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Our annual pilgrimage to Padova's Auto e Moto d'Epoca left us wondering what on earth is happening to classic car prices in Italy. The yardstick seems to be think of a UK price and then double it. A Lancia Thema 8.32 offered at €35k and an Alfa SZ at €98k just beggars belief. Of course windscreen prices are often speculative but it would have taken some strong negotiation to make a successful purchase this year. However, the numbers of cars under covers on the later days of the show indicated that some cars were indeed sold. Given the current value of sterling against the euro, they certainly weren't UK buyers. We could only find one car that was attractively priced and that was a very nice 1962 Fiat 1300 at €4800.

Over the years Padova has been a Mecca for the weird and wonderful, but this year fewer of these fascinating, obscure coachbuilt machines were present. One exception was the appropriately named Fiat 1200 'Wonderful' designed by Michelotti for Vignale, its claim to fame being the world's first targa-roofed car.

Although the 14 halls were packed with cars, motorcycles, parts and automobilia, the alleys that are normally populated with affordable classics were fairly quiet. That's not to say that the show is in decline, far from it, as the queues to get in were longer than ever. Pre-booking is highly recommended.

Auto e Moto d'Epoca Padova is a wonderful experience and it is also a great opportunity to have a late season Italian holiday. This year we were based in Mestre (30 minutes from Padova), and while the chaps went to the show for a couple of visits the ladies took the new tram across the causeway to take in the delights of Venice. Everyone happy then.

Since we published our back issues index the orders have been rolling in. Looking back over the last 22 years we have covered a huge variety of Italian cars. There is something for all tastes, be it new, current range, classic, exotic or historic machinery. The published list covers topics from issue 81, May 2003. This was the date when we changed our design and format, however we still have some stocks of the earlier magazines. We don't have issues 1, or 3 to 7 but we still have many of the subsequent issues. If any readers are missing some issues to make up their collections then please email:

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Editor

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NEWS & VIEWS

FERRARI 250 GTO FOR SALE

The most valuable car in the world?



Talacrest is renowned for its ability to source blue chip Ferraris for its clients, the list of fabulous cars that have found new owners is a very long one. The top of everyone's Ferrari wish list has to be the 250 GTO. Talacrest's status is undisputed when you look at the figures. Of the 39 cars built, Talacrest have dealt with eight of them, and now here comes number nine.

This car is Ch. 3387GT, the second GTO built. Its first outing was testing by Lorenzo Bandini at Monza in early March 1962. It was sold to Luigi Chinetti of NART fame and, unusually, it was painted blue with a white stripe. On March 24th it was raced by Phil Hill and Olivier Gendebien at Sebring where it finished second overall and

first in class. It came back to Europe in June to be raced at Le Mans by Bob Grossman and George Roberts Jr who finished sixth overall and third in class. It then returned to the USA where it had an extensive career until it was retired in 1965. Ch. 3387GT has remained in American ownership ever since. It was once reputedly stolen by a Kawasaki dealer who attempted to sell it on – until the FBI caught up with him. The car spent some time in the UK and it was painted red when Roberto Giordanelli test drove it for and *Auto Italia* feature back in 1999.

The last 250 GTO sale achieved \$38.1m. This car is being offered at substantially more than that so Talacrest could gain another accolade, that of selling the world's most expensive car.





LAMBORGHINI CENTENARIO ROADSTER UNVEILED IN CALIFORNIA

Lamborghini took the wraps off its commemorative Centenario Roadster at The Quail car show as part of Monterey Car Week at the end of August, with the limited production run model created to celebrate Ferruccio Lamborghini's 100th birthday – hence the Centenario name.

Based on the Aventador Roadster, the open-top Centenario production is limited to just 20 units, costing €2million each before local taxes. Despite the high price tag, all 20 examples have already been sold.

The Centenario is more significant than just celebrating Ferruccio's landmark birthday, however, as it marks the adoption of Lamborghini's new rear-wheel steering.

It's no secret the Aventador is a vast vehicle, so with the new chassis technology allowing the back wheels to change direction by a few degrees, low-speed agility is even more impressive while stability at high speed has also been improved.

And you'll need it, as sitting in the middle of the carbonfibre tub is Lambo's familiar 6.5-litre V12, only it's been tuned to pump out a colossal 759bhp, with the rev limiter increased from an already heady 8350rpm to 8600rpm.

Lamborghini has revealed performance figures for the open-top Centenario, and with an extra 69bhp on tap compared to the standard Aventador Roadster, it'll hit 62mph from rest in just 2.9 seconds thanks to its savage launch control. Top speed stands at "more than 217mph".

But it's what the Centenario stands for that's key, according to Lamborghini's new CEO Stefano Domenicali: "This unique engineering achievement is a befitting tribute to Lamborghini's extraordinary past and a preview of its brilliant future." **Sean Carson**



CHAMPIONSHIP WINS FOR LAMBORGHINI

At the Barcelona circuit the Lamborghini Huracán GT3 of Orange 1 Team Lazarus was crowned champion of the 2016 International GT Open. The crew was formed by the GT multiple champion, Thomas Biagi, and the GT3 Junior Driver of Lamborghini Squadra Corse, Fabrizio Crestani.

