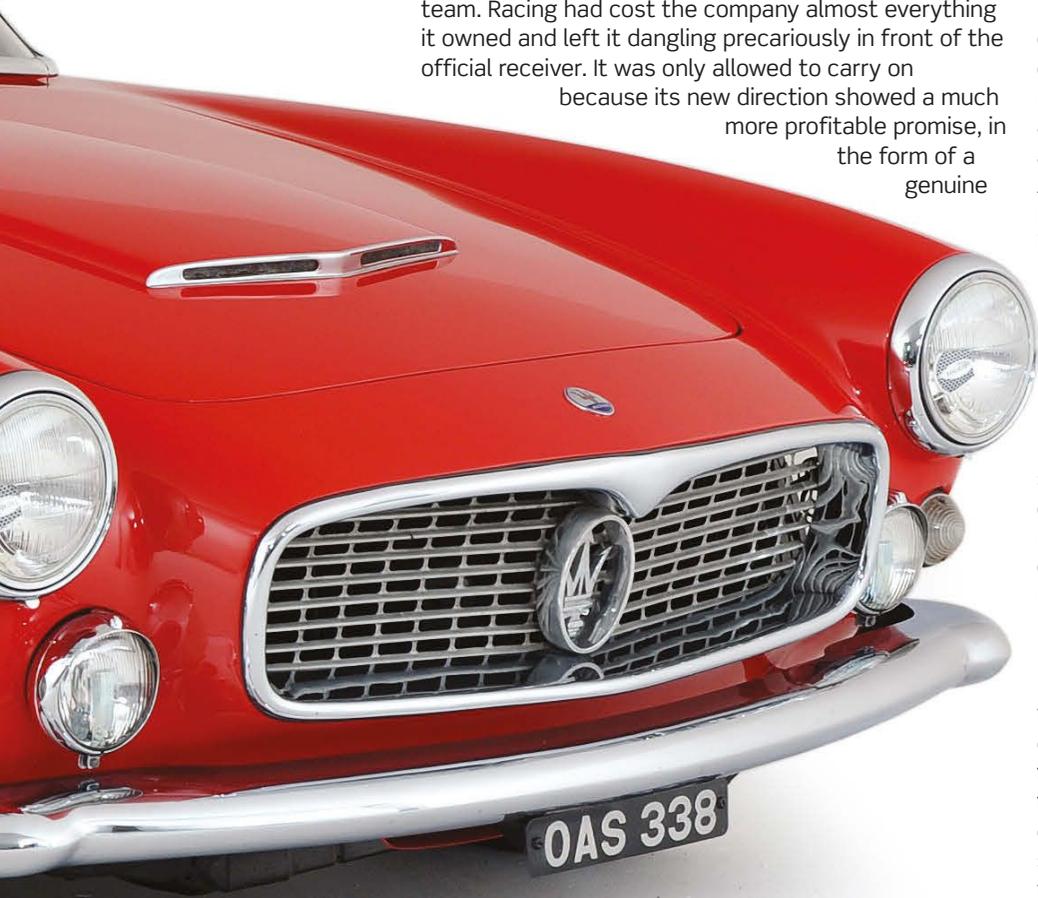
Two years later, the 3500GT coupe had been enough of a success to drive away the receiver and refloat the company on a more even keel; not enough to warrant a return to the race tracks, but sufficient to finance another road model. America had long been an appreciative market for Maserati racing cars and the A6G series, so it seemed logical that, as the Americans had a penchant for soft tops, a convertible could increase Maserati's stock stateside.

Touring of Milan and Frua had already presented Maserati with options for a convertible version of the 3500GT. Touring was the chosen coachbuilder for the existing fixed-head car, so it followed that its proposal was little more than a GT with a soft top. Although three very attractive examples of

Touring's Spyder were built, these were not deemed sufficiently different from the GT to warrant being called a new model. Frua had previously designed many stunning and extravagant bodies for Maserati's earlier A6G series and seemed a logical choice, but Frua took the brief too literally and the result looked

more like a 1956 Mercury than an Italian GT car. Both Frua and Touring were disadvantaged in design terms by the long wheelbase of the 3500GT and it was only when Maserati shortened the chassis and commissioned a prototype from Alfredo Vignale that the answer came. Vignale employed the freelance talent of Giovanni Michelotti to pen the shape that the company would subsequently build. Although it took six slightly different prototypes to hone the design, it was clear to the Maserati management that it had finally found what it had been looking for.

The Vignale 3500GT Spyder's debut took place at the 1959 Turin Show. Two of Michelotti's prototypes appeared, one on the Maserati stand and the other on Vignale's own. In the first half of 1960, 10 pre-production examples were built before the final







The Spyder version of Maserati's 3500GT has quite different bodywork to the Touring-penned coupe

adjustments were made. The early cars were later known as 'long bonnet' cars due to the fact that the trailing edge of the bonnet extended to the base of the windscreen with a scuttle panel below, whereas true production cars had a more normal scuttle and bonnet aperture. By June 1960, the 3500 GT Vignale Spyder was most definitely in production.

Including those early cars, some 245 Spyders were built in all between 1960 and 1964, a mere five of which were right-hand drive. For a company that had produced only around 120 road cars in the previous 10 years, this was big business and the majority went, as planned, to America.

The car could have sold on looks alone, but the real secret of the Vignale Spyder is how well it drives. Although with its twin overhead camshafts and twin plugs per cylinder, it may look every inch the racing engine, the all-aluminium 3485cc straight six is more at home on the road. Deceptively, though, and in true Maserati character, the engine underplays its part, constantly relaxing the driver with its prodigious torque. It is easy to feel that there's no point in revving to anything like the indicated 5000rpm red line, but the truth is that it will pull strongly up to and beyond this limit with increasing aggressiveness. As you do so, the noise transforms from a low-speed nasal bark to a thoroughbred mechanical howl. Early examples were fitted with three side-draught Weber

carburettors and produced 220hp. In line with the GT, in 1962 the Spyder adopted Lucas fuel injection, which improved the power output by 15hp, as well as the torque and low-speed driveability.

Combined with this undoubtedly exotic engine were some surprisingly proprietary components. Drive was transmitted through a four-speed ZF gearbox in early cars (five-speed by 1961) to a Salisbury live axle suspended by leaf springs. At the front was UK-sourced Alford and Alder double wishbone suspension with a Burman steering box, plus Girling brakes all round – discs at the front and drums aft, although later cars featured discs all round.

This juxtaposition of the exotic and the practical can also be seen in the construction of the body. The shapes in the steel outer panels and aluminium bonnet and bootlid are delicate and creative yet the chassis underneath is a determinedly strong framework of oval steel tubing, box section sills, and a massive pressed steel front cross-member, again following the lead of the Touring Coupe.

For all its relatively pedestrian origins, the concoction of running gear components adds up to a surprisingly sophisticated handling and ride, no doubt



TECHNICAL SPECIFICATIONS

MASERATI 3500GT SPYDER

ENGINE:	Straight-six DOHC
CAPACITY:	3485cc
BORE & STROKE:	86mm x 100mm
POWER:	260hp @ 5000rpm
TORQUE:	314Nm (232lb ft) @ 4000rpm
TRANSMISSION:	Four-speed manual, rear-wheel drive
BRAKES:	Discs all round
TYRES:	185/400
SUSPENSION:	Independent with coil springs (front), leaf springs (rear)
0-60MPH:	8.1sec
TOP SPEED:	143mph
1962 PRICE:	£6118



aided by minimal amounts of scuttle shake from that overly generous chassis. Modern convertibles could learn much from this philosophy. Road testers of the time praised the car for its low levels of wind and road noise, as well as a lack of buffeting with the hood down, features that are still impressive today. But what is most attractive is the realisation that this old lady will still sit serene and resolute in the modern fast lane purring along at 80mph while only registering a little over 3000rpm.

One wonders whether any of these dynamic tours de force would have been as important to the first owner of the car as its ability to amble along the seafront in Cannes. Most would no doubt see this not so much as a car to go places in, but one in which to arrive. Maserati had successfully broken into its intended new market, a market populated by the beautiful rich, and it was a gold mine that it dug into enthusiastically throughout the 1960s.

The only drawback of a rich man's market over that of an enthusiast is that the rich are notoriously fickle. No sooner had the Vignale Spyder been superseded than it became unfashionable. The 1963 price of the car was almost £7000, but by the end of that decade £2000 was the norm. As the beautiful people moved on to the next bright young thing, it was left to the enthusiast to pick up the pieces and throughout the 1970s and early '80s an aged convertible Maserati became an eccentric choice. Importantly, though, throughout the lean times, the Vignale Spyder continued to fetch double that of its fixed-head cousin, something that kept it from the jaws of oblivion. Spyders were never valuable enough to restore properly, and most were merely kept going. But with the resurgence of interest in all classic cars, 3500GT Spyders became worthy of fine restorations. **Andy Heywood**



MARKET ANALYSIS

While working for a classic car dealership in Southern California in the early 2000s, I remember people questioning the apparently high \$70,000 we were asking for a beautiful Maserati 3500GT Vignale Spyder. How things have changed during the past 16 years.

The Vignale Spyder's rise in value has been a gradual one with a few peaks and troughs along the way. A gradual rise is healthy, as spikes in value can create an unnatural footing which could possibly collapse. An extremely positive result of the increased worth is that the quality of the cars has improved enormously during the past decade or so.

By the early 2000s, these mechanically complex

machines were 40 years old and had endured countless repairs during that time, quite often by cheap local garages rather than a competent specialist, as the relatively low value of the cars meant that significant amounts of money were never spent. It is understandable when, at the time, a restored car would have been worth half of the necessary investment in restoration.

All that started to change during the 2000s and the quantity of well-restored cars has improved, giving the buyer a greater choice. The knock-on effect of improved restorations has economic benefits, too, as the manufacture of unobtainable parts has become worthwhile and restoration companies need to employ extra staff to work on





SAMPLE AUCTION PRICES

1962 3500GT Spyder
Red but originally grey, unrestored, £331,000

1960 3500GT Spyder
Silver with red interior, unrestored, £423,000

1960 3500GT Spyder
Grey with maroon interior, five-speed conversion, £622,000

1960 3500GT Spyder
Green with tan interior, unrestored but very good, £655,000



the cars, resulting in improved sharing of valuable knowledge and skills for future generations.

During the past few years the value graph line has dramatically increased its angle of elevation, as it has with most classic cars. Recently we have seen auctions achieving sales of \$850,000 to \$950,000 (about £650,000 to £750,000 at current exchange rates), with some dealers asking up to \$1m for superlative examples with wonderful provenances. There will of course always be exceptions, and one of Vignale's apparent prototypes sold for over £1m at auction in 2014; another with a pre-auction estimate of \$1.5m to \$2m in 2016 failed to find a new home. Two restoration projects were also sold at auction last year, one for about £330,000 and the other for around £420,000.

The Spyder had showroom competition when new.

Aston Martin, for example, manufactured only 70 DB4 Convertibles and 123 DB5 Convertibles during a similar time that Maserati produced just 245 3500GT Spydres. Whereas the English marque has a visually similar coupe variant to boost interest in the convertibles (not to mention the model of choice for a certain British Secret Agent), Maserati's Touring-designed Coupe was quite different to the Vignale Spyder, so the roofless version really had to stand on its own four wheels. It is therefore impressive that Spyder values today are not far behind those of Aston Martin DB Convertibles, a healthy indication that they are now held in the high regard they should be. I am sure we also have Maserati's showroom success over the past two decades to thank for increased recognition of the marque's heritage. **James Wheeler, H&H Auctions** 

Few top-down classics are as alluring as the Vignale-bodied 3500GT Spyder, and prices reflect that



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ALFA ROMEO



1969 Alfa 105 Spider Duetto Veloce. 1750cc, 63,000 miles, Verde. Reluctantly for sale after 40 years ownership, in almost concours condition, maintained by Alfa specialist. No expense spared in maintenance and upkeep, Waxoiled, hood by Coburns. Currently fitted with Series 4 seats (originals available), clutch replaced at 50K, £40,000. Email vendor for full specification and more photos, please no timewasters. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A254/011



Alfa Romeo Giulietta Sprint. 1959 Giulietta Sprint, prepared as an Appendix K Giulietta Sprint Veloce with HTP. Excellent race, track day or roadable car. Full 1300 Veloce engine, correct block, sump, inlet and exhaust manifolds. Significant power, alloy bonnet, boot and doors, roll cage, seats, belts etc. Suspension set up with uprated front springs, roll bar and Konis. Original short engine, a number of spares available including set of alloy wheels, great fun to drive, offers around market price. Tel: Jon Dooley, 07885 636745. Email: jonmromeo@gmail.com. A254/022



Alfa GTAm. One previous owner, fully restored, many Alfaholics parts including alloys, suspension, brakes, steering, bespoke leather interior, stunning car ready to enjoy, absolutely zero timewasters or traders, £38,995. Tel: 07890 290528. Email: nikos@supanet.com (Kent). A254/030



1991 Alfa Spider S4 2.0. A stunning example, imported from Germany in 1997, and converted to RHD. Full German service history stamped in book, lots of invoices of work done in UK. 110,000km, stored under cover over the winter by previous owners and myself. Underbody treated with rust protection, recent oil filters and plugs change, recent upgraded alloys and brake calipers. Roof in excellent condition, which also comes with tan roof tonneau, new matching wind shield and Nardi steering wheel, which look stunning together. Stainless steel exhaust from the cat back which gives a lovely tone. Bodywork is excellent with some light scratches and marks, with no rust, seats have a few marks with no splits etc, MOT July 2017, all UK MOTs to verify mileage. An excellent investment, £10,250, AROC member. Tel: 07791 509613. A254/012



Alfa 156 V6 Sportwagon. 100,135 miles, full history, 2 owners (including me), recent cambelt and water pump, Nuvola Blue, call for more details. Tel: 07818 880126. A254/003



Alfa Romeo 2000 GTV 105. 1973, this was to be my last Alfa and has been totally rebuilt to a standard as high as any. A photo history of the build will come with the car, most parts to complete are with the car. Options to purchase just shell if wanted, £16,000. Tel: Ed, 07973 711948. A254/027



Alfa Romeo 33 Sportwagon. Needs clearing from barn. Any interested parties contact me. Tel: 07774 001155. Email: luciemotion@icloud.com (car is located OX12 near Wantage, Oxfordshire). A254/024



Alfa Romeo 156 GTA. 2003, standard from factory, except for Raggazon tailpipe and 330 calipers. 87,000 miles, service history stamped up until 2016. Cambelt changed 2014 full service in 2016, MOT until August 2017. The car is in excellent condition, I am selling my much loved GTA as I am taking delivery of a Giulia, the car has been serviced by probably the best Alfa service garage in Cornwall, £8650. Tel: 07836 611905. Email: b.sharp13@virgin.net. A254/025



Alfa Romeo 159 1.9 16v JTDm Lusso Sportwagon. Stromboli Grey, dark grey leather, registered 28/03/2008, MOT 22/04/2017, 113,300 miles, FSH, excellent condition throughout. Current owner (AROC member) since May 2009, gearbox rebuilt 2016, new clutch (Alfa Workshop), recent OE upper suspension arms, front brakes, handbrake cables, 2 keys, recent Clarion VX402E multi-media head unit (will reduce price if prefer standard), £3950 ono. Tel: 07539 379707. Email: phil.gotts@btconnect.com. A254/026



Alfa Romeo GT 2.0 JTS Cloverleaf. 2008, 57,000 miles, well cared for in lovely condition. MOT Aug 2017, belts done last August, email for more details, £4750 ono. Email: x19er@yahoo.com (Scottish Borders). A254/001



Alfa Romeo 159 Limited Edition Jtdm 1910cc. 2009, black, 1 of 250 made, 47.9mpg combined, 35.8mpg urban. Has 61,000 miles but in use, water pump, cambelt changed at 45,000 miles, has service history, MOT Sept 2017, £6500. Tel: David, 07590 479980. A254/019



1996 Alfa Romeo 164 Super Twin Spark. Metallic grey in VGC, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, £1600, as original with insurance valuation of £2500. Tel: Alun, 07836 643237 or 0151 327 2711. A254/014