In the prestigious European championship for GT cars, the victory was completely Italian and was achieved thanks to an impressive sequence of

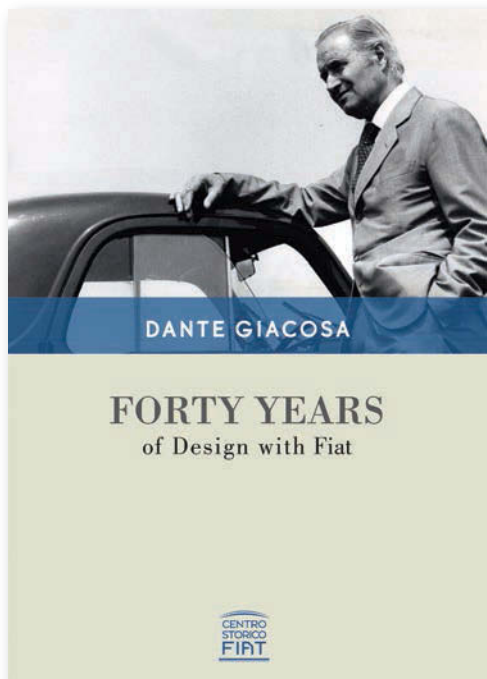


positive results throughout the season: two third places during the opening round at Estoril, a victory at Paul Ricard and a second place at Silverstone. Then a second place at the Red Bull Ring and a second and a third place at Monza; until getting to this last round in Barcelona, during which the racing weekend started in the best way for the Italian team.

With the victory in the International GT Open, there was second title won by the Lamborghini Huracán GT3 at its debut in the season 2016. At the Shanghai circuit, Team FFF Racing by ACM also took the title in the GT Asia Series with the two Italian young drivers, Andrea Amici and Edoardo Liberati, members of the GT3 Junior Program of Lamborghini Squadra Corse.



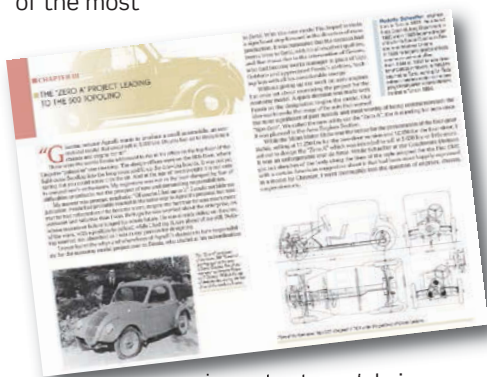
BOOK REVIEWS



Forty Years of Design with Fiat
by Dante Giacosa
www.fcagroup.com and search for Dante Giacosa

Centro Storico Fiat republishes *I miei 40 anni di progettazione alla Fiat* (Forty Years of Design with Fiat) by Dante Giacosa. His memories are available online for free!

Dante Giacosa (1905-1996) provides an inside view of the creation of some of the most



important models in company history, from the Topolino to the 127, 1400, 600, Nuova 500, 850, 124, 128 and many more. Technological solutions and organisational issues intertwine with the biographies of the key players, providing a lively, detailed account of what Fiat



represented in the 20th century.

I miei 40 anni di progettazione alla Fiat, long out of print, was published for the first time by Automobilia in 1979. A second, expanded edition with the title *Progetti alla Fiat prima del computer* (Projects at Fiat Before Computers) came out in 1988, also for Automobilia.

The current edition faithfully reproduces the first, is available in digital format only and is full-text searchable through a search function.

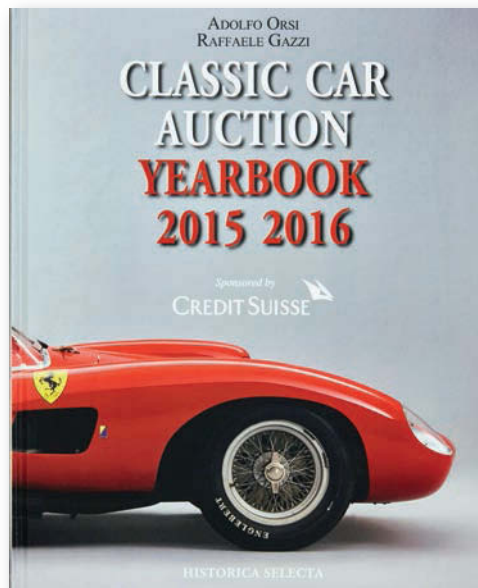
For Italian car enthusiasts this book is an absolute bible. The Fiat story is well told and covers the political strife as well as the projects that didn't quite make it or were diverted elsewhere, like the Fiat that became the Simca 1000 and the company's fear of the public acceptance of front-wheel drive – hence the Autobianchi Primula diversion. Ed



collectors and enthusiasts around the world. The 21st edition reports on the most important classic car auction sales from the 1st of September 2015 to the 31st of August 2016, covering 5644 cars listed among 324 different marques with indication by chassis number and auction results in three currencies (euro, dollar and sterling).

In addition to the Yearbook's renewed and trusted reporting, the new edition offers fresh statistics and specifics on how auction sales have evolved by marque since 1993, as well as how auction sales and sale rates actually range higher when on United States soil versus Great Britain or Europe.

"The numbers show a much stronger market than the impression we had in the auction rooms this year: at the end we had a total turnover of \$1.2 billion, only 1.5% down from last season and, although the percentage of cars sold dropped by six points down to 72%, eight more cars (4044 versus 4036) found a new garage," says Adolfo Orsi, historian, specialist, co-author and president of Historica Selecta. "The average value estimate of some models dropped by 15-20% but this slowdown was expected after years of increase and makes the market much healthier. We are also noticing a new generation of collectors enter the market and they tend to be focused on modern era cars."