Alfa Romeo 156 2.0 TS. 45,000 miles, black. Less than 1000 miles on new clutch as it's been sitting outside 4 years or so, battery needs replacing. Rear brake pads are rusted to brake discs, it will have to be trailered away. The current owner is a lady who loved it. Email: timmoore47@gmail.com. Tel: 07731 522054 (located 15 miles or so north of Swansea). A254/018



Alfa Romeo 156. 2ltr, metallic silver, Lusso. Roadworthy condition, air con, V5, recent MOT, electrics/hydraulics ok, no damage, £350 ono. Tel: 01704 212128. A254/010



1991 Alfa Romeo 164 3.0L V6 Auto. 53,000 miles, metallic green, 2 owners. Virtually concours unmarked condition. Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), 12 months' MOT, just serviced. All new belts etc, recent bills for £1200, unmarked velour upholstery. Collector's item, faultless, private plate will be removed, £6300. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A254/013

Alfa Romeo 156 Sportwagon 1.8. 117,000 miles, red. MOT until 9/2017, 4 new Pirelli P7 tyres, stainless steel exhaust system, good condition, £500 ono. Tel: 07921 199431 (located in Bedford). A254/031

Alfa Romeo GT 1.9 JTDm. 110,000 miles, metallic grey, MOT until May 2017. Very economical, superb condition inside and out, new front tyres, cambelt done at 86,000 miles. Runs very well, no suspension knocks, £2250 ono. Please call: 07790 804284 (Bedford). A254/032



Alfa Romeo 159 1.9 Lusso 16v JTDm. 2009, black leather, metallic grey, 84,000 miles, air and all the usual Lusso spec. Cambelt done at 60K, newly serviced and MOT'd, and new battery. Full service history dealer/specialist. A nice car, typical for its age, 'sensible' family car forces sale, £4750. Tel: Richard, 07973 726591. A254/021

09/08 Alfa Romeo Brera 2.4. 69,000 miles, Carbonio Black, 210bhp. At 60,917 miles a 90,000 mile service @ Jamie Porter; 62,894 new tyres (x4); 65,778 new brake discs and pads overhauled, calipers and braided hoses, HID headlights (x4), remap 260bhp/40-45mpg; 67,200 new battery; 67,506 new clutch/flywheel/slave cylinder, front suspension polybushed, gearbox oil Redline MTgo, power steering G1/R (green). Workshop manual (CD), now too fast for OAP, looking for £8000 but sensible offers considered, option of English or French (no tax for 6 months) registrations. Tel: David 07884 217773. A254/020



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1978 Alfa Romeo 2000 Spider Veloce
Body rebuild and repaint, new brakes, low mileage factory RHD
£19,995



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



1961 Innocenti 1100S Spider
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Alfa Romeo GTV Phase 3 Lusso. 2004, 121K miles, black, red leather interior. Fully serviced April 2016, full year's MOT, FSH, lots of history including many receipts, fully refurbished 17" multi spoke alloys, recent handbrake and caliper, £2,850. Tel: 077861 95680. A254/008



1990 Alfa Romeo 164. 3.0 litre 12 valve, red. Owned by seller for the past 19 years and whilst it is unrestored it's in excellent condition due to it being garaged and only used in the dry for the last 17 years. Full and documented service history by FERDI in Lytham, cambelt changed September 2016. Excellent Michelin tyres all round, rears are both brand new, Panasonic CD player with original Blaupunkt (has a slight fault). Original owner's wallet and all manuals, ski cover, tool kit which is missing two spanners. Original carpets in excellent condition, 5 off Zender 5 spoke alloys (which as AROC members will know was a very nice and very rare option), all previous MOTs, £4400. Email Peter: kidd45@btinternet.com. A254/015



Alfa Romeo GTV Cup No 60. 2001, new MOT, 97,000 miles, 5 owners, all standard apart from custom made stainless steel exhaust which sounds amazing. Service history and lots of receipts including cambelt and water pump change @ 93K miles. New MOT with no advisories, very reluctant sale of this appreciating modern classic, good investment, £8500 negotiable Tel: 07908 498351 (North London). A254/006

Classifieds are free! Just email your text and photograph to liz.solo@ntlworld.com



2000 Alfa Romeo GTV Lusso T-Spark 16V. 1970cc, £2699, 72,000 miles, black. Please call 07713 880678 for details. A254/016



1999 Alfa Romeo 916 GTV 2.0 TS. 118,000 miles, Rosso Proto metallic. Supple black leather interior, Alfa radio and Clarion 6 disc changer. All manuals, records and tax discs, new MOT, minor advisories, in good, clean totally original condition throughout. One to treasure, £2350. Tel: Stephen Moorose, 07790 713878 (Sussex/Hants). A254/017

FERRARI



Ferrari 308 GTB Vettoresina. 1976 308 GTB Vettoresina dry sump Euro spec LHD. Original Italian market car, imported into the UK in 1997. Other than a cosmetic respray in its original colour (Rosso Corsa) carried out in 1999 and a stainless Tubi exhaust, the car is in highly original and superb condition. Owned by myself for the last 11 years, the car has done just 39,000 miles (62,000kms) from new and has always been maintained by Mark Leighton since my ownership, £160,000 ono. Email: ferrari30876@aol.com. A254/040



Ferrari 360 Modena F1. 2000(W) Rosso Corsa with Nero leather. 35K miles, just serviced (ball joints + covers + tie rod ends) and MOT'd with no advisories, FSH 12 stamps. Sports exhaust, Challenge grille and tricolour with Novitec aero, clutch replaced at 29K and cambelts at 27K. Super example inside and out with detailing by GTechniq. Email: ian.fisher@marcap.co.uk. A254/042



Ferrari 360 F1. 2000, 38K miles. Have to sell due to moving, great sounding 360 with sports exhaust and upgraded suspension package. Email: arjan.stoof@hotmail.com. A254/044



2014 Ferrari California 30. 5500 miles, bought new from Lancaster Colchester in June 2014 with full service history. Red with cream leather, in excellent condition, yellow brake calipers, Ferrari shields, embossed cream leather seats, red seat belts. For sale £125K. Tel: Paul, 07450 100500. Email: paulrichards55@gmail.com. A254/043

FIAT



Fiat 850/Abarth OT1000 recreation. A money no object restoration encompassing a rotisserie full body rebuild, a rare and unique tribute to Carlo Abarth - the king of small cars. Pictures at www.photobox.co.uk/1x9C7007/album/4569420440?cid=tashare001. Please email for a fully detailed specification. Tel: 01732 862292 or 07766 711375. A254/002



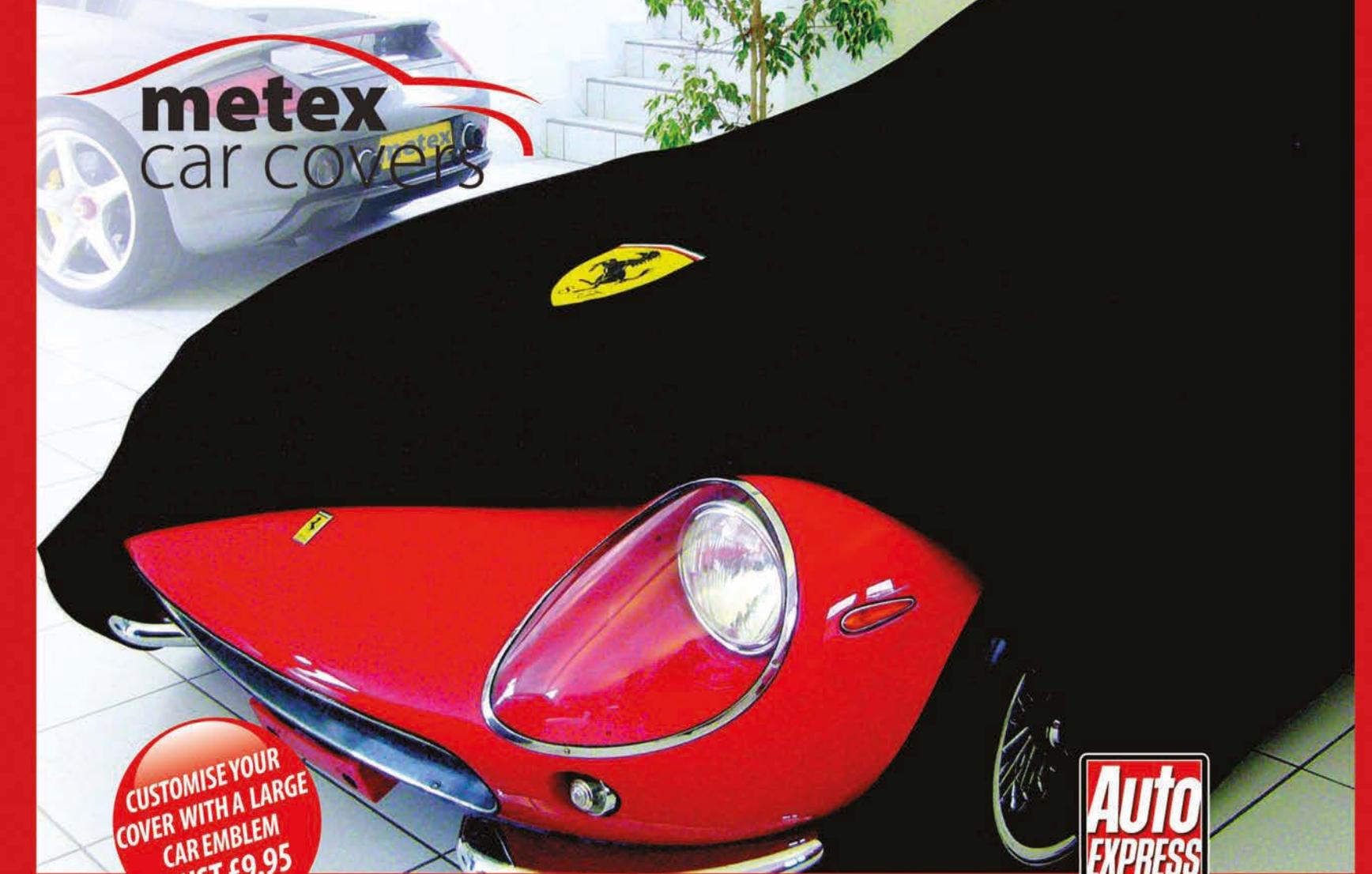
2001 Ferrari 360 Spider F1. Superb in every way, a true joy to own and drive. Paintwork, hood, engine bay and interior unmarked. Just testing the water, I'm in no rush to sell but if the right offer came along I would consider. A true joy to own and the new owner will be delighted with it, a superb example of a marque rapidly going up in value, genuine enquiries only please. Services all up to date and MOT until end of March, anything you require please ask. Email: ferrari_360_spider@hotmail.com. A254/041



Ferrari 355 F1 GTS. 1999, final production year. 27,500 miles, in classic Rosso Corsa and Crema leather with coded removable roof and protective cover. Recent meticulous cambelt service/FSH and detailed. Tubi exhaust, red calipers, Bluetooth radio/CD/iPod plug + remote control. Alloy half spare wheel/jack/tools, carbon sills, soft garage cover. No garage space so available for £119,000. Tel: 01367 252433 or 07786 021761 (S.Gloucestershire). A254/039

Ferrari 550. Tubi type noisy exhaust plus 6 disc CD changer fitted in boot. Tel: Tony, 07798 532791 (London). A254/033

Ferrari 412 auto. 1988, Chassis number: ZFFYD24C000076068. Blue Medio/Sabbia hide, MOT Dec 2017, 29,839 miles, 5 previous owners. Manuals, books, pouch and jack (including bag), £47,995 ono, welcome to any test or inspection. Tel: Anthony, 01621 813015 or 07779 726845. A254/034



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Fiat Abarth 595 Turismo 160HP. Immaculate and carefully driven top spec model, virtually one mature owner with under 28K miles, registered 31/12/12. Extras include two tone paintwork, paddleshift gear change, electric sunroof, upgraded wheels and full leather interior, over £19K spec when new. Serviced each year by Abarth dealership, last carried out 5/1/17, MOT'd till 30/12/17 with no advisories, four new tyres fitted and exhaust changed in Dec '16, oiro £10,250. Tel: 07773 078074. Email: pcuthbert250@btinternet.com (Southwell, Notts). A254/045

Fiat 500 1.2 S 3dr (start/stop). 2014 (64-reg) hatchback, 21,400 miles, great runner and brilliant condition, the only reason for sale is because of my family growing. Brilliant in fuel and very low on tax, the city steering extra is a bonus when parking in tight spaces. 2 owners, yellow, £6450. Tel: 01684 321109. A254/028

Fiat Panda 1.2 Dynamic 5dr. Lady owner last 3 years. Very reliable car, perfect first car or for a little run around. Cheap insurance and road tax. Definitely the best colour combination, light pearlescent metallic light blue with mustard coloured seats. Comfortable drive for anyone 6ft+. 4 brand new tyres October '16, new exhaust pipe fitted January '16, last serviced June '16. Selling because new car forces sale, 2 owners, next MOT due 07/02/2018, full service history, £1,350. Tel: 020 8128 7019. A254/029



Gorgeous Fiat Barchetta. 11 months MOT. Perfect Italian leather heated seats with orange stitching. Fog free headlights. New tyres and unmarked alloy wheels. Lovely clean rust free body work. Perfect roof. Recently serviced, ready for spring summer months. Tel: Aldo 07841 777155. (West London)

MASERATI



Maserati Ghibli SS LHD. 1972, known history from 1988, my ownership for 20 years. Just about everything rebuilt/restored/replaced, near concours condition, but for me reliability and usability is more important than shiny bits! On the button, and ready to go, would be happy to jump in and drive to south of France! Well known car within the Maserati Club, £225,000. Tel: 01233 840371. Email: jim@deringarms.com. A254/054

PARTS



Lamborghini Gallardo front shock from 2004 model ref: 400407313, Koni FSD damper in excellent condition cost £500 new, any offer over £200 ono. Tel: David for details, 01255 502586. A254/005



Ferrari titanium wheel bolts. Used set genuine Ferrari titanium wheel bolts, latest design with the captive washer (52mm shaft + shoulder + head), fit 355, 360, 430, 550, 599, 458, Cali. Collection or Royal Mail Special delivery, £600. Tel: 07976 395271. A254/048



Original Abarth exhausts (NOS). ANSA Alfa Romeo 145, all models and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A254/046



Ferrari titanium wheel bolts. Used set made by 'Tikore' USA (see website), fit 355, 360, 430, 550, 599, 458, California, very lightweight (52mm shaft + shoulder + head), £450. Tel: 07976 395271. A254/051



Alfa 147/156/GT alloy wheels. 1x 17" multispoke, fair condition, £35; 2x 17" Supersport, need cosmetic refurbishment, £25 ea, buyer collects North Shropshire. Tel: David, 07759 123379. A254/047



Ferrari 360 calipers. A full set of 360 brake calipers, used, came off a 328 but work perfectly, £800 for the set. Email: john@sacor.freeserve.co.uk. A254/050

New Goodyear Eagle F1 tyre. New, unused, never been mounted on wheel Goodyear Eagle F1 tyre size 205/50/16, £60. Tel: Dave, 07975 895766 (West Midlands). A254/035

Pirelli P Zero Trofeo tyres. Brand new set of tyres sized for F355, will obviously fit other models: 2x 225/40 ZR18 (92Y), 2x 265/40 ZR18 (101Y). Change of plans allows sale, list price over £1000, £800, buyer to collect. Tel: Nick, 07977 396357. A254/036

Alfa 156 Sportwagon loadbay cover in black. Good condition. Tel: 07775 096917. A254/037

6 Vredestein 155 x 15 studded snow tyres. 4 did Monte Historique with slight wear, 2 unused, £300 the lot. For further information contact: Jon Dooley, 07885 636745. Email: jonmromeo@gmail.com. A254/023

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A V10 UFO

A V12 UFO

'AV10 UFO' and 'AV12 UFO'. Matching pair of UFO registrations, could suit a V10 and V12 pair of Lamborghinis, oiro £4500 each. Tel: 07773 078074. Email: pcutthbert250@btinternet.com. A254/049



Genuine Ferrari 458 red indoor cover. This cover is in excellent condition with no mark or holes, and the elastic is still stretchy with no breaks! Price: £310. Comes with original cover bag which is also in fantastic condition, price includes tracked delivery within the UK (other countries contact for a quote). Any questions please ask. Text: 07930 819654. Email: sharpedge11@hotmail.co.uk. A254/052

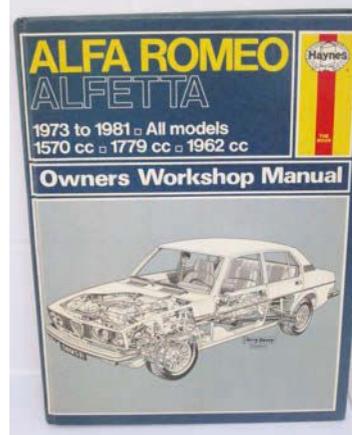


Put the WOW factor in your Ferrari 355 with this cherished number. 'F355 WOW', on retention with fees paid, £9800 ono. Tel: 07852 909471. Email: p.daniel1@ntlworld.com. A254/053

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Wanted: Espada S3 LHD. Also any spares, Miura wheels and fittings, any literature etc; swap for Merc 230TE 1988, low miles, extras, new parts inc auto box, and/or Pro camera items most new, and collection (Pentax, Nikon), new Snap-On tools etc. Tel: 01277 200530. Email: dcian@fastemail.us. A254/038

MISCELLANEOUS



Alfa Romeo Alfetta Haynes workshop manual. 1973 to 1981, all models, original manual, hardback, new reprint cost £25, accept £4.75, excellent s/h condition. Tel: 07399 359072. A254/004



Ferrari F40 couch. F40 Ferrari custom made in shape of a sofa. Black leather seat with Ferrari badge and Ferrari wheels, needs some attention on paint and leather, also lights need to be looked at. Would be ideal for shop or games room. A very heavy item, pictures available on request, £149.99. Email: fuzzywuzzy2009@hotmail.co.uk. A254/055

Number plate 'T1 20V SW' for sale. Calling all Alfa Romeo 156 or 159 Ti 20v Sportwagon owners, here is your perfect number plate for your pride and joy, £500. Tel: 07967 242752. Email: giuseppe.rampello@ntlworld.com. A254/009

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RECOMMENDED TITLES

ITALIAN COACHBUILDERS:

Masters of Style

Author: Elvio Deganello

Size: 26x29.5cm Pages: 408.