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The Classic Car Auction Yearbook is an international must-have reference book and, after 23 years of the authors' dedicated hard work, it has become an important and historical volume in libraries of savvy



TALACREST



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1962 FERRARI 250 GTO



CHASSIS 3387GT



One of a handful of cars used by Scuderia Ferrari for testing and developing the GTO model and only the 2nd 250 GTO made. Delivered new to Luigi Chinetti Motors where as a NART entry it became the first 250 GTO to race - finishing 2nd overall and 1st in class at the 1962 Sebring 12 hours driven by Phil Hill and Olivier Gendebien. In the same year the car finished 6th at Le Mans and 3rd in class with Grossman & Roberts. Fabulous competition history - the car raced continuously for the first 3 years of it's life. Now coming out of long term ownership the car is ready for the next 250 GTO tour.



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FIAT'S USA PULL-OUT

Fiat had been making the Ritmo since 1978 and by 1985 the Panda, Uno, Regata and Croma, all in massive numbers. I visited the Rivalta plant in Turin with my wife in 1985 (a guide and 30-seater Bus for only two enthusiastic Fiat dealer employees). The robots were churning out 600,000 cars a year at this plant.

I do not know why the Pininfarina company stopped production of the 124 Spider in 1985 but Fiat themselves withdrew from the USA in 1979 due to Ralph Nader's penal manufacturers liability laws (commenced after his successful, campaign against Ford for the Pinto model). Fiat had liabilities for 124 saloons with fuel tanks badly placed in boot, hence 131 Mirafiori tanks being behind placed back seats. The Americans were unhappy about the location in the Mirafiori estate and wanted far more secure secondary protection of fuel tanks in accidents. Fiat considered the amount of sales insufficient to take the risk, as the fines for public liability were swingeing and the insurance rates were far worse.

Sales in small numbers by companies like Pininfarina and Bertone bypassed the legislation due to low numbers of total production. Hence sales of the X1/9 and the Spider 2000 continued in the USA as the coachbuilders' products.
Stanton Haynes



| Five Speed Manual Gearbox | Top Speed (approx. mph) | Acceleration (0-62 mph) | MPG at 56 mph | MPG at 75 mph | MPG Urban Cycle | L/100 km at 90 km/h | L/100 km at 120 km/h | L/100 km Urban Cycle | Max BHP |
|---------------------------|-------------------------|-------------------------|---------------|---------------|-----------------|---------------------|----------------------|----------------------|---------|
| ■ | 149 | 6.8 | 33.2 | 26.9 | 17.7 | 8.5 | 10.5 | 16.1 | 215 |
| ■ | 135 | 7.2 | 44.1 | 33.6 | 28.5 | 6.4 | 8.4 | 9.9 | 165 |

LANCIA THEMA 8.32

I much enjoyed issue 247, as usual. I particularly liked the article on the Lancia Thema 8.32. I looked carefully at one in a showroom in Bristol in the early '90s as I was into Themas at the time, having had a 205bhp Turbo and a couple of others. I think you undersold it on your performance figures.

Attached is a copy of the price list for November 1988, one of the few which actually listed the 8.32. You will see that the performance figures are markedly better than those you found, particularly the 'benchmark' 0-62mph time of 6.8 seconds (much the same as the turbo, but at more than twice the price).

Looking forward to the arrival of the Giulia range – might even get me back into an Italian car other than my wife's Fiat Panda TwinAir.

David Tivey

CUSTOMISED ALFAS

I have been subscribing regularly to *Auto Italia* for over a year and not seen a full feature on Alfa Bertone GTVs (issue 247) so I was initially delighted to see on the cover of September's issue a photo of my favourite Italian car. However, when I started to read the piece I realised it was only a customised hot rod and not a restored GTV. This seems a strange editorial decision to make when there are some original

pristine GTVs still on the road.

My experience of GTVs that have been customised are that it is usually the beginning of the end. These cars are difficult to insure, difficult to drive and difficult to get spare parts for so usually end up neglected in a lock up garage or shed until discovered by an Alfa enthusiast and restored as original. It is also worrying that much emphasis has been put on improving the performance and handling of the car but further upgrading the brakes seems low priority.

I attach photos of my own 2000 GTV for your reference.

Tom Tottle



Merry Christmas



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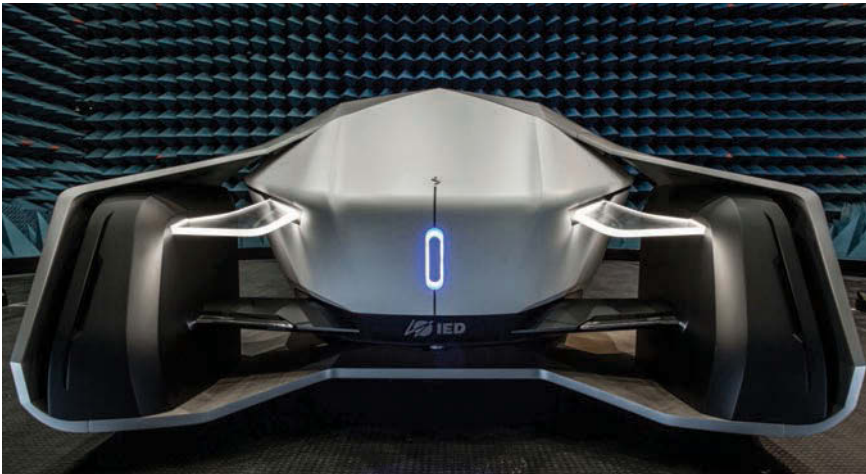
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DESIGN

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

IED Shiwa



Named after the Japanese word for 'fold' and based on an origami-inspired concept by Korean student Youngjin Shim, Turin IED has unveiled its 12th concept car, the 'Shiwa', a 4WD electric autonomous vehicle, at this year's 86th Geneva Motorshow. As with other IED concepts before it, the car was developed as part of their Master in Transportation Design programme.

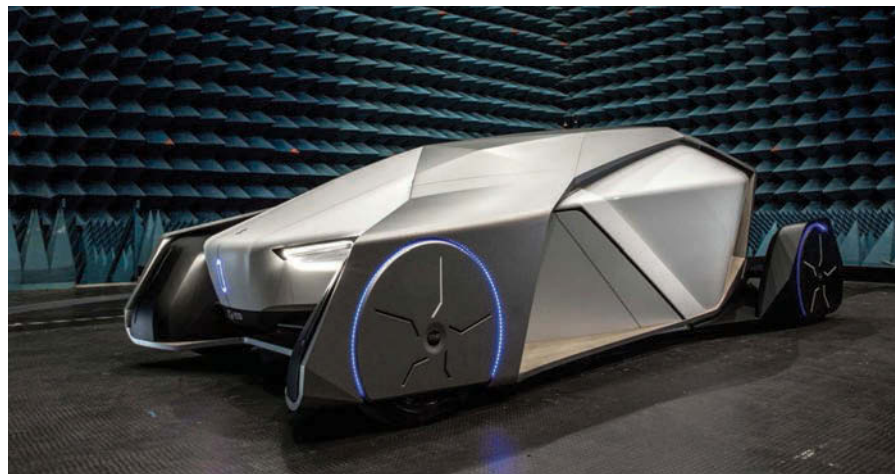
IED Shiwa is a noise- and emission-free

autonomous vehicle powered by four brushless electric motors mounted directly and powering each wheel. Packaged to carry four adults and conceived as a user-experience focused vehicle, the concept is 4700mm long, 2000mm wide and 1500mm high; featuring an unusually long wheelbase of 3660mm, benefiting the interior environment.

Introducing a new chassis concept – based on an object strong in its form enclosing the cabin – it is visually similar to a

diamond protected through an origami-like exterior; an external structure based on an original idea of Youngjin Shim with eleven other Master students supporting the development, including the Italian Luca Menicacci and the Indian Jaykishan Vithalbai Lakhani.

Stylingwise, one might make reference to United Nude's 'Lo Res Project' – the attempt to gradually reduce 3D resolution of a design until it's polygon count is at a minimum – as the exterior of the IED



CHRIS HRABALEK

Age: 39

Born: Vienna, Austria

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

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



Shiwa features a similarly reduced form language that looks progressive and visionary. A distinct frame – offset in colour – protecting a diamond-like cabin encloses the front wheels and embraces a cut-off rear end with a single seater-like rear wheel configuration; one that visually breaks with the remaining monovolume.

The interior styling of the Shiwa features surfaces that were designed to project multimedia contents towards the passengers in a manner to create an augmented reality from within this windowless concept. Classified as an IICV – Individual Identity Companion Vehicle – it is designed to learn the identity, interests and

habits of its occupants, furthermore, an opposite-seating configuration encourages passenger communication and breaks with the traditional driver-to-passenger hierarchy.

IED Shiwa's execution – developed by Alessandro Cipolli and supervised by Fulvio Fantolino – is a brave attempt to use the international platform provided by an A-level Motorshow to create a link between academics and industry; between theory and practice. This sets the IED Shiwa on the opposite bookend to the IED's Alfa Romeo Gloria Concept of three years ago and gives an outlook into a possible future fuelled by eMobility and autonomous transportation.

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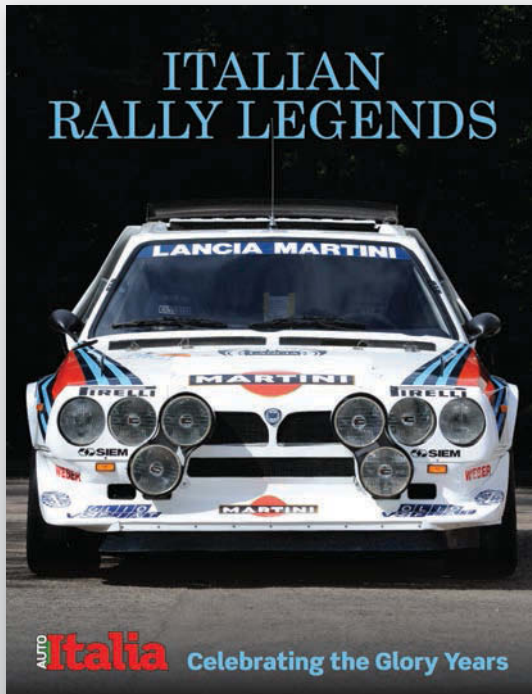
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- ◆ Fiat Punto S1600/2000



Fiat 124 Spider

Fiat turns its popular sports car into a World Rally Championship contender

The Fiat 124 Spider was a popular sports car in the 1960s and 1970s. It was a two-seater, open-top car with a distinctive front grille and round headlights. The car was designed by Giorgetto Giugiaro and was produced in Italy. It was a popular choice for young drivers and was often seen on the streets of major cities. The car was also used in rally racing, where it was modified to improve its performance on rough roads. The Fiat 124 Spider was a success story for Fiat, as it became one of the most popular sports cars of its time.