Hardbound with jacket.



Elvio Deganello is no stranger to Auto Italia, his comprehensive series of Italian coachbuilder features was well received by our readers and this book is an attempt to gather together the seemingly endless list of artisans. It is packed full of previously unpublished and rare images sourced from



Deganello's own files supported by the publisher's own extensive archive.

This book brings together the profiles of 58 stylists in the history of Italian car design. The list includes the better known companies like Allemano, Bertone, Castagna,

Ghia, Pininfarina, Touring, Vignale and Zagato but there is a host of others.

During his ongoing research Deganello has discovered some additional coachbuilders and I don't doubt there are more to find. How about Sirio, Ostuni, Meteor, Montescani, Fona, Casaro, Accossato and Ala d'Oro – to name but a few. There are even some little-known modern coachbuilders, like Faralli & Mazzanti that has designed and built cars in this decade including the Antas V8, Vulca S and Evantra V8.

There is a risk with such an ambitious project that there could be clutter and confusion, but the publisher has been clever to separate the main text from the pictures. Each chapter has a historical section on each coachbuilder followed by the images, which have concise descriptions. This makes identification easy and convenient to dip in and out of the sections, effectively using the book as a catalogue.

There is much to delight and amaze in this book. It is a valiant attempt to cover such a broad topic and the author and publisher must be congratulated on such a fine effort. If you are into 'etceterini' then *Carrozzeri Italiani* is essential reading.

£75 rrp. Special Book Club price £70

ALFA ROMEO TZ-TZ2: Born to Win

Author: Vito Witting da Prato

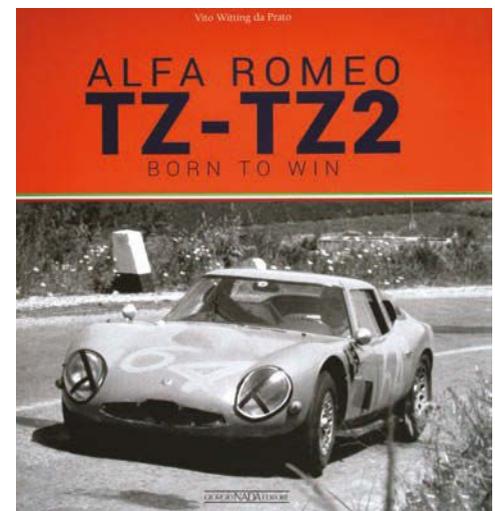
Size: 24.3x27cm Pages: 216.

Hardbound with jacket

Giorgio Nada Editore published an earlier work entitled *Alfa Romeo Giulietta da corsa SV-SVZ-SS-SZ* back in 1989, which has become a bible for Alfisti. This new book is effectively a sequel to that story and provides a fascinating insight into the characters and politics that surround the legendary Autodelta.

Readers new to the Alfa Romeos covered in this book are advised by the author that the car popularly known as the TZ1 was not the official title, it is simply 'TZ' and the '1' was added retrospectively by writers to differentiate the model from the TZ2, which is basically the same car.

The validity of this book is confirmed because the author records direct

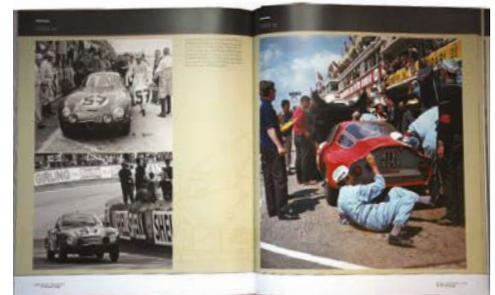


conversations with the key figures of the period, notably designer Elio Zagato in 2000, engine tuner Virgilio Conrero in 1986, test driver Guido Moroni in 1995 and brilliant engine designer Giuseppe Busso in 1984.

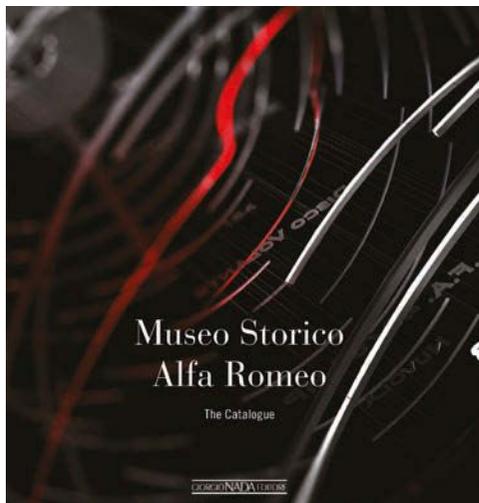
There are gems in here, like the switching of numberplates between cars, something that has confused historians and collectors for years. Another intriguing fact is that many engines, mechanical parts, body panels and documentation were left behind in the Autodelta factory at Udine when the outfit was moved, reluctantly to Milan. Where did all that treasure disappear to?

The icing on the cake is an appendix recording all the TZ and TZ2 chassis numbers, original engine numbers, body material, colours and first locations. There is a wealth of information in this book – and it is a great read.

£60 rrp. Special Book Club price £55



ADDITIONAL RECOMMENDED TITLES



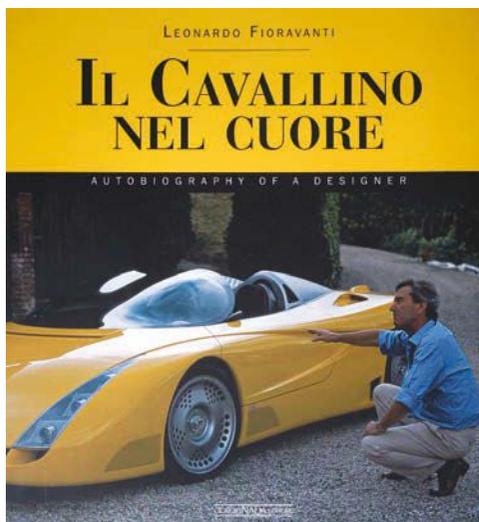
MUSEO STORICO ALFA ROMEO: The Catalogue

Edited by **Lorenzo Ardizio**
Size: 26.5x28.5cm Pages: 224.
Hardbound with jacket

The reopening of Alfa Romeo's museum at Arese has been celebrated with a new book.

The official catalogue of the new museum represents an opportunity to review the history of the marque and above all to accompany the reader/visitor around the new exhibition layout in which the cars have been thematically grouped and subdivided.

A specific chapter also features all those models that do not appear in the exhibition.
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IL CAVALLINO NEL CUORE: Autobiography of a designer

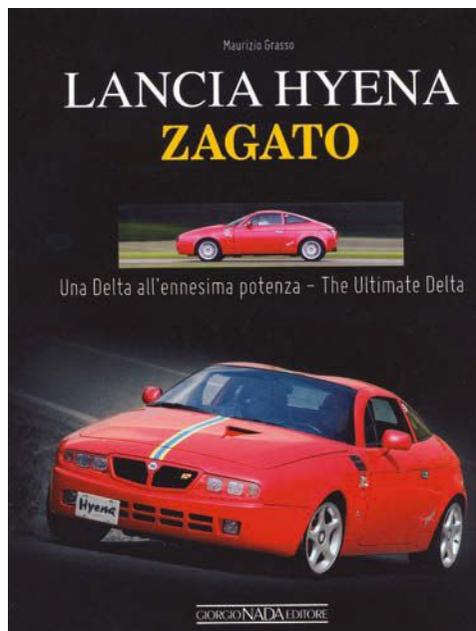
Author: **Leonardo Fioravanti**
Size: 26x28.5cm Pages: 256.
Hardbound with jacket

For the first time, one of the major names in Italian car design tells his story of how he created some of the most beautiful Ferraris of all time; they ranged from the 1965 250 LM sports coupé Speciale to the immortal

1968 Daytona through to the 1975 308 GTB and GTS and the 1984 288 GTO, as well as the P5 and P6 of 1968.

While continuing his Ferrari essay during his Pininfarina career, Fioravanti also guided the creation of numerous other projects, among them the Dino road car, the 1980 Pinin four-door prototype and went on to the 1984 Testarossa and the 1987 F40.

£75 rrp. Special Book Club price £70

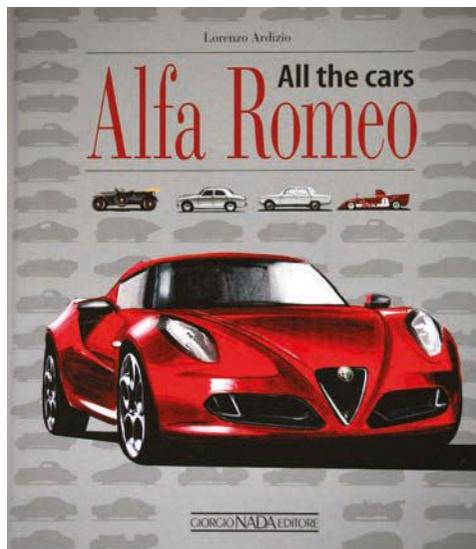


LANCIA HYENA ZAGATO:

The ultimate Delta
Author: **Maurizio Grasso**
Size: 24.3x27cm Pages: 200.
Hardbound with jacket

Just 24 Hyenas were produced due to the debateable decision taken by the Fiat/Lancia directors of the time. Following a rapid review of the evolution of the Lancia Delta over the year, this book, written by an enthusiastic collector, examines the difficult genesis of the Hyena.

£40 rrp. Special Book Club price £30



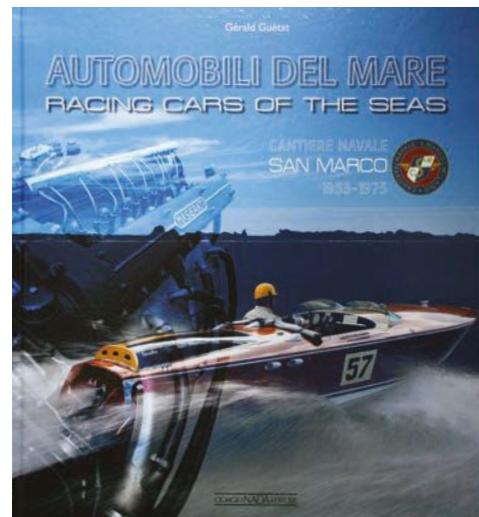
ALFA ROMEO: All the Cars

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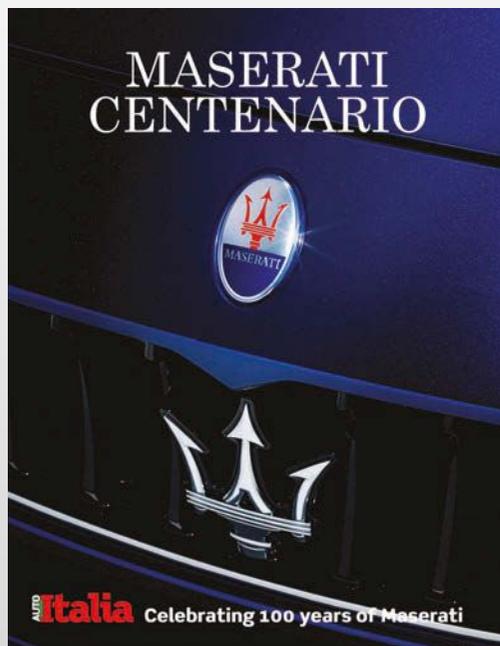
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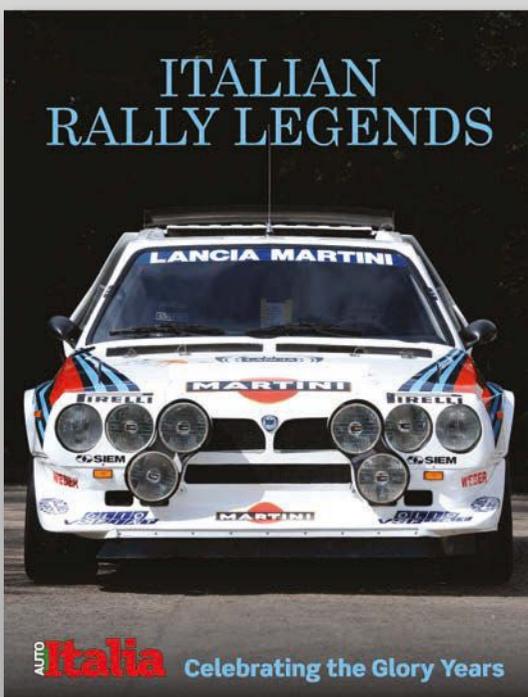