Lancia Stratos

The Lancia Stratos was a sports car designed by Giorgetto Giugiaro. It was a two-seater, open-top car with a distinctive wedge-shaped front end and large, round headlights. The car was produced in Italy and was a popular choice for young drivers. It was also used in rally racing, where it was modified to improve its performance on rough roads. The Lancia Stratos was a success story for Lancia, as it became one of the most popular sports cars of its time.



Fiat Ritmo Grp 2

The unlikely, small capacity rally car that achieved surprising results when up against the big boys

The Fiat Ritmo Grp 2 was a small capacity rally car that achieved surprising results when up against the big boys. It was a two-seater, open-top car with a distinctive front grille and round headlights. The car was designed by Giorgetto Giugiaro and was produced in Italy. It was a popular choice for young drivers and was often seen on the streets of major cities. The car was also used in rally racing, where it was modified to improve its performance on rough roads. The Fiat Ritmo Grp 2 was a success story for Fiat, as it became one of the most popular rally cars of its time.

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

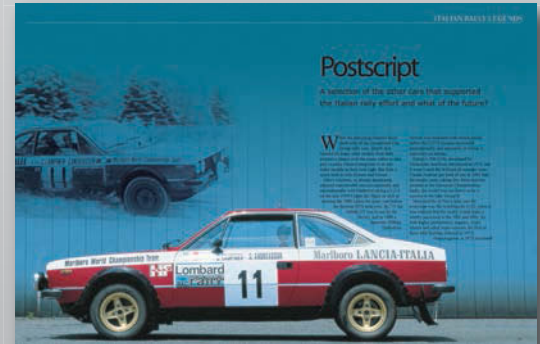
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Postscript

A collection of 100 Italian cars that inspired the Italian rally effort and what of the future

W

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



Road and Track

A



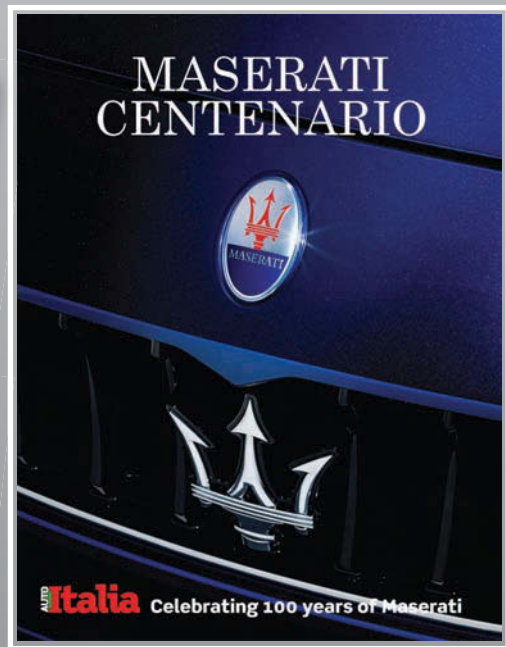
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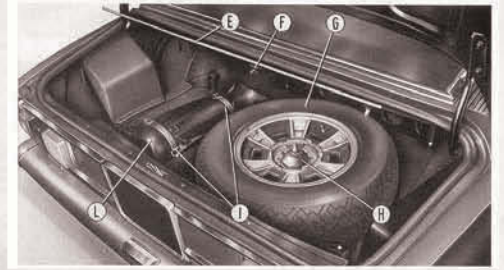
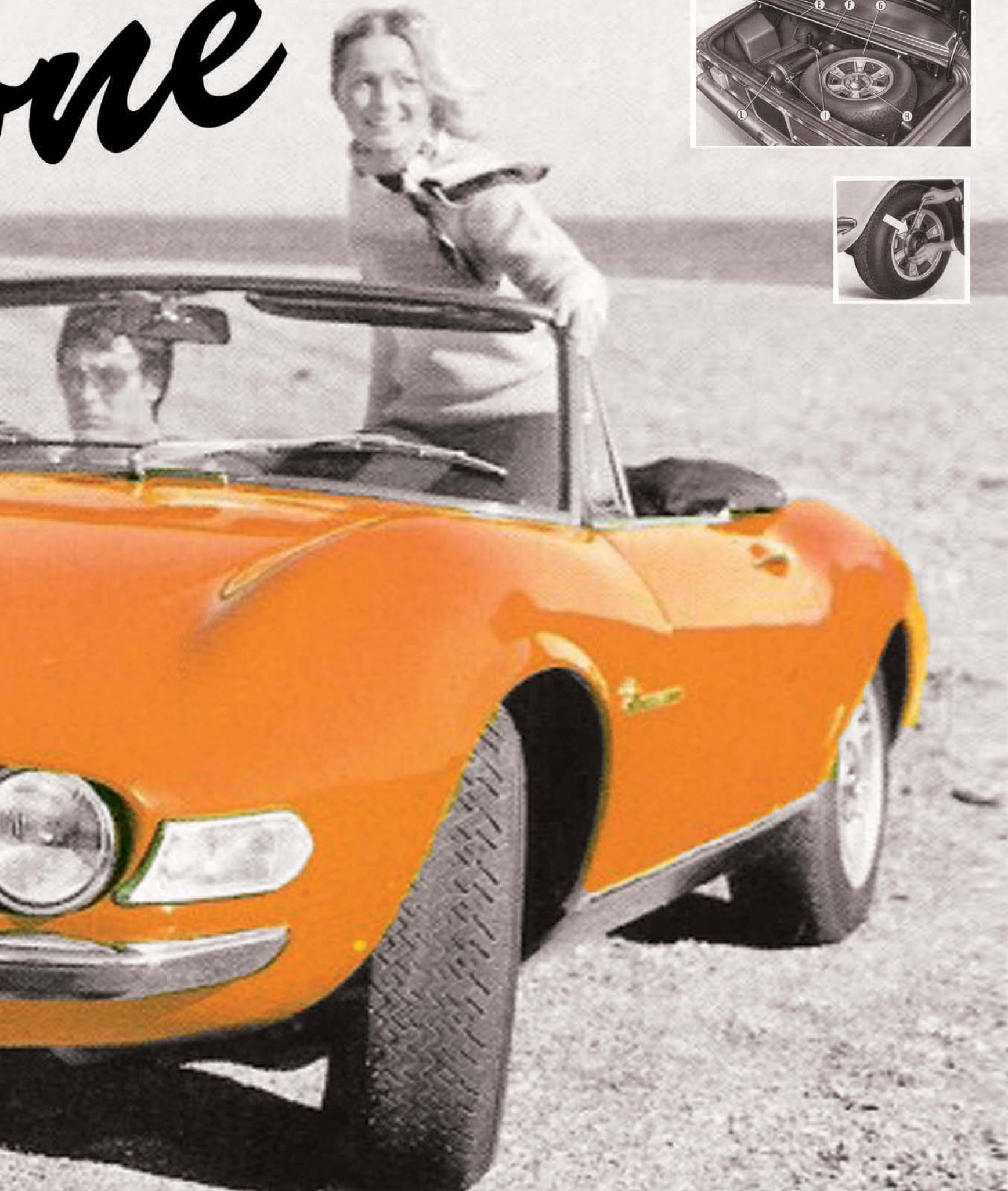
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Cool Blue

The sublime Ferrari 488 Spider – can open air motoring get any better than this?

Story by Peter Nunn
Photography by Michael Ward





Lapping Monaco on a gloriously sunny day in summer. Powering along the Italian Riviera towards Portofino. Perhaps a drive over the fabulous Futa and Raticosa passes that make up part of the legendary Mille Miglia course. Such is life, none of these options were on the table when the day came to meet the Ferrari 488 Spider, the seductive 660bhp open topper from Maranello that you see here.

Instead, it was a blowy, wintry day in deepest Leicestershire with the threat of rain ever present when the 488 Spider was presented for duty. No matter, it's the car that's the star as is always the case with Ferrari. And whatever the conditions, it soon becomes clear that the 488 Spider is an extraordinarily captivating drive, a car with a depth of talent, speed and engineering prowess genuinely to recalibrate the senses.

In the modern supercar arena, you would expect nothing less from a Ferrari, of course. In fact, such a level is almost to be expected in a class where competition from the likes of McLaren, Porsche (and whisper it, Audi) is ever present and relentless. Even so, there was always the possibility (admittedly remote) that in taking the highly lauded 488 GTB coupe and opening it up to the elements, that's to say designing and engineering a neat two piece foldaway roof to create the 488 Spider, Ferrari could somehow have created less instead of more.

At this level of the market and with the latest Ferrari open top technology to hand, such fears can quickly be erased, however. The 488 Spider has the exact same torsional rigidity and beam stiffness as the GTB according to the factory and on the road, roof up, is all but indistinguishable from the supercar that is the 488 GTB.

Top down, body flex is conspicuous by its absence. The Ferrari still feels imperiously taut and sharp even if the front wheels should encounter ripples in the road or patches of broken tarmac, the kind of things that can sometimes unsettle even the highest grade of convertibles. Instead, it's the rush of air above your head and suddenly more vocal twin turbo V8 that now feature centre stage, vaulting the driving experience to

another level as the Ferrari gathers pace. Open air hedonists (as Ferrari describes them), this is your car.

So yes, whatever the scenario the Ferrari 488 Spider feels convincingly all of a piece. Rock solid in other words and with a torrent of blistering, hard edged turbocharged pace just an ankle's flex away. Quite an enticing combination, all things considered.

Ferrari of course has vast experience with such high performing mid-engined two-seaters, stretching all the way back to the targa topped 308 GTS of the late '70s and the immortal Dino 246 GTS before that. Today, the 488 Spider takes over from where the naturally aspirated 458 Italia Spider (not to mention the rarer, even more collectable 458 Speciale Aperta) left off. That's to say it uses the exact same style of high grade RHT (Retractable Hard Top) as the 458 which unfolds and retracts in just 14 seconds and can be operated up/down at speeds up to 30mph on the move. While some power roofs seem to contort through all manner of gyrations as they open/close, the Ferrari's is a gem. Smooth and seamless, it's a true designer roof: very light, slick, discreet and taking up only 100 litres of space rather than the 150-200 litres needed for a conventional hard top, according to Ferrari.

Ferrari obviously had to rework significant aspects of the 488 GTB to bring it to production. Principally, you see these through the reprofiled flying buttresses either side of the engine cover. With the Spider you also lose the GTB's sexy glass engine cover. Underneath, Ferrari has reinforced the aluminium alloys that make up the 488's complex spaceframe chassis. The winner here is chassis performance up by 23% over the 458 Italia, the factory says. There's a 50kg weight penalty over the GTB although on the road, that's hardly too much of a cross to bear. Not in a hypercar of this class.

There's more. Thanks to extensive aero development work charged with lowering drag while simultaneously boosting downforce, the 488 Spider is described as the most aerodynamically efficient Ferrari spider ever built. So a true techno tour de force although when all's said and done, whether the rakish 488 Spider quite matches the 458 Italia for overall visual beauty is



perhaps open to debate.