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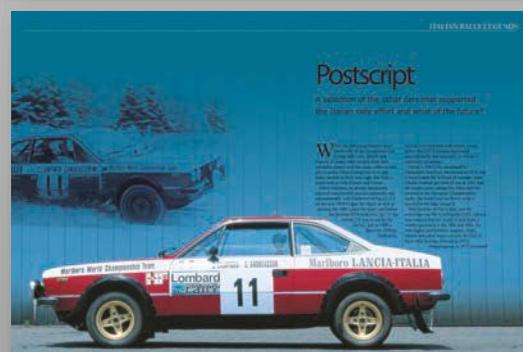
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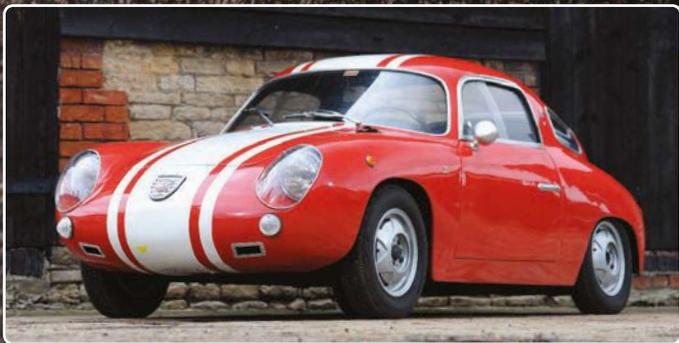
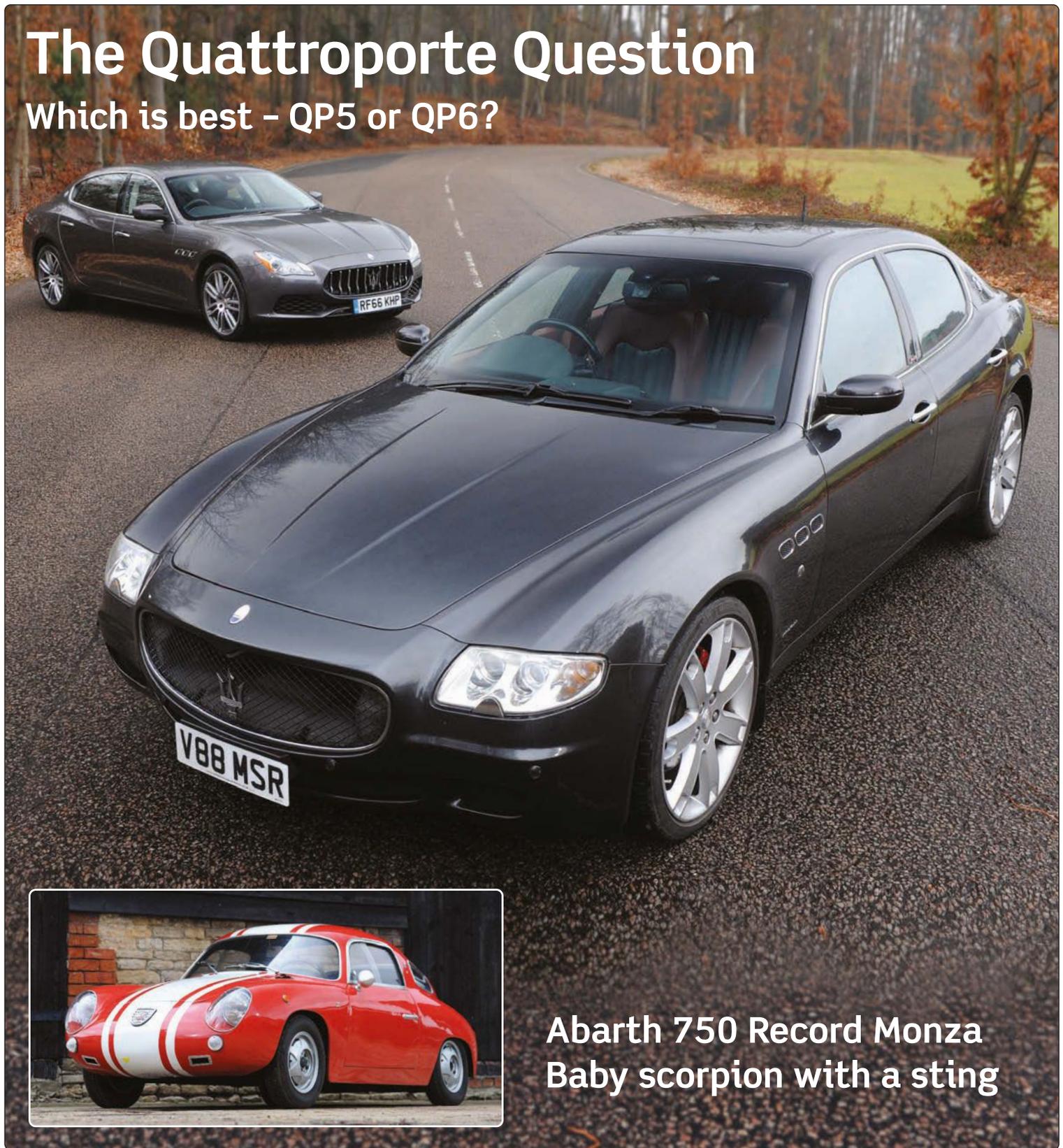
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Alfa's Jewels: Giulia & Giulietta



GIULIA JEWELS

The Giulia and Giulietta models ensured that Alfa Romeo provided the best possible cars for everyman in post-war Italy

Story by Peter Collins
Photography Michael Ward





It's a sobering thought that the 1940 Mille Miglia took place on a road circuit in Northern Italy during a war that had been raging in Europe for several months. Only days after the event was held, the British were being forced into the sea at Dunkirk; and only a month later Paris fell to the Nazis. Yet British, French and German drivers and journalists all stayed in the same hotel together in Italy during that May 1940 race.

The war certainly did Alfa Romeo no favours: after the cessation of hostilities there wasn't much left of the Portello factories. Few could have predicted that within a year, new cars would start to trickle out of the shattered ruins, and only five years later a new, monocoque, mass-produced model would be wowing the journalists and sporting motorists of Europe.

At home, Alfa concentrated on regaining some sort of order from the shambles bequeathed by the WW2 bombers. In a remarkably short space of time, it started to produce the new 6C 2500 – unsurprisingly, little different from the pre-war version – but in 1946, arguably the first new post-war Alfa appeared, dubbed the Freccia d'Oro – the Golden Arrow.

Alfa's management soon realised that its pre-war hand-to-mouth existence, based largely on motorsport, was no way to face up to a revived Europe that desperately needed personal transportation. Henceforth, road cars were to be the name of the game, but not before it had won numerous Grands Prix with the 158/9 Alfetta, and sports car races with the Disco Volante.

In 1950, though, Alfa displayed total commitment to a future of bringing motoring to the masses. Italy was entering a new phase of economic prosperity and more and more Italians wanted new cars. The model Alfa proposed was the 1900, a stylish integral-construction four-door saloon. Orazio Satta once said that Alfas were "a kind of affliction, a very special way of looking at an automobile," and as the highly respected Griff Borgeson said, "The 1900 was the embodiment of the basic Satta concept of what a volume-produced Alfa Romeo should be."

The 1900 was a success from day one and soon versions with more performance and equipment were introduced. Alfa's first 'Ti', or 'Turismo Internazionale', was seized upon by amateur racers and won many awards to the point that it was dubbed "the family car that wins races." Soon, Carrozzeria Touring was producing its Super Sprint coupe version, and many other coachbuilders tried their hand, from the gorgeous efforts of Zagato to the faintly bizarre offerings of Ghia and Boneschi.

Whilst the 1900 had introduced mass-production to Alfa, the car's size, not to mention its price tag, was still a little too much for the 'Italian in the street'. In 1955, his prayers were answered by the new Giulietta. This first appeared in Sprint coupe form with bodywork by Bertone. Oddly, the coupe version appeared before the staple Berlina (saloon) as there had been last-minute production development problems with the latter's four-door bodyshell which centred on a drumming effect inside the car at speed.

Satta's Giulietta Berlina arrived in 1956 and represented the first step towards the real meaning of post-war Alfa Romeo. It was a totally affordable and useable saloon with a sensibly sized 1290cc twin-cam



motor and safe, accurate, sporting handling. In fact – here we go again – examples were soon to be seen on the world’s race tracks and rally routes, not only taking class placings but winning outright too. The 1958 Alpine Rally was a triumph for the model, with versions taking the first three places. So dominant were they that *Autosport’s* magazine report of the event played down their success with hardly a mention, preferring to trumpet British class placings instead – a sure sign of success by Alfa. In 1960 a Giulietta Ti saloon won the Geneva Rally outright, de Langeneste/Greder “adding to the model’s already well-established reputation,” said *Autosport* that time.

Although the 1955 Sprint coupe quickly established itself as a popular and glamorous model, its specification was beginning to flag in the motorsport arena with the arrival of similar-capacity Porsches, so an upgrade was developed. The result was the Sprint Veloce that incorporated lighter weight as well as more power from the 1290cc twin-cam motor. Immense success followed and when this started to

wane, one owner, who had crashed his car on the Mille Miglia, commissioned Zagato to construct him a lightweight body of its own design on the damaged chassis. The result was the excellent SZ coupe, with many owners prepared to pay for a standard car to be dismantled so that the new SZ body could be mounted in its place.

For the road, a gorgeous Spider was also launched, designed by Pininfarina. An even more successful version of the Giulietta Berlina was developed as well, with updated bodywork, brakes, chassis and engine, dubbed the Ti.

In addition to the popular Sprint Coupe, Bertone introduced a radically streamlined version in 1957 called the Giulietta Sprint Speciale. In March 1960, *Autosport* tested one, headlining it: “over 124mph from a 1300cc Grand Touring Car.” Gregor Grant described it as “competition bred and from a long line of racing machines...a small-capacity machine of such refinement and performance.” *Road and Track* magazine in the US described it as “an exquisite jewel

The first of the Giulietta family to arrive was the Sprint (above) followed by the Berlina (below right). Gorgeous SS (below left)





The Giulia Berlina's design was not universally well received at launch in 1962 but the passing of time has revealed it to be a classic

beyond comparison or price." However, the SS's cost precluded it from becoming a common sight.

The Giulietta and its derivatives sold well: over 157,000 units found buyers and the model firmly established Alfa as a volume road car manufacturer. By 1958 thoughts had turned not only to a 1900 update (which resulted in the 2000 and subsequent 2600) but also a replacement for the Giulietta that would take the company through the next decade. At first, thinking was along the lines of simply an updated look and a 1600cc engine, but this was not considered enough, so a completely new, radically different saloon was developed with a strong emphasis on aerodynamics and efficiency. Engineer Ivo Colucci devoted much time to investigating airflow at the Turin Polytechnic under the direction of the Ufficio Progettazione Esperienze Carrozzerie. The result was a quantum leap of a car, presented to the press at Monza on 27th June 1962: the Giulia.

The Giulia was initially publicised by the use of the phrase "the automobile designed by the wind." Very

early cars were endowed with bench seats and column-change gears, ostensibly to ensure the car was a six-seater, but these items plus the drum brakes inherited from the Giulietta Sprint Veloce were replaced very quickly. By December 1963, when *Autocar* magazine tested a Giulia Ti, it enthused about its specification of all-round disc brakes, individual seating and a floor change for the five-speed gearbox. It described the latter as being "unsurpassed for sheer mechanical excellence."

Powered by a 1570cc version of the Alfa twin-cam, the Giulia was, at first glance, a boxy-looking car designed with little thought for economy. "Like how aerodynamic can a brick be?" remarked *Sports Car Graphic* in its 1966 road test. But look closely and the subtle shapes of the bodywork developed by Colucci in Turin become clear and it is easier to understand the factory's claims for a low Cd figure for the period (only 0.34 when the Jaguar E-Type could only muster 0.44). Look at the way air is directed over the nose and kept in line by the subtly shaped bonnet and



wing lines along with the rounded windscreen. Go to the rear and the elongated but near-vertical tail ejects air behind the car as it moves forward. Sports Car Graphic went on to conclude that at top speed on a rollercoaster road in a strong gusty side-wind, the Giulia was unfazed.

John Bolster tested the Giulia saloon for *Autosport* in September 1963 and said that, "Once in a while a car comes along that impresses even the most blasé and experienced road test driver by its excellence... it is a family saloon that handles better than almost any sports car." Driving the Giulia Super at its launch at Monza, *Autocar* was moved to say that, "in characteristic Alfa fashion, the handling gave every confidence through the turns." It later concluded that "the Giulia is one of the real cars of the year." And *Motor* magazine suggested that its qualities were those usually "associated with relatively expensive British cars."

The Giulia defined the next 10 years at Arese. The car was a total success and spawned many variations. In fact, during the 1960s it was almost difficult to keep up with all the new models coming out of the new factory at Arese.

The first Alfa named Giulia, however, had been launched before the new saloon and was the result of slipping the new 1570cc engine into the old Giulietta Sprint. This trick was also performed on the Spider but, perhaps the true Alfa road car tour de force arrived in late 1963 when, having been designed by

Giorgetto Giugiaro for Bertone from his army barracks where he was billeted for national service, the Giulia Sprint GT coupe was unveiled at Alfa's new Arese works. *Road and Track* commented that it was a "driver's car in the Alfa tradition" and able "to cover ground quickly and without effort" and "impossible to find fault with the gearbox... [for] those people who doubt racing improves the breed, the Giulia Sprint GT proves conclusively that it does."

As far as the Giulia model line was concerned, success in motorsport started when an uprated Giulia Ti Super was announced with lightweight body parts and more power. In the 1963 Tour de France, one finished fourth overall, beaten only by Ferrari GTOs. The Ti Supers upheld the name of Alfa on the tracks until, within two years, a racing version of the Sprint GT was announced. This was the riveted alloy GTA ('Alleggerita') that went from 1600 to 2.0-litre GTAM over five years and won innumerable races and championships. A 1300cc version helped mop up the smaller capacity classes, too.

In late 1961, Carlo Chiti, the designer of the Sharknose Ferrari, left Maranello and set up ATS near Bologna. This failed very quickly due to lack of finance so Chiti forged links with Alfa to set up a new, separately run, competition department: Autodelta. This resulted, in 1963/64, in a new GT car based on Giulia mechanicals suitable for track or rally use. It was called the TZ, for Tubolare Zagato, after the model's tubular chassis and the bodywork

GTC drop-top (below left) was a real rarity. Even more delectable were TZ (bottom) and TZa (below right)



built by Zagato. *Road and Track* described it as, “A proper bit of customers’ racing machinery... Those of you who want to have bags of fun and race successfully couldn’t do much better.” After a second series TZ2 arrived, the first version was retrospectively dubbed the TZ1.

Back to road cars, the Giulia range expanded in 1965/66 with a very short run of convertible Sprints, christened GTC, as well as the Duetto/Spider that was to find undying fame in the film *The Graduate*, with Dustin Hoffman at the wheel. It started life with the 1570cc engine but the next step in the development of the Giulia was the 1750 engine – actually 1779cc – announced in January 1968. The faithful 1750 twin-cam fitted into the range from saloon to Spider. The Berlina enjoyed a larger boot and general improvement to keep up with automotive technology and tastes. John Bolster tested a new 1750 – named after the classic pre-war Alfa – GTV in *Autosport* in 1968 and said much the same as commentators had been saying of Alfas since the war – “This is a car of character and not just another automobile... [the] new model is worthy to carry those very special numerals.”

In motorsport, the GTA was updated to the GTAm with flared arches to accommodate bigger wheels and better suspension, whilst the engines adopted fuel injection by Spica. Meanwhile, a diesel became an option for the first time in the refreshed Nuova Giulia range. The final incarnation of the Giulia was the adoption, across the range (saloon, coupe and

Spider), of a 1962cc version of the twin-cam four, marketed as 2000s.

Alfa continued fitting 1300 and 1600 engines into saloons, Spiders and Sprints, using the appellation ‘Junior’. Zagato built a run of stylish coupes on the Duetto platform, called the Junior Z, between 1969 and 1975. Encouraged by Italian motoring magazine *Quattroruote*, a tongue-in-cheek concoction of Giulia base and pre-war lookalike bodywork was offered by Zagato from 1966, called the Gran Sport 4R. Finally, the OSI Scarabeo one-off was a radically advanced car that utilised the Giulia engine mounted transversely at the rear of the car and bodywork consisting of a pure wedge with the windscreen and front lifting for access to the seats.

While the new Alfetta of 1972 was destined to replace the Giulia as Alfa’s mid-sized saloon offering, the Nuova Giulia and Sprint, in 1290cc versions, continued to be listed right up until 1978. The Giulietta name was revived in 1977 for the 116 series saloon, and in the 21st century on today’s medium hatchback range. The glorious Giulia name, meanwhile, has just been reborn for Alfa’s most important model in a generation: a large sports saloon that is battling Germany’s best.

It is entirely appropriate that the radically new line of rear-wheel drive Alfa Romeos should be christened Giulia. It brings to life, once again, a name that will forever be a hugely important part of the legacy of one of Italy’s greatest brands: Alfa Romeo. 🇮🇹

The 2017 Giulia brings the story full circle, with the revival of a name-plate that resonates through history



Allegra Alleggerita

The lightened 'Alleggerita' Sprint Veloce was Alfa's 1950s road racer par excellence. This race-winning ex-Jo Bonnier example is a very special car indeed

Story: Chris Rees
Images: Michael Ward



No question: within the sprawlingly extended family of Alfa Giulietta/Giulia models, one of the most desirable of all has to be the 'Alleggerita' Sprint Veloce Tipo 750E. In taking one of the prettiest cars Alfa has ever made and turning it into a racer, Alfa concocted a sure-fire recipe to make enthusiasts salivate.