Certainly it's a very different car to the 458 in a number of ways. Biggest talking point naturally is the engine, the true heart of any Ferrari. Instead of the 458's naturally-aspirated 4497 cc V8, the 488 runs with a smaller block 3902cc V8 with twin IHI turbos. And again, the technology is something else. The 488 packs a meteoric 660bhp at 8000rpm output backed up by torque of 561lb ft (760Nm) at 3000rpm, numbers that comfortably eclipse the 458 with room to spare. In round figures, that's a 90bhp jump on the 458 in terms of power but the torque leap is even more spectacular: up 40 per cent using just half of the revs available.

As we shall see, it's this colossal wall of torque that gives the 488 such a different character to the recently departed 458 although make no mistake, both are still extremely fast cars. Putting it into perspective, Ferrari quotes three seconds flat for the 0-62mph dash with the latest 488 Spider model, coupled with 0-124 mph in 8.7sec. Top end? Try 203mph...

Figures only tell one part of the story of course and no matter how experienced a pilot you may be, there's always that heightened sense of anticipation when you slide behind a wheel bearing that mystical Prancing Horse badge.

True to form, the 488 Spider cabin proves to be a spectacularly inviting and classy place to be. Racy, low set, beautifully appointed, it's hard not to be wowed even before you press the red start button on that exotic flat bottomed steering wheel. Yes, it's snug inside and whether you decide to go topless or not, one novel feature is the retractable glass rear wind stop behind your head. You can set this in three positions, even fully lowered with the roof in place, thus allowing that



BELOW: Massive calipers are a clear indication of the 488 Spider's prodigious braking potential



hard and purposeful Ferrari V8 engine soundtrack to filter its way into the cabin.

Dare I say it, it helps that Ferrari's press car came with those slim and fabulous Daytona carbonfibre racing seats as part of its lengthy near £80K options package, lifting the total retail ask for the car up to a high octane £282,728. With the 488 Spider being nearly £20,500 up on the GTB, there's definitely clear air up there over any would-be rivals. Conversely, compared to 458 Speciale Aperta asking prices, the brand new 488 Spider could even be seen as a bargain...

Time to move. Fire up, engage first in the Spider's mandatory seven-speed dual-clutch transmission via those super slim steering wheel paddles, pull away. Time was when Ferraris tended to be heavy, temperamental cars. No longer. The 488 Spider proves to be remarkably genteel to drive, civilised, agile and user friendly at what might be termed everyday speeds.

That's surprise number one. When provoked, the sheer force and immediacy of that super tech V8 engine behind your head comes next. It's sensational. As previously noted with the 488 GTB, Ferrari has cleverly calibrated the turbo boost curves for each gear to mimic those of a naturally aspirated high performance engine. So the push is both powerful and deliciously progressive as the V8 spins forcefully upwards towards that 8000rpm top end. It's true eye-widening stuff...

That said, there's such a welter of mid-range torque that there's no need for searing high revs. The muscular, hard-edged bark of the engine is another contrast with the 458 whose operatic top end sound and performance was so rated by aficionados. If the

488 doesn't muster that same soundtrack, it's still mightily charismatic.

Ferrari has also moved its chassis technology on from the 458 and then again from the even more coveted 458 Speciale. Running with an evolved, next generation version of Ferrari's trick SSC2 side slip angle control system, (which also integrates the car's E-Diff and F1-Trac systems), this set up also now controls the car's active dampers which in turn get a faster acting ECU. The mission: to make the Ferrari dynamically more stable and flatter through corners than the 458 and of course faster.

As stellar on the road as the 458 was (and is), the 488 clearly offers a new level of controllability and noticeably tighter front end. With the manettino toggle switch in Sport as opposed to Wet (gentler) or Race (more dynamic), the Ferrari is masterful through bends, incredibly taut, wieldily, precise and flattering, really making you feel like a hero. Grip levels are astonishing, as are those cornering speeds. The accuracy and response of the Ferrari's hydraulic high geared steering is another Grade A highlight, with Ferrari claiming a nine per cent faster response rate over the 458.

Though I didn't try it, I'm told with the traction control off, the Ferrari is still not the full on scare machine you might think it to be when you start to push (despite packing nearly 50 per cent more power than the fabled F40). In the big picture, it's the easiest, most foolproof handling V8 Ferrari ever and a formidable piece of all-up technology.

And in the showroom? Right now, you'll likely need between nine and 12 months for delivery of your new 488 Spider. Before signing on the dotted line, factory warranty cover, something that generally doesn't get



TECHNICAL SPECIFICATIONS

FERRARI 488 SPIDER

| | |
|----------------|--|
| ENGINE: | 90° V8 turbocharged |
| CAPACITY: | 3902cc |
| BORE & STROKE: | 86.5mm x 83mm |
| COMP RATIO: | 9.4:1 |
| POWER: | 660bhp @ 8000rpm |
| TORQUE: | 561lb ft @ 3000rpm |
| TRANSMISSION: | 7-speed, F1 dual clutch, rear-wheel drive |
| BRAKES: | Ventilated discs 398mm (f), 360mm (r) |
| TYRES: | 245/35 ZR 20 (f), 305/30 ZR 20 (r) |
| DIMENSIONS: | 4568mm (l), 1952mm (w), 1211mm (h) |
| KERB WEIGHT: | 1525kg |
| CO2: | 260g/km |
| ECONOMY: | 24.8mpg |
| 0-62MPH: | 3.0sec |
| TOP SPEED: | 203mph |
| PRICE: | £204,411 (£282,728 as tested) |



too much airplay with exotica like Ferrari, would be something well worth pursuing seeing as it's unusually comprehensive.