Having debuted at the 1954 Turin Show, the Giulietta Sprint two-door coupe was the ideal candidate with which to go racing. The Sprint's beautiful shape – penned by a 37-year old Franco Scaglione at Bertone – was remarkably aerodynamic and superbly suited to high-speed road racing.

Lighter, more powerful and with lots of uniquely special components, the Sprint Veloce in its early 'Alleggerita' form (early 1956 to spring 1958) was built with competition very much in mind. Alfa Romeo desperately needed a model to do battle in races like the Mille Miglia and Targa Florio, and the Alleggerita, or lightened, Sprint Veloce was the solution.

Bertone built all early Sprints by hand. To make a Sprint Veloce, Bertone took a standard steel tub and removed it to a separate sub-assembly line. The unofficial 'Alleggerita' tag is well deserved, for numerous changes were made to add lightness. Aluminium was used in place of steel for the doors,

GIULIETTA *Sprint veloce*



bonnet and boot lid. Much of the steel and chrome trim was replaced for aluminium, too: the bumpers and body trim, for instance, are ally. The Carello 5.75in headlights were also smaller than the later Sprint/Confortevole lights.

The regular glass windows were swapped for lightweight Plexiglas at the sides and rear – the only actual glass was the windscreen. The standard winding side windows were replaced by sliding items. While the plastic windows themselves didn't save much weight, doing away with the winding mechanisms certainly did. They allowed Alfa to fit lighter 'hollowed out' door skins. The front seats had thinner bases to save a few

kilos, too, while the rear seat was removed entirely for a flat shelf to be fitted – ideal for spare tyres and parts. Much of the sound deadening was stripped out, while the choke knob and glove box door were also deleted. The weight saving was in the order of 100kg, the SV weighing just 780kg overall.

The engine was pretty special, too. Alfa had a cracking unit to start off with in its 1290cc twin-cam four-cylinder unit. In the Sprint Veloce version, the engines were hand-assembled with closer tolerances, lightened pistons, special cams and ignition timing, sand-cast Weber 40DCO3 carburettors and a magnesium oil pan and intake manifold. The result was

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ALFA ROMEO GIULIETTA SPRINT VELOCE ALLEGGERITA

a power output of 79hp at 6500rpm.

The standard Sprint final drive was changed from 9/41 to 10/41, which enabled a slightly higher top speed of 106mph. Another change, dictated by the long-distance road races that the car was intended for, was a larger fuel tank, expanded from 56 to 84 litres. This was achieved by extending the tank towards the rear axle, in turn requiring the handbrake cable to be altered.

Since the Veloce engine had a higher peak rev limit, Alfa Romeo conjured up a new rev counter for it – one with a 6600rpm redline that was calibrated up to 8000rpm (versus 6200rpm redline and 7000rpm calibrations in the 'Normale'). The speedometer, meanwhile, read up to 220km/h.

You can identify a Veloce by its extra 'E' stamped (by hand) on the chassis plate, in between the type designation and the vehicle identification number – hence the '750E' moniker often used for these cars. Likewise, Bertone's body numbers for Veloces, visible on the front scuttle, start with a '77' rather than '65' as on regular cars. Engine numbers also began 1315*3.

Not many Alleggeritas were built – it's estimated that as few as 600 made it out of the factory, and fewer than 100 are known to survive today. Every Alleggerita is a very special thing and the precise specs differed from car to car according to individual requirements. Many boast illustrious histories, but few are as special as the example we have featured here, which was supplied new in 1956 to the Swedish racing

driver, Joakim (or just plain 'Jo') Bonnier.

The Bonnier family was the official Alfa Romeo importer in Sweden during the mid-to-late 1950s. The family had hoped that Jo would become a doctor but he had a very different idea: he had his heart set on becoming a racing driver, which of course he duly did.

Bonnier could boast many notable achievements, including competing at Le Mans and campaigning in Formula 1. Indeed, 1956 was his first year in F1, racing for Maserati. He also took part in the 1956 Mille Miglia in a Giulietta Sprint Veloce and finished in a remarkable fifteenth place overall.

It doesn't take much of a leap of imagination to surmise that this Giulietta may well have been presented by the factory to Jo Bonnier as a 'reward' for a career that was clearly going well, and the fact that Alfa sales in Sweden had been buoyant.

This particular car was built in July 1956 and was almost immediately put to work campaigning in racing events in Sweden, Germany and Britain (where it raced at Aintree). Perhaps the highlight of the car's career came at the 1956 Berlin Grand Prix at AVUS, where Bonnier led from start to finish to win the 1300cc class.

After a few years in Bonnier's possession, the car passed to another Swedish racer, Olle Rehnvall, who campaigned it during the early 1960s. It remained in Sweden all the way up until 2012, when it was despatched to Italy for restoration. This amazing refurb used all-original parts which are very hard to find (most restorers simply resort to reproduction

The recipe for the Sprint Veloce was more power and lighter weight. Note sliding Plexiglas windows

TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIETTA SPRINT VELOCE

ENGINE:	1290cc 4-cyl twin-cam
BORE X STROKE:	74mm x 75mm
COMPRESSION RATIO:	8.5:1
FUEL SYSTEM:	Twin Weber 40DC03
POWER:	79hp @ 6500rpm
TORQUE:	108Nm (80lb ft) @ 5500rpm
KERB WEIGHT:	780kg
TOP SPEED:	106mph



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Southwood
CAR COMPANY



parts that are more widely available). Everything on the car is correct and superbly detailed, from the hose clips to the trim.

It looks amazing, with perfect bodywork that's been impeccably repainted in its correct original colour, Azzuro Nube, a blue that's so light it looks almost like ivory. The '99' numerals refer to Jo Bonnier's original racing number. Inside the car, the white and blue vinyl trim looks sensational.

The original engine has been replaced at some point but that replacement is a correct Sprint Veloce powerplant dating from late 1957. Tilt up the front-hinged bonnet and the engine bay is so well prepared that it looks like new. I particularly love the fact that the Weber 40DCO3 carbs are individually numbered.

To drive, the Sprint Veloce is a delight. Its 1.3-litre engine may only have 79hp but it's very eager, and the short stroke means it's keen to rev. The four-

speed gearbox is remarkably precise and operated by a straight-link lever that's a joy to stir around its gate.

On its Pirelli Cinturato 'Vintage' 155 SR15 tyres and rigid rear axle, the handling is perhaps on the vintage side, too, in that the limits of grip aren't especially high, but it's all so superbly communicative that you're having fun whatever speed you're doing. The drum brakes are pretty decent considering the car's 1956 build date.

This historic machine was sourced from a collector based in Varese in Italy and has just been sold by the Southwood Car Company (www.southwoodcarcompany.co.uk). Boasting a beautiful restoration and eligibility for events like the Mille Miglia, unsurprisingly it's got desirability written all over it and is priced to match – well in excess of £200k. 🇮🇹

Weight-saving measures included thinner front seats, no rear seats and no window winders



THE GIULIETTA 750/101 FAMILY



SPRINT

Unusually for Alfa Romeo, the first of the new Giulietta family to be launched was not the saloon but the Giulietta Sprint coupe.

Unveiled at the 1954 Turin Motor Show, it was instantly recognised as a classic, with its Franco Scaglione design; Bertone produced the car at Grugliasco, near Turin.

The 1290cc engine initially produced 65hp. From September 1958, that rose to 79hp in the second series Sprint, which also switched to a floor-mounted gearchange and minor cosmetic mods. The lighter, more powerful Sprint Veloce was made from 1956 to 1962.

Unlike the Berlina, which stuck with 1290cc engines, the Sprint received Alfa's new 1.6-litre engine in 1962, when it was renamed Giulia. The 1.3-litre coupe would be reintroduced briefly in 1964 as the 1300 Sprint but by 1965 production of all versions had come to an end.

BERLINA

It would be one year after the Sprint that the Berlina four-door saloon was launched in 1955. Production started with a 53hp 1290cc engine but from 1957 the Giulietta Ti (Turismo Internazionale) raised that to 65hp.

The second series Berlina (now designated 101) debuted at the 1959 Frankfurt Motor

Show. While not significantly changed mechanically, it looked quite different with its new more rounded front end, recessed headlights and new front grilles; at the rear were larger tail lights and small fins. The interior was updated with new upholstery and a better dashboard.

The third series Giulietta arrived in autumn 1961. Upgraded engines and exhausts saw power rise to 62hp, or 74hp in the Ti. You could identify the new car by its side grilles joined together with the central scudetto, plus larger tail lights, while the Ti gained sportier individual seats rather than a bench.

When the new Giulia 1600 arrived in June 1962, the Giulietta continued alongside it for a short while (until 1963), with the Ti lasting a little longer (into 1965).

SPIDER

Just after the Berlina, in the spring of 1955, the third Giulietta model, the Spider, was launched. Its achingly beautiful open-top two-seater bodywork was realised by Pininfarina.

As with the Sprint, it was powered by a 65hp 1290cc engine (later 79hp), or in Veloce spec with 80hp (later 96hp). The second series arrived in 1959, and the third series in 1961 with revised bodywork and interior. The Giulietta Spider was renamed Giulia in 1962

when it was upgraded to 1570cc engines. Production ended in 1965.

SPRINT SPECIALE

Bertone's superbly aerodynamic 'Speciale' (pictured above) used a shorter wheelbase, a more powerful 1290cc engine with 97hp and a five-speed gearbox, making it the sportiest model in the range at its launch in 1957. It was replaced by the 1.6-litre Giulia SS in 1963, which lasted until 1965.

PROMISCUA ESTATE

The rarest member of the Giulietta family is undoubtedly the estate car built by Carrozzeria Colli. Called the Promiscua, only 91 examples were made from 1957 to 1959. A handful of other coachbuilders had a stab at Giulietta estate cars, too.

SZ

Zagato's 1960 interpretation of the Giulietta (pictured below) was based on the short-wheelbase SS but went to even greater extremes, using aluminium bodywork to reduce weight further. Early ones had a stubby rear end, while from 1961 it had an even more streamlined shape and a wraparound rear window. Only 217 examples of the SZ were made up until 1962.



IN ASSOCIATION with



Alfa Romeo Giulia Berlina

The Giulia Berlina was among the most advanced saloon cars of its day. Here are some reasons why

Story: Quattroruote and Dario Tonani
Images: Michael Ward





The sloping bonnet, receding windscreen and truncated tail give the impression that this car was designed by the wind. The twin-cam engine was powerful and the five-speed gearbox a delight. The roadholding, steering and braking were sports car-like. The Giulia was the first family car to offer such an extraordinary mix of quality features.

The Giulia represented the car the market had been waiting for, and it was destined to impact automobile history in a radical way. The profile was brave, new and aerodynamic. The lowered bonnet emphasised the power of the engine inside, the air flow complemented by a raked windscreen – such a design had never been seen in a saloon car before.

The flat flanks and the large tyres contributed to the sports look. The line running along the side seemed to run backwards towards a distant point, enhancing the slender lines of the truncated tail and the rear screen. Slipstreams, whirlwinds and turbulence were carefully evaluated in the wind gallery

at Turin's Polytechnic. The period advertising boasted that the Giulia had been "designed by the wind" and celebrated the extraordinary safety features of the car, from the excellent good looks to sturdiness and powerful braking.

The Giulia's bodyshell offered excellent passenger protection in case of accident: in effect the engineers introduced the crumple zone. It was a revolutionary idea which was eventually accepted and developed throughout the automobile industry.

The Giulia was a true family car but also had appeal to sporting drivers. With 106hp at 6000rpm and a five-speed gearbox, the top speed was well over 100mph.

The Giulia defeated many more expensive cars and quickly became the benchmark for European car manufacturing. No other saloon featured sodium-filled exhaust valves for better cooling and longer durability, and only a few makes had twin overhead camshafts, hemispheric combustion chambers and five gears. The Giulia also had very few rivals when it came to road holding, quick steering, progressive brakes and later a floor mounted gear lever.





THANKS

Many thanks to McGrath Italian for making this Giulia Ti available.
www.mcgrathitalian.co.uk

The only fault of the Giulia was its poor finish: too much plastic, materials not up to the segment quality and garish upholstery. Nevertheless, the Alfisti were keen to forgive what they considered minor faults.

The Giulia was in production for 15 years, from 1962 to 1977. Production totalled 572,626 cars, compared to 131,806 examples of the Giulietta.

MODEL SUMMARY

GIULIA TI 1962-1968

- June 1962: Version 105.14, engine AR00514. The '1600' had one carburettor and produced 92HP, a five-speed gearbox with the lever on the steering wheel, handbrake handle below the dashboard, a bench seat and drum brakes (changed to discs in 1963).
- February 1966: Under type 105.08, the 1600 TI gains a floor-mounted gear lever, three round instruments, new seats and stainless steel bumpers.
- July 1967: Giulia 1600 TI production ends but continues by request into 1968.

GIULIA TI SUPER 1963-1964

- April 1963: Type 105.16, engine AR00516. The so-called Quadrifoglio is the sports version of the Giulia TI. 90kg lighter than the standard version, it's equipped with the Giulia SS 112hp engine with twin Weber carburettors. It easily exceeds 115mph. Other features: floor-mounted gear lever, enveloping seats, triple instruments, three-spoke aluminium steering wheel, no

heating system, green cloverleaf badges, light alloy rims, lightweight body and Plexiglas rear windows.

- August 1963: The bodyshell is now the same as the TI type 105.08.

GIULIA SUPER 1965-72

- March 1965: Presentation of the Giulia Super type 105.26, engine AR00526, a softer version of the TI Super designed to be just as sporty but much more comfortable. 98hp engine with twin-choke carburettors, axle ratio 9/41 instead of 8/41, better quality seat upholstery, carpets, cigarette lighter, golden logo on the rear pillars and larger rear lights.
- September 1967: Black front grille, two-speed wipers, new steering wheel, metallic paint and Texalfa upholstery options.

GIULIA 1600S 1968-1972

- December 1968: Short-lived model, Type 105.85, with 1600 engine (AR00585), single-carburettor, 95hp, double headlights.
- February 1969: Hydraulic clutch, new synchromesh and gear lever, new mountings for the engine, gearbox and rear suspension, rear anti-roll bar.
- December 1970: Dual braking system, pedal set hinged upwards, rejigged interior.
- April 1972: New name – Giulia Super 1.6.

GIULIA 1300 1964-1971

- May 1964: Type 105.06, engine AR00506. After Giulietta production ended, Alfa Romeo

transferred the engine of the Giulietta TI to the Giulia. Two-headlight grille, four-speed transmission, grille with five horizontal bars, simplified finishing, disc brakes without servo.

- September 1967: New grille with three chrome bars, circular instruments, 1300 TI three-spoke steering wheel.
- February 1969: Hydraulic clutch, new gearbox synchronizers, new joints for rear suspension. The Giulia 1300 was dropped in 1971.

GIULIA 1300 TI 1966-1972

- February 1966: Type 105.39, engine AR00539, 82hp. Five-speed transmission, superior trim, new-shaped seats.
- 1967: Grille with three chrome bars, circular instruments, power steering.
- 1969: Hydraulic clutch, new synchromesh, rear anti-roll bar new joints on the rear axle, better sound insulation.
- December 1970: Pedal set hinged upwards.
- March 1972: Production ended.

GIULIA 1300 SUPER 1970-1972

- November 1970: Type 115.09, engine AR00530. Fitted with the 89hp engine from the GT Junior, making it the fastest European model in the 1300 segment. Two twin-choke carburettors, dual-circuit brakes, 1300 TI type steering wheel, interior as in the Giulia Super but without a radio compartment.

GIULIA SUPER 1972-1974

- April 1972: Type 115.09, engine AR00530.

1300 and 1600 models unified with four headlights and fittings as per the 1600 Super. New features: steering wheel with wooden boss, rubber mats, painted roof frame, new hubcaps. The 1600 engine, available on request, gives birth to the Giulia Super 1.6 designated 105.26.

GIULIA NUOVA SUPER 1974-1977

• May 1974: Type 105.09S, engine AR00530*S. A new design gives the car a softer profile, following the style of the 1750 and 2000 Berlina. Smooth bonnet and boot, plastic grille, new bumpers, new hubcaps, front headrests, newly designed instruments and controls, Optional 1600 engine (Type 105.26S, engine AR00526A S).

GIULIA DIESEL 1976-1977

• June 1976: Type 115.40, engine type 108U. The oil crisis led Alfa to fit an economical diesel engine to the Giulia: the Perkins 4108, together with an axle ratio of 10/41. Slow and noisy, it was a big failure, with only 6573 examples manufactured.

VARIATIONS ON A THEME

GIARDINETTA

In 1963, the Milanese coachbuilder Colli presented an interesting estate version of the Giulia. Aesthetically, it only differed in the rear, with a large pneumatic tailgate. Suitable for up to six passengers, it was not as successful as hoped for and was mostly ordered by the Italian police.

POLIZIA & CARABINIERI

Contrary to what was widely believed at the time, the only 'tuned' versions of the Giulia owned by the Italian Police were precisely two TI Supers. All other police Giulias were series versions of the Giulia equipped with mesh instead of the inner headlights to make the siren sound louder.



The Italian police were big users of the Giulia and even ordered special estate car versions like this

SPRINT SPECIALE

The SS was the dramatic product of Franco Scaglione's research into slippery shapes in the 1950s

Story: Chris Savill
Images: Michael Ward





The Sprint Speciale was designed by Franco Scaglione, a vacillating, Florentine genius who matched periods of intense activity with long, unexplained absences. Scaglione had youthful ambitions to be an aircraft aerodynamicist but they were thwarted by the war which interrupted his studies, and by post-war restrictions on aircraft construction in Italy. Instead he turned his attention to cars and joined Bertone, becoming the chief designer there in 1951. His first design for Bertone was the Abarth Biposto Coupe but his early work is best remembered for the three Bertone Aerodinamica Tecnica prototypes of 1953 to 1955. He also created two more Alfa Romeo prototypes, the intensely beautiful 2000 Sportiva coupe and spider. At the same time he was central to the design of one of Italy's most significant post-war volume coupes, the Alfa Romeo Giulietta Sprint. Intense activity indeed.

The circumstances in which the Sprint Speciale came about are a story in its own right. Alfa Romeo was miffed that Zagato had re clothed examples of its 1290cc lightweight Giulietta Sprint Veloce without approval and that these converted Sprints were trouncing the Bertone versions in race after race. The SVZ successes led to a directive from Alfa Romeo to Bertone: "Use Scaglione's accumulated aerodynamic knowledge to come up with a lightweight coupe that will restore our mutual reputations on the track and in the showroom."

Known in the Bertone factory as the Sprint Spinta ('supertuned Sprint'), the new coupe, initially labelled the Giulietta Speciale, was shown at the Turin Auto Salon in October 1957. Scaglione's prototype was constructed around a shortened and lowered Giulietta Spider frame which allowed a radical tapering of the nose and tail panels. The aim was to produce a shape which encouraged the airflow to adhere to the surface of the car, thereby reducing drag and enhancing high-speed stability. The prototype, covered in wool tufts, was to be seen running at high speed on the Milan-Turin autostrada. It had a very low nose and no grille or bumpers to interrupt the airflow while the drooping bonnet helped to provide downforce at high speeds. The pronounced curvature of the panels, the slope of the screen and the first

hint of the eventual Kamm tail contributed to the outstanding drag coefficient of 0.28.

A second prototype, with a front shortened by two inches and the roofline slightly raised and extended, was shown at the Geneva Auto Salon in March 1958. A third prototype with a traditional Alfa grille appeared at the Turin Salon in the autumn. All these versions were bodied in aluminium with the bonnet, boot and doors in a very special deform-resistant aluminium called Titonal. Plexiglas side and rear screens completed the weight-saving measures but, at 780kg, the Speciale still weighed 65kg more than the 'unapproved' Sprint Veloce Zagato.

Finally, in June 1959 a full production version was presented to the press at Monza. This was steel-bodied with an aluminium bonnet, boot and doors and retained the use of Plexiglas. All were bumperless and had the low nose and Alfa grille but the tail was less swooping and the whole car was some six inches shorter, and more than an inch higher. 6mm was added to the front track and there were minor changes to the panel and window profiles. The cars were fitted with a translucent baffle between the bonnet and screen which was not, as some supposed, a fashionable bug deflector, but an aerodynamic aid to keep the wipers on the screen! Although owners were not discouraged from using the Sprint Speciale for competition, Alfa Romeo had by now accepted that Zagato had got it right. Consequently, Zagato was offered the Sprint Speciale's shortened platform which allowed the development of the SVZ into the all-conquering Giulietta SZ.

Early in 1960, the second series Sprint Speciale appeared in its definitive configuration. The SS now had front bumpers and the nose panel and headlights had been raised by 70mm to meet US regulations, undoing the aerodynamic advantages of the original low nose design. The aluminium bonnet and boot were retained but the doors were now in steel, as were various trim pieces which had been previously made of alloy or aluminium. All the windows were now made of glass and the upholstery was upgraded in the style of the Giulietta Sprint. At the tail end, the bootlid was extended to the lip of the Kamm tail which was now slightly deeper and incorporated twin rear lights, vertically stacked.



The Sprint Speciale now tipped the scales at 860kg. It had finally lost its pretensions to be a competition car and had become a range-topping coupe with grand touring aspirations. In truth it had taken too long to reach full production and Nuccio Bertone laid much of the blame at Scaglione's door. The wayward Scaglione appeared to lose interest in the development of the Sprint Speciale and his apparent lack of dedication was to be a factor in his eventual dismissal.

By the time the last Giulietta Sprint Speciale rolled out of Grugliasco in 1962, 1250 second series cars had been produced and most sources suggest that the prototypes and first series add another 100 or so to this total. Attention was now being focused on Alfa's new 1570cc Giulia range, launched in 1962, in the shape of the Giulia TI saloon. A new coupe, the Sprint GT to be designed by Giugiaro, was 18 months away and so the new engine was shoe-horned into the Giulietta Sprint and Sprint Speciale to become the Giulia Sprint and Giulia Sprint Speciale, respectively. Even when the Sprint GT arrived at the end of 1963, the Giulia Sprint Speciale continued to occupy top spot.

The 1570cc engine in the Giulia TI, with its single twin-choke Solex carburettor, put out 92hp. The unit for the Speciale was altogether more special and gave 112hp. Some of the engine refinements from the Giulietta SS engine such as the balanced rods and pistons, the 9.7:1 compression ratio and the twin Weber DCOE2 carburettors were carried over and there was also a segmented sump to prevent oil starvation.

Making its first appearance at the Geneva Motor Show in March 1963, journalists commented on the greater flexibility of the larger engine. The car now felt more like a GT car, particularly with the upgrades to the interior trim and sound insulation. Outside it was really only the different badging that identified the new version. During 1964 the drum brakes were replaced by Girling discs. The changes added more weight than might have been expected and the car now weighed in at 950kg. 1400 Giulia Speciales had been produced by the time the car ceased to be available in 1966.

One of Franco Scaglione's true masterpieces was the supremely elegant and aerodynamic Sprint Speciale

ON THE ROAD

The driving position is low and flat and although the glass area is extensive, the bonnet disappears below your sight line. Ventilation is up to Alfa's ineffectual norm and most conditions require a window to be kept open, spoiling to a small degree the superb low-drag characteristics around which the car was designed. The pedals are offset to the left and the elegant Nardi steering wheel kisses your left leg but once you adjust to this it is a relaxed driving position.

The engine fires instantly and idles sweetly but there is some carburation hesitancy on initial acceleration. Once above 3000rpm the engine is smooth and strong and 80mph cruising is easily within the car's compass. The steering is delightfully communicative but the car's natural inclination to controllable oversteer would probably need watching in the wet: the Speciale can be cornered with attitude! The brakes are strong and Alfa's five-speed gearchange among the best in the business. The ride is well damped and the interior largely insulated from road noise: rattle-free and with good panel fit, Bertone stamped quality on Alfa's upmarket grand tourer. 



Giulia 105 'Bertone'

The Giulia 105 'Bertone' is the definitive classic Alfa: handsome, potent and delicately balanced to drive, as we discover through four different versions

Story by Chris Savill
Photography by Phil Ward





Many fine Italian cars have been designed by Carrozzeria Bertone, but there's one very special one – Alfa's Giulia coupe – that is widely known simply as 'a Bertone'. This unique accolade reflects both the popularity of the model and the 'rightness' of a design which was the first major production car penned by Giorgetto Giugiaro.

The first version was shown to an eager press in Turin in September 1963, but the new model did not receive universal acclaim. The style of its predecessor, the Giulietta Sprint, and the affection in which it was held, meant that the new model had a hard act to follow. Even Giugiaro was reputedly unhappy with his design. Yet today, the Giulia coupe has become arguably the favourite classic Alfa. Why should this be?

In the first place, the body shape has stood the test of time and is now seen as a fine example of its period. More importantly, a properly maintained example rewards the driver's skill in ways matched by few cars today. It handles to reflect driver input, the steering is a model of two-way communication, the gear change has a mechanical precision seldom bettered and the free-revving engine is pure magic.

Alfa Romeo's all-new 105 series began with the boxy Giulia TI saloon in 1962 and that car's new 1570cc alloy engine and five-speed gearbox powered the first version of the new coupe, which was called the Giulia Sprint GT. The chain-driven twin-cam engine with cast-iron liners in the alloy block and sodium-cooled exhaust valves was a gem. The single twin-choke Solex carb of the saloon gave way to Weber 40DCOE4s on the Sprint GT and the power increased from 92hp to 106hp.

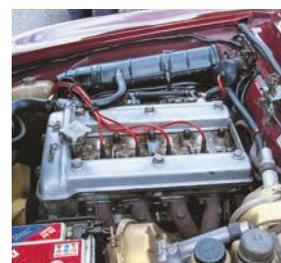
A well thought-out suspension set-up of front wishbones and coil springs with an anti-roll bar, together with a rear T-arm live axle with trailing arms, ensured sure-footed handling. The all-wheel Dunlop disc brakes acquired a reputation for unreliability

but all other aspects of the 'Bertone' were well received by the motoring press.

A cabriolet version, the Sprint GTC, appeared at the 1965 Geneva Show and, at the same time, the lightened GTA version which was to dominate European saloon racing. At the 1966 Geneva Show, the Sprint GT gave way to the evocatively name Sprint Gran Turismo Veloce which gave customers three more horsepower, much improved torque, confidence-enhancing ATE brakes, more comfortable seats and upgraded internal and external trim.

A more basic 1300 GT Junior with a 1290cc, 92hp engine and rubber floor covering joined the family in the autumn of 1966 and, at the end of 1967, the original 1570cc unit was stroked out to 1779cc which allowed this replacement for the Sprint GTV to revive the historic 1750 name. Power was now up to 122hp and the reworked interior included beautiful twin instrument pods. The 1750 was the first to lose the distinctive 'step front' bonnet and the first of the four headlamp models.

A MkIII version of the Junior, without the step front but with single headlights, appeared at the end of 1970 with the option of 1290cc or 1570cc units, but the final major change came in June 1971 with the launch of the 2000 GTV at Gardone Riviera. The engine was bored out to 1962cc, making for a squarer unit than the 1750, and power went up to 13hp, enough to make the 2000 GTV a genuine 120mph motor car. The most striking cosmetic changes were the multi-bar die-cast grille, exposed wheel nuts, and revised instruments encased in a rather harder and cheaper-looking plastic. A limited-slip differential helped to put the power down and the new engine had better low- and mid-range torque. The new body, trim and, at last, carpets were adopted for Junior models in 1974, but with the arrival of the Alfetta GT, production slowed and finally trickled to a halt in 1976.



GIULIA SPRINT GT

We drove a Hawthorn White car first registered in July 1964, making it one of the earliest surviving right-hand drive cars. Restored by Richard Banks in 1985, this one retains its period looks save for a smart set of Alfaholics replica GTA wheels. Power is transmitted through a 4:1 Berlina differential. An Alfaholics handling kit including a set of Bilsteins keeps everything on terra firma and ATE brakes provide confidence-boosting retardation.

On the move, the Sprint GT feels like a sports car. The engine is sweet and free-revving and gives little away to a standard 1750. The turn-in and steering feedback is sharp and the car is easy to balance on the throttle. The Bilsteins are a little harsh at low speed but you soon find yourself grinning as it all marries up into a 'chuckable' proposition.

1300 GT JUNIOR

The Dutch Blue 1970 GT Junior MkII has a rebuilt and blueprinted engine to give 92hp at the back wheels and the car has been fitted with Koni adjustable shock absorbers. Inside, the wood veneer dash and twin instrument binnacles are similar to the contemporary



ALFA ROMEO GIULIA 105 'BERTONE'

TECHNICAL SPECIFICATIONS

ALFA ROMEO	SPRINT GT	1300GT JUNIOR	1750GTV	2000GTV
ENGINE:	1570cc 4-cyl twin-cam	1290cc 4-cyl twin-cam	1779cc 4-cyl twin-cam	1962cc 4-cyl twin-cam
BORE X STROKE:	78mm x 82mm	74mm x 75mm	80mm x 88.5mm	84mm x 88.5mm
COMPRESSION RATIO:	9.0:1	9.0:1	9.5:1	9.5:1
CARBURETTORS:	2x40DCOE	2x40DCOE	2x40DCOE	2xC40DDH5
POWER:	106hp @ 6000rpm	92hp @ 5500rpm	122hp @ 5000rpm	131hp @ 5500rpm
TORQUE:	139Nm (103lb ft) @ 3000rpm	121Nm (89lb ft) @ 3000rpm	171Nm (126lb ft) @ 3000rpm	178Nm (132lb ft) @ 4400rpm
KERB WEIGHT:	971kg	1009kg	1024kg	1044kg
TOP SPEED:	112mph	102mph	116mph	120mph
0-62MPH:	11.2sec	13.2sec	9.3sec	9.2sec
PRICE WHEN NEW:	£1849 (1964)	£1758 (1969)	£2258 (1968)	£2433 (1972)



1750 but the rubber floor covering and twin minor dials suspended below the heater sliders distinguish the Junior from its more opulent relation. The engine is smooth, but Juniors lack low-speed torque and Alfa-like performance has to be extracted by working the engine hard. This is no problem, given the satisfying gearchange and strong, well-balanced engine. The Junior may not have the sports car feel of the Sprint GT but with an alternator, hydraulic clutch, and brake force regulators, the overall development is apparent.

1750 GTV

Our 1971 Alfa Rosso 1750 GTV MkII is a superb example. Many regard the 1750 interior as the most attractive of the Bertone series with its comfortable 'Texalfa' seats, exquisite dished wood rim wheel and veneered dash and centre console.

Parked at rest, the car appears to sit higher than the others, but that was how a good one looked at the time. The driving experience is equally impressive. There's more low-down torque than on the smaller-engined versions and maximum power arrives 500rpm down the rev range. The 1750 is more flexible, happier to potter along if the mood or

circumstances dictate, but with plenty of punch from the mid-range on. This example is so taut and rattle-free that all one wants are period road conditions to be included in the time-warp package.

2000 GTV

The 1973 2000 GTV in Rosso Amaranto is another great looker, even if the cosmetic changes made to the 2000 GTV remain as controversial as they were at the time, particularly the suggested outline of the heart-shaped grille and the restyled, regrouped instruments. Right-hand drive cars continued to make do with floor-mounted pedals and traditional choke.

The engine of the 2000 GTV, with its bigger valves, is altogether a torquier and lustier unit and this is immediately apparent as you accelerate through the rev range. The extra power is easily accessed and is endorsed by stimulating induction noises. A limited-slip differential is welcome to control the additional power to the rear wheels, and traction is maintained when otherwise the inside rear wheel would lift and spin. With anti-roll bars at both ends and wider tyres, the overall effect is of a more neutral-handling car than the original Sprint GT. 

Can you believe that the Sprint was not universally admired at launch? Today it is the essential classic Alfa



BRINGING THE 'A' GAME

Welcome to our compact version of the complex story of Alfa's GTA and GTAm – and we find out how the GTA feels like to drive today

Story: Ed McDonough & Chris Rees
Images: Michael Ward



A man I met once said he knew all about Alfa's GTA and GTAm. He was the same man who tried to sell me an autographed picture of Wolfgang von Trips. The picture was of Trips' fatal crash. Caution is often advised.

The reason people think they know about these cars is because they bear a striking resemblance to the road-going Bertone coupes of the 1963-1976 period, at least in the case of the GTA. According to Carlo Chiti himself, who developed the competition versions for Alfa Romeo, it was the

'ordinariness' of the Giulia Sprint GT of which the GTA was an evolution, that accounted for it becoming something of a legend. Chiti said of the GTA: "It didn't really have anything special. Only a lightweight aluminium body, and an engine that was just a snap more powerful than the ordinary model. A simple four-cylinder in-line with two valves and two spark plugs per cylinder (one more than the traditional), a small difference."

It was Chiti's Autodelta operation, the racing arm of Alfa Romeo at the time, which started experimenting with the Giulia Sprint GT in 1964, when the Giulia TI Super could not

compete with the Lotus Cortina in rallies and Group 2 racing. Autodelta's work on the prototype TZ2 for sports and GT use gave birth to the twin-plug head which was seen as a relatively simple means of turning a production car into a successful race car. Because Group 2 rules demanded that 1000 road versions of the car had to be produced, Alfa duly turned out road cars as well. This turns out to be a serious historical problem, as many cars now purport to have been race machines, and they weren't. Some argue that certain specs mean a particular car was a race machine, but the reality is that



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The GTA was Alfa's touring car par excellence in the glory years and remains an amazing machine to drive even by today's standards

Autodelta tried so many mods on the GTA, that there is no standard set of specifications. I have seen, and driven, at least one road going GTA with the "factory single plug head." In fact, the engine and chassis numbers were right and some GTAs did have this head! There were also supercharged cars...

One fact that is generally not argued is that the 'A' in GTA stands for *Alleggerita*, or 'lightened'. The first GTA appeared in 1965. Production, GT and long-distance racing changed very rapidly in the next few years. By 1968 there was a demand for a much more potent version of the racing coupe. A widely held view is that the GTA grew into the GTAm and that the 'm' stood for *maggiorata*, or 'increased', referring to the use of a 2.0-litre engine. However, if you follow the thinking of the two men who have done most research in this area,

Adriaensens and Tabucchi, there is another version, and the one I have come to believe more likely.

The GTAm was not an evolution of the GTA but rather the 1750 GTV. Whereas the 'A' in GTA means lightweight, the GTAm isn't lightweight in that it had standard steel bodywork modified with some alloy or plastic parts. The 1750 GTV was homologated for racing and the GTAm was little more than an improved version of that car. Autodelta pressed for the Spica injection version to be homologated as well as over 1000 were built. These were for the important American market and the argument is that these cars gave the model its correct designation and the 'Am' in GTAm means 'American'.

In the years between 1965 and 1971, some 971 GTA cars were built according to the Fusi records, which is



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slightly confusing because there should be at least 1000, but as we know, getting homologation numbers approved was a 'black art'. As the GTAm was clearly documented as having been, if anything, over-homologated, we find another problem in that they were listed by Alfa Romeo under their 1750 GTV chassis number, not separately as the GTAm, so we just don't know how many there were.

BLAST AROUND BALOCCO

Alfa Romeo's Balocco test track is the venue for us to sample not only a roadgoing 1300 GTA Junior but also got a couple of race-prepped GTAs too. Adorned with several years' worth of Goodwood stickers, these cars aren't just museum pieces: they've been properly used in anger for some time. Perhaps that's why the road car frankly feels a bit tired on the day, with a huge flat spot in the power delivery, so let's move straight on to the more urgently appealing GTA 1750 and the GTA 1300 Junior.

If you've never heard a race-prepped GTA 1300 in action, you're in for a treat: it sounds like nothing else. The side-exit exhaust emits the raw rasp of a whole nest of wasps engaged in filing down solid steel billet. If there were a graphic equalizer plugged into the engine, it would show all the sound (and there's a hell of a lot of it) screaming all the way to 11 at the 'treble' end. This is very far from being a classic throaty engine note – it's more like the screech of a banshee. Even at 3000rpm, it's already sounding incredible. And it feels sensational, too, with instantaneous throttle response and

gearchanges through the long-throw but super-crisp gearbox that are oh-so-sweet.

It's the 1750 that I'm most keen to drive, however, with its twin-headlamp front end. On Balocco's inner circuit, a narrow and tightly twisting couple of miles with almost no crash barriers to worry about, handling vices are off the agenda. Cornering in the 1750 feels just like all those photos you've seen of GTAs with a front wheel dangling in the breeze. No, I don't think I'm quite getting air at the front end but the feeling of rear-end squat is unmistakable. The super-fat arch-filling Avon competition tyres (8.2/22 front and 9.2/22 rear) on their telephone dial 13in alloys are doing a fine job of keeping the car stuck to the black stuff, with changes of direction as keen as a greyhound going for a rabbit.

In contrast to the 1300, the 1750 engine has a much throatier sound, and a commensurate extra slug of torque to delve into. While the 1300 buzzes frantically, without necessarily launching you headlong to the next corner, the 1750 has real urge – and real urgency. I'm mindful of the words of Alfa's engineers not to red-line the engine out of respect, but honestly you don't need to. Short-shifting keeps you in the sweet zone of torque and ensures you maintain extremely rapid progress.

The gear lever, sited in the centre console, is easier to throw around the gate than the 1300's, and it's no less crisp in its action. The clutch pedal is rifle-sharp, and coincidentally that's exactly the sound you get as you re-engage the clutch and blat hard on the throttle – it's just like a Beretta going off. Fantastic! 🇮🇹

1300 Junior version of the GTA has an engine that cries like a banshee at high revs, plus a super-crisp gear change quality



Tubolare Zagato

The TZ was Zagato's Giulia-based lightweight, aerodynamic masterpiece – and a true classic

Story by Ivan Ostroff
Photography by Michael Ward





The Alfa Romeo TZ Tubolare Zagato first series (commonly called TZ1) was constructed between 1963 and 1965 and is undoubtedly one of the most gorgeous-looking small GTs ever built. It was basically built for

competition on a bespoke Zagato tubular chassis, although the car was based on, and shared many components with, the Alfa Romeo Giulia 105.

Both the TZ1 (and the later TZ2) were developed at Autodelta by ex-Ferrari man Carlo Chiti. In 1963 a TZ1 driven by Lorenzo Bandini won the Fisa Cup at Monza and in 1964 following homologation TZ1s took many class wins in both Europe and America. They competed at Le Mans, Nürburgring, the Tour de France, and Tour de Corse.

The TZ1 chassis comprised of rather thin tubes and only weighed 62kg, however it was a work of art and although very light, it was also extremely rigid. At the front the engine and suspension was supported by tubes attached to the front bulkhead.

The TZ1 has a delightful shape. From the faired-in headlamps to the subtle bonnet bulge, the curves of the front wings to the business-like cut off Kamm tail, it is pure aesthetic perfection. Great attention was paid to keeping the design very low and sleek. By canting the engine over in the chassis, Zagato was able to lower the bonnet line and thereby create a very low and aerodynamic silhouette only 47.2in (1199mm) high.

Driving a good race-prepared Alfa Romeo TZ1 is akin to driving a good Caterham with a roof. The cockpit of the TZ1 is pretty basic, with a roll cage snaking around the door frame down to the aluminium floor near your feet. The instruments and the switches are spread out haphazardly in no particular order; this car was built

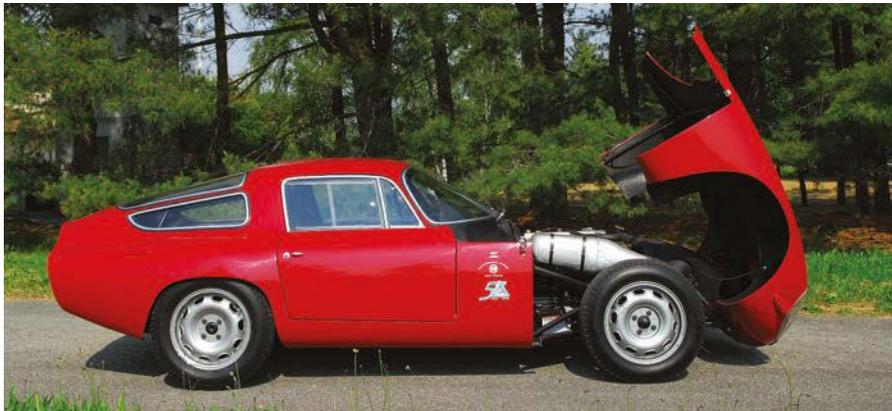




TECHNICAL SPECIFICATIONS

ALFA ROMEO TZ

ENGINE:	1570cc four-cyl DOHC
POWER:	160hp
TRANSMISSION:	Five-speed manual
BRAKES:	Discs all round
TYRES:	5.00 x 15 (front), 5.50 x 15 (rear)
WHEELS:	15in Momo alloy
SUSPENSION:	Independent, double wishbone (front), coilover dampers, anti-roll bar. Independent, wishbones and coilover dampers (rear)
KERB WEIGHT:	650kg
TOP SPEED:	134mph





160hp may not sound like much power - but in a car weighing 650kg and with such a slippery shape, it is

before the word 'ergonomics' entered the dictionary. But who cares about that?

Your hands rest perfectly on the leather rim of the slotted aluminium steering wheel and the gear lever is raked back and falls to hand perfectly. There is a 250km/h speedometer off to the right, but the most important instrument is the 10,000rpm tachometer, which is properly situated in the binnacle right in front of the driver and visible through the steering wheel.

After prodding the accelerator a couple of times to prime the twin double choke Weber 45s the classic Alfa twin-cam fires up instantly with a potently raucous exhaust bellow. Once warm, the car pulls away easily and smoothly. Not much happens below 4500rpm but from that point on everything starts to sing the right song. Taking it up to 8000rpm in all the gears, the 160hp Alfa twin-cam really comes alive and performance in this 650kg pocket rocket is nothing short of astonishing.

The ratios of the five-speed gearbox are rather close and depending on gearing the car will top out at around 135mph, but it is the way the car feels and handles in the intermediate gears that is so great. The chassis communicates with the driver so that you can sense everything the car is about to do. You can feel the grip when you are cornering and you can sense exactly when it is going to let go.

Though the Alfa Romeo TZ1 lacks the benefit of rack and pinion steering, its worm and wheel steering box is precise and extremely responsive. On the public road through roundabouts and tight corners, you can prod the throttle to provoke the back end to break adhesion and then correct with a quick flick of the wheel, enjoying a controlled power slide whilst an inevitable broad grin of pure pleasure spreads across your face. You quickly feel at home driving the TZ and it does not take very long before you realise that this car is capable of extremely high cornering speeds. When you need to shed speed in a straight line, the excellent all round discs retard the TZ1 easily and without undue pedal pressure, even though there is no servo assistance.

On the track, more powerful cars may have greater straight-line performance, but the key to driving the TZ is to carry as much speed as possible through long open corners. You're able to enter corners very fast indeed and just power through in a four-wheel drift, exploiting the fantastic poise and perfect balance of the car.

Noisy? Oh yes, it's noisy. Your ears sing even if you use earplugs and you feel everything that is happening mechanically and dynamically between the car and the road through the seat of your pants. But hey, that's the whole point. 🇮🇹

Alfa Romeo TZ2

We attempt to shed light on the mysteries of the ultra-rare and delectable TZ2 – and get behind the wheel of one

Story by Andy Heywood
Photography by Michael Ward





Most discussions on the Tubolare Zagato cars major on the earlier TZ1, with merely a nod in the direction of the TZ2. This is one of the greatest Italian racing car tales whose story has rarely been told.

First, we need some background on Autodelta. Formed in 1963 by Ludovico Chizzola and Carlo Chiti in Udine, Autodelta's primary objective was the assembly of the TZ1 and running Alfa Romeo's works racing team. The original TZ forged exactly the kind of reputation Alfa Romeo had hoped for in events such as Le Mans, the Nürburgring 1000km and the Targa Florio, and the marriage of Alfa Romeo and Autodelta was one made in heaven.

To start, Autodelta functioned as a completely separate company, about which Alfa Romeo became increasingly concerned. The board felt that it should have at least a share in a company that was handling the reputation of its brand. At the end of 1964, Autodelta was incorporated and Alfa Romeo bought in straight away; in 1965, Autodelta was moved to Settimo Milanese, in other words, closer to home. Chiti accepted the decision and moved back to Milan. Chizzola refused to move from Udine and effectively

left the company, which in turn led to Autodelta being absorbed into Alfa Romeo as a racing department with Chiti at the helm. It was during all of this political wrangling that they were trying to develop the TZ2.

And it wasn't to end there. By 1965 sports prototypes were becoming crucial and Alfa Romeo was already considering such a car (the eventual Tipo 33). In addition, while the TZ1 had fulfilled its marketing role to the parent company, the arrival of the Giulia GT and the development of the GTA would provide similar exposure in a car that looked closer to showroom spec. Against all of this 'in-house' opposition, it seemed that the TZ2 did not stand a chance.

That the TZ2 turned out as brilliantly as it did is probably because the best work on developing the car was done before the move from Udine. Compared to the original, the 1600cc engine was further tuned using an eight-plug cylinder head similar to that fitted to the GTA. It now developed 170hp at 7500rpm instead of the original 112hp. It was also dry-sumped, which allowed for a lower bonnet line. In addition, the suspension and steering points were reviewed to allow the whole car to sit lower. And finally, although the first one was still aluminium-bodied, most of the new





cars would have a new, more aerodynamic and lighter body made from glassfibre.

The TZ2 secured class wins in the Targa and Sebring in 1965 and 1966 before the works programme effectively stopped to focus attention on the Tipo 33 and GTA, both of which went on to secure Autodelta's place in the history books. As far as everyone was concerned, the TZ2 was then yesterday's racing car.

Except for one person because over a year after the penultimate TZ2 had been built, Carlo Chiti was persuaded to produce one more car for a very good customer. Aldo Bardelli was one of the many gifted amateur Italian drivers of the period and already the owner of a TZ1. One last 'super' TZ2 would be made for him in 1967, benefiting from all the development of its predecessors and also of its peers. The engine for instance, would be a 2.0-litre version of the twin-cam, still with an eight-plug head – effectively a GTAm engine running on Weber carburettors instead of fuel injection. The wheels would be larger than on the others, 6.5J on the front and a massive 9.5J on the

It's not often you get the chance to drive a TZ2 - it's a truly heady experience on so many levels



rear, the latter being effectively the front wheels from a 33. Chiti insisted on this modification and one can only assume it was because the TZs always had a reputation for unpredictable oversteer.

Bardelli was competing in TZ2 chassis 117 as early as June 1967 and clocked up various class wins throughout 1968 before entering 'the big one', the Targa Florio, in May 1969. Alas, on the third lap Bardelli crashed into a ditch and damaged the front end significantly enough that his race was run. The car was easily repaired but never again used in anger.

The TZ2's shape is arguably prettier than the perpendicular TZ1's – a kind of 'miniature GTO' – and only 37.5 inches in height. Being based on Giulia running gear, it has the practicality of sharing many parts with everyday Alfas.

On the road, 117's engine is understandably flat at low revs, though sounding surprisingly similar to any other Alfa twin-cam with its blaring inlet roar. The cabin heats up very quickly and smells pungently and rather worryingly of hot glassfibre. Once on cam at

around 4000rpm, the engine pulls really strongly and the driver can slice through the Giulia five-speed gearbox very quickly. As the speed increases, the erstwhile dead feel from the steering and the tramlining racing rubber wake up and the car suddenly explodes down the road. It is easy to see how this car could be so competitive. It is so small, nimble but with plenty of grip and with serious performance because of its minimal weight.

So how many TZ2s were made? Some sources state that, unlike the TZ1, the second series was only ever used by the works team in period and not sold to private owners until the works effort ceased. This would go some way towards explaining the confusion of numbers and specifications as no records would have been needed. However, somewhere between nine and 12 examples is the established thinking.

It's such a shame that there were not more. Blame the political turmoil at Autodelta or blame the incoming Tipo 33 and GTA, but the TZ2 star was one that shone all too briefly. 🇮🇹



Alfa Romeo Giulia: IN DETAIL

Alfa's Giulia badge is loaded with legacy. Can the 21st century model do the Giulia name justice? We guide you through every aspect of the make-or-break new Giulia

Story: Chris Rees
Images: Michael Ward



After a wait that has been as tantalising as it has been mouth-watering, Alfa's new Giulia has finally arrived in UK dealerships. Few new car launches are quite as significant as this. Together with Alfa's new SUV, the Stelvio (which arrives in the UK in late summer 2017), the Giulia is the model that will make or break Alfa Romeo. Its importance really cannot be overstated: if it flies in the market, Alfa Romeo's star will shine for a whole new generation of models. If it stumbles, well... it won't, will it?

So: the headlines. The Giulia marks a welcome return to rear-wheel drive. Wool! With its perfect 50/50 weight distribution, it's got the template right for incisive handling – just what enthusiasts have been clamouring for. And there's a Ferrari-derived engine in the line-up. Wool! So, at last, Alfa has a pukka

BMW M3-rivalling sports saloon.

Ah yes, the Germans. The Giulia's main challenge is to convince current buyers of Audi A4s, BMW 3 Series and Merc C-Classes. It's great to know that it's got loads of class-leading weaponry as it enters battle. For starters, it's lighter than rivals, with a virtuous circle of benefits in terms of performance, handling dynamics and fuel efficiency.

We've already driven the Giulia at the Balocco Proving Ground in northern Italy. At the time, we declared: "The revolution is here, and it works. The Giulia is quite simply the best Alfa driver in years. No front-drive Alfa in recent memory steers, rides and handles as crisply."

Next month, we'll be testing it on UK roads to find out just how well it copes with challenging British conditions. But for now, let's examine the Giulia in detail and see what makes it such a special car.

ALL-ALUMINIUM ENGINES

Every engine in the Giulia range is made entirely of aluminium – including, for the first time ever, an aluminium diesel. Here's the UK engine line-up:

2.2-litre diesel The first all-aluminium diesel engine in Alfa Romeo's history is a four-cylinder, 2.2-litre unit with MultiJet II injection. The single turbocharger gives it a good spread of torque, while a balancing countershaft ensures smoothness. Two versions are available in the UK: 150hp and 180hp. The latter will do 0-62mph in 7.1 seconds – better than the BMW 320d and Mercedes C220d – while all UK diesels boast a very impressive 109g/km CO₂ figure.

2.0-litre petrol In standard spec, the 2.0-litre petrol turbo engine pumps out 200hp at 5000rpm. It's not the revviest engine on the planet (redlined at 5750rpm)





but since peak torque of 330Nm is delivered at 1750rpm, it really doesn't need big revs. The Veloce model has a 280hp 2.0 petrol engine, offering 0-62mph in only 5.7 seconds. CO₂ figures of 138g/km and 141g/km respectively are very competitive.

2.9-litre BiTurbo petrol Now we're talking. Exclusively for the Quadrifoglio model is a V6 BiTurbo 2891cc petrol engine that's "Ferrari-inspired". What that phrase actually alludes to is that it's a six-cylinder version of the Ferrari F154 engine family, as used (in V8 guise) in the California T, 488 GTB and the Maserati Quattroporte GTS. That means it has a 90-degree vee, in contrast to Maserati's 2979cc V6, which has a 60-degree vee. Power is a monstrous 510hp at 6500rpm and

torque is 600Nm at 2500rpm, while the redline is set scintillatingly high at 7000rpm.

With a top speed of 191mph and 0-62mph in 3.9 seconds, it's comfortably quicker than big-gun rivals like the BMW M3, Mercedes-Benz C63 AMG and Maserati Ghibli V6 S. Oh, and it's set a record for four-door saloon cars at the Nürburgring, lapping the Nordschleife in 7min 32sec. Yet Alfa claims best-in-class emissions – 198g/km CO₂ – thanks to its cylinder-disabling system.

AUTO-ONLY FOR UK

While you can buy a Giulia with a six-speed manual gearbox in Italy and other countries, UK customers have only one gearbox option: an eight-speed automatic. Since 80 per cent

of UK customers buy auto in this market segment, you can perhaps understand why Alfa hasn't tooled up for RHD manual. As well as full auto mode, Super and Quadrifoglio models have nice-feeling metal paddles behind the steering wheel to allow for manual gear shifting.

REAR-WHEEL DRIVE

Discounting the rarefied 8C and 4C, this is the first rear-wheel drive Alfa since the 75 left production in 1992. Q4 four-wheel drive is also available in some markets, but sadly not the UK. That means a return to the acclaimed handling traits of classic Alfas, and a car that can take on rear-drive German rivals toe-to-toe.

The 510hp Quadrifoglio model is set to become the high-performance icon in the Giulia range





ADDING LIGHTNESS

Weight is a killer for any sports saloon, so ultralight materials are used to secure a best-in-class power-to-weight ratio. For instance, aluminium is used for the engine block and head, and the rear cross-member is a mix of aluminium and plastic. Despite the fairy-like kerb weight – 1429kg for the 2.0 petrol, 1445kg for the 2.2 diesel – Alfa also claims the Giulia has the best torsional rigidity in its class.

The Quadrifoglio has even more weight-saving measures, including carbonfibre for the bonnet, roof, front splitter, rear spoiler and body inserts, while carbon ceramic brakes and front seats with carbon frames can be specified as options. The Quadrifoglio weighs in at 1580kg, giving it a stonking power-to-weight ratio of 323hp per tonne.

PERFECT 50/50

With the engine and other big oily bits all sited between the axles, the Giulia's 50/50 front/rear weight distribution is the ideal place to start for handling sharpness. There's a new four-arm 'Alfa Link' rear end (with patented toe adjustment) and double-wishbone front. Together with electronically-controlled adaptive dampers all round, it's pretty much the ideal road car suspension set-up.

SHARP STEERING

Debuting on the Giulia is a new "semi-virtual steering axis" which is claimed to maximise steering accuracy "by keeping a constant caster trail in corners." The electric power steering also has the fastest ratio in its market segment (just 2.2 turns between locks) for that sporty feel which Alfa is so keen to bag.

TORQUE VECTORING

The Quadrifoglio has standard Torque Vectoring – a double-clutch rear differential. This controls the torque

delivery to each rear wheel in low-grip conditions, improving traction without resorting to invasive stability control.

ELECTRONIC BRAKES

The 'Integrated Brake System' debuting on the Giulia is an electromechanical braking system that combines stability control with a traditional servo. This is claimed to improve responsiveness, reduce weight and suppress pedal vibrations. It also allows a "record-breaking" stopping distance from 62mph of a mere 32 metres in the Quadrifoglio version.

THAT'S SAFE

Euro NCAP has awarded the Giulia a maximum five-star rating. Standard on all Giulias is Forward Collision Warning and Autonomous Emergency Brake with pedestrian detection, which automatically slow the car to avoid an imminent crash, using radar sensors and a camera. You get an acoustic alarm first then, if needed, automatic braking at speeds up to 40mph. Lane Departure Warning is also standard, while options include Adaptive Cruise Control and Blind-Spot Monitoring.

LET THERE BE LIGHT

At the front, there's either halogen or xenon lighting, depending on model. The latter is available with adaptive beams that 'turn' into corners. Daytime running lights are standard across the range, as are LED rear lights.

DNA, DON'T YOU KNOW

Alfa's familiar DNA selectable drive system has evolved in the Giulia. In regular Giulias, you get Dynamic, Natural and Advanced Efficiency modes, which adjust the engine, suspension, steering, transmission, rear differential, brakes, instrument display and driver aids – although you can't fully disengage the traction control like you can on the Quadrifoglio.

Speaking of which, there's a highly significant extra mode – 'Race' – on the

Quadrifoglio's DNA controller. Switching to Race firms up the adjustable dampers to their most aggressive setting, sharpens throttle pedal and transmission, beefs up the exhaust note and disengages the stability control. Yum!

HOLY AERO

The Giulia has a slippery coefficient of drag of 0.32. Moreover, the Quadrifoglio version boosts downforce at high speeds thanks to a front 'Active Aero Splitter' – part of the front spoiler moves down at speed.

RETRO COCKPIT

Inside, retro cues include twin cowed dials that echo the 105 Giulia, a smart three-spoke steering wheel, circular air vents and metal pedals. The main controls grouped together on the compact steering wheel, while there are two simple knobs for the DNA selector and infotainment system. Premium materials abound inside, including carbonfibre and real wood.

INFOTAINMENT

Ahead of the driver is either a 3.5- or 7-inch TFT colour instrument display, depending on trim level. The display changes according to the DNA mode selected and you can even look at your lateral 'g' force.

As for infotainment, entry models have a 6.5in screen but the star of the range is the 8.8in Connect Nav 3D system (on Super models and above). This is controlled by a rotary pad and/or voice recognition and connects with Apple CarPlay and Android Auto. You get music streaming, DAB digital radio and 3D mapping using TomTom map updates. You can even view information on your driving style.

HARMAN KARDON AUDIO

'Sound Theatre' is the grand name of Harman Kardon's audio system in the Giulia. It's powered by a 900W, 12-channel amp, and 5.1 surround sound via 14 speakers.



UK GIULIA RANGE

The UK range consists of six principal models: Giulia, Super, Tecnica, Speciale, Veloce and Quadrifoglio (note it's just 'Quadrifoglio' and not 'Quadrifoglio Verde' as with Alfas of late).

The entry-level Giulia has standard 16-inch alloy wheels, dual-zone climate control, cruise control/speed limiter and DNA selector. The Tecnica trim is targeted at business and fleet buyers, featuring a climate pack, driver assistance pack, reversing camera, satnav, power seats, rear privacy glass

and chrome window accents.

The Super gets 17-inch alloys, leather-and-fabric seats, steering wheel paddle shifters and special interior trim. The Speciale trim adds 18-inch alloys, bi-xenon headlights, rear sports bumper with chrome exhaust tips and full leather seats.

And here's a bit of great news: the evocatively named Veloce, which was

originally not destined for UK customers because it was launched with Q4 all-wheel drive that's incompatible with RHD, is now on sale in the UK. The Veloce has a potent 280hp 2.0-litre petrol engine and rear-wheel drive. It gets a distinctive front and rear bumpers, gloss black window surrounds, bi-xenon 25W headlights, leather sports seats and aluminium cabin trim. Veloce buyers can add a Performance Pack too (shift paddles, Q2



TECHNICAL SPECIFICATIONS (UK)

ALFA ROMEO GIULIA

ENGINE:	2.0 petrol 200	2.0 petrol 280	2.2 diesel 150	2.2 diesel 180	Quadrifoglio
CAPACITY/TYPE:	1995cc 4-cyl petrol turbo	1995cc 4-cyl petrol turbo	2143cc 4-cyl diesel turbo	2143cc 4-cyl diesel turbo	2891cc V6 twin-turbo petrol
BORE X STROKE:	84mm x 90mm	84mm x 90mm	83mm x 99mm	83mm x 99mm	86.5mm x 82mm
COMPRESSION RATIO:	10:1	10:1	15.5:1	15.5:1	9.3:1
POWER:	200hp @ 5000rpm	280hp @ 5250rpm	150hp @ 4250rpm	180hp @ 3750rpm	510hp @ 6500rpm
TORQUE:	330Nm (243lb ft) @ 1750rpm	400Nm (295lb ft) @ 1750rpm	450Nm (332lb ft) @ 1500rpm	450Nm (332lb ft) @ 1500rpm	600Nm (443lb ft) @ 2500rpm
TRANSMISSION:	Eight-speed auto, rear-drive	Eight-speed auto, rear-drive	Eight-speed auto, rear-drive	Eight-speed auto, rear-drive	Eight-speed auto, rear-drive
TYRES:	225/50 R17	225/45 R18 (fr), 255/40 R18 (r)	225/50 R17	225/50 R17	245/35 R19 (fr), 285/30 R19 (rear)
BRAKES:	Ventilated discs all round	Ventilated discs all round	Ventilated discs all round	Ventilated discs all round	Ventilated discs all round
SUSPENSION:	Double wishbone (front), four-bar multi-link (rear), anti-roll bars				
DIMENSIONS:	4643/1860/1436mm	4643/1860/1436mm	4643/1860/1436mm	4643/1860/1436mm	4639/1873/1426mm
FUEL CONSUMPTION:	47.9mpg	46.3mpg	67.3mpg	67.3mpg	33.2mpg
KERB WEIGHT:	1429kg	1429kg	1445kg	1445kg	1580kg
TOP SPEED:	146mph	149mph	137mph	143mph	191mph
0-62MPH:	6.6sec	5.7sec	8.2sec	6.8sec	3.9sec
CO2:	138g/km	141g/km	109g/km	109g/km	198g/km
PRICE:	From £29,480	£37,880	From £31,650	From £32,850	£61,000

limited-slip diff and active SDC suspension).

The top-of-the-range Quadrifoglio (pictured) has extra aero kit, 19-inch alloys, 35W bi-xenon headlights, leather-and-Alcantara sports seats, a sports steering wheel with red power button, 'DNA Pro' with Race mode and uprated brakes. Options include ultra-light carbon seats and carbon ceramic disc brakes, plus a Personalisation Pack.

Other packs on offer are the Luxury Pack and Sports Pack. Luxury consists of leather seats, power-adjustable heated front seats, wood detailing, chrome-effect window trim and xenon headlights. For the Super model only, the Sports Pack includes a sports steering wheel, aluminium interior trim and xenon headlights. 🇮🇹



NOT FOR THE UK...

Sadly UK customers do not get the full Giulia range that's being built in Italy. We only get automatic transmission, for instance, not the manual offered to most other markets – and many people rue the loss of the six-speed Quadrifoglio to British buyers, especially as it's 2500 euros cheaper than the eight-speed auto in Italy. We don't currently get the 210hp 2.2-litre diesel Veloce, but that may well change. Nor do UK buyers have the Veloce with Q4 four-wheel drive, which is sadly not compatible with right-hand drive. At the other end of the scale is an 'Advanced Efficiency' version of the 180hp diesel that uses 16-inch wheels and eco tyres to deliver 99g/km CO2 emissions – also unconfirmed for sale in the UK.



...AND THE FUTURE

It seems likely a two-door Giulia coupe will join the line-up. But while customers have been clamouring for a Giulia estate, that has now been ruled out since Alfa has unveiled its Stelvio SUV (above). But a Giulia plug-in hybrid is definitely on the cards (due in 2018), as well as Autonomous Drive. The Giulia also sets a template for future Alfa Romeo models, and may even form the basis, in short-wheelbase form, of the next-generation Giulietta.





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La meccanica delle emozioni



Model shown is the All-New Alfa Romeo Giulia 2.0 Turbo 200 hp Petrol at £29,830 incl. Alfa White solid paint at £350. Range of official fuel consumption figures for the All-New Alfa Romeo Giulia range: Urban 33.6 – 53.3 mpg (8.4 – 5.3 L/100km); Extra Urban 61.4 – 80.7 mpg (4.6 – 3.5 L/100km); Combined 47.9 – 67.3 mpg (5.9 – 4.2 L/100km). CO₂ emissions 138 – 109 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. [^]The 3 years Complimentary Servicing is applicable to Alfa Romeo Giulia ordered and registered between 5th January and 31st March 2017. The Service Plan can be used in conjunction with retail sales which include PCP, HP or a cash purchase. The Service Plan covers the cost of parts, lubricants and labour required as part of the manufacturer's scheduled servicing until the expiry of 3 years, or the vehicle has had its first three scheduled services, whichever occurs first. Terms & conditions apply. For full details please visit www.alfaromeo.co.uk.



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Ferrari 365 GTC (RHD)

The 365 GTC is seen as a far superior car to the 330 with its uprated engine, gearbox and brakes; it is a particular favourite model of ours. This car was one of the 22 UK RHD supplied cars out of only 150 built in total. The first owner was none other than Rob Walker. As such and following an extensive overhaul in 2013 by DK including a full suspension rebuild, retrim, transaxle rebuild, major service and a bare metal repaint the car is presented in the fitting colour Indigo Blue of Rob's racing team just as his competition 250 SWBs were. Classiche Certification in process. **EPOA**



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