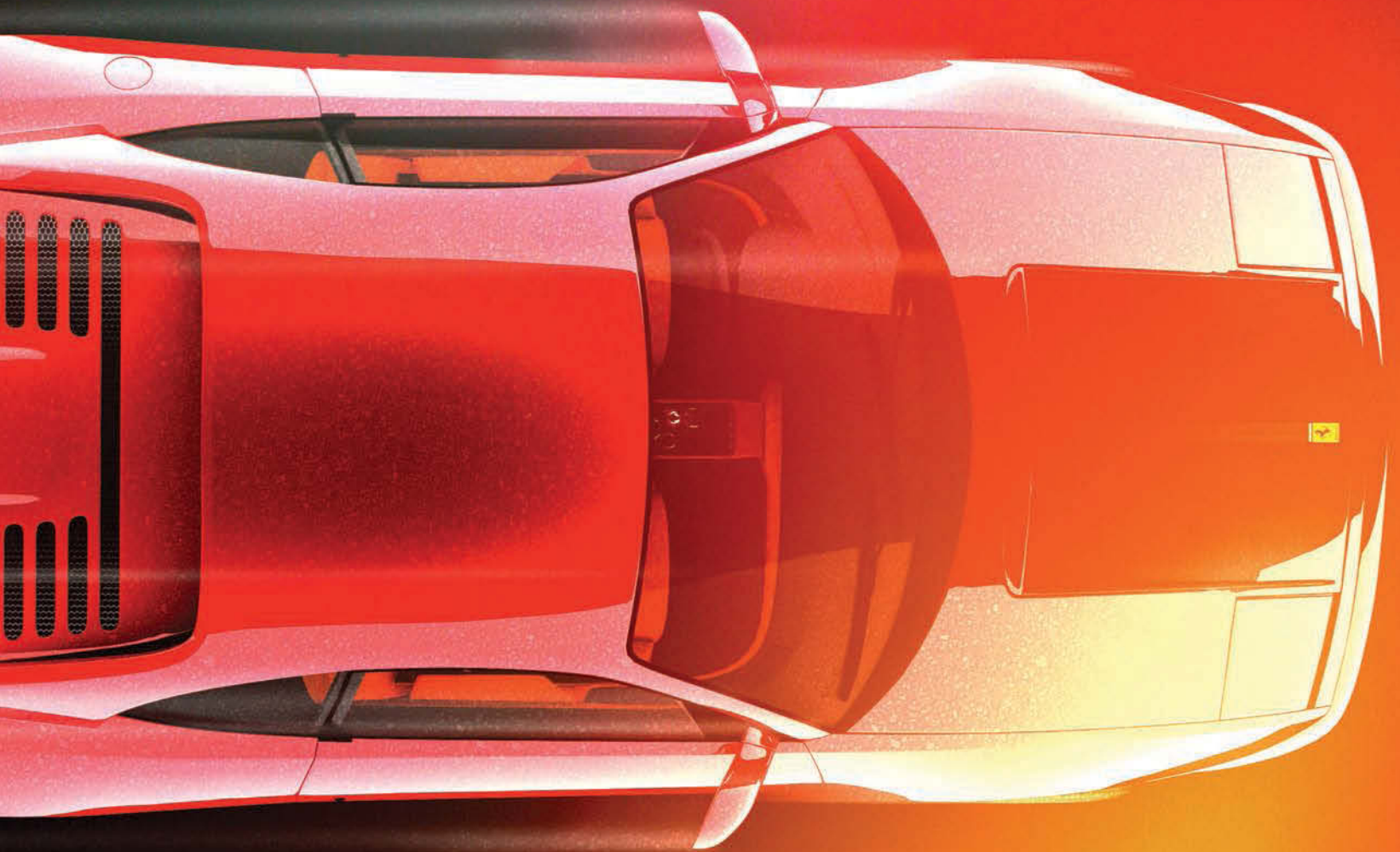
Who knew for instance that UK cars supplied through the official dealer network come with a four year warranty from new, extendable up to 12 years from the date of first registration. What's more, the warranty (underwritten wholly by Ferrari) can stay with the car should it move to a new owner. Parts covered include power window motors and air-conditioning compressors, common failures with cars of a certain age, parts that are not covered by any other manufacturer in any segment, adds Ferrari.

Just when we thought Ferrari pretty much had it nailed with the 458 Italia, along comes the 488 and now this 488 Spider to offer something new and raise the bar yet again. It's a comprehensive step up, no doubt, and a car to covet whatever the weather overhead is doing. Now, which way to Monaco, the Italian Riviera and the Futa/Raticosa passes? 🇮🇹





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Little and Large

Track test in Turin of Abarth's 595 Competizione
– and a blast in its classic namesake

Story by Chris Rees
Photography by Abarth



Just outside Turin nestles Orbassano, a quiet, half-forgotten vehicle testing base. Just down the road from the Mirafiori factory where Abarth builds the 595 and 124 Spider, Orbassano is Fiat's safety test centre these days. But for one day only, safety is on the back burner because the track's open for us to have a play in the new Abarth 595.

New? Well, facelifted at any rate. It's certainly taken Abarth a while to get around to it: Fiat's nip-and-tuck for the 500 happened over a year ago. In contrast to the Fiat 500's merely cosmetic facelift, I'm pleased to report that the Abarth's adds more power and – saints be praised – the option of a limited-slip differential.

So the Abarth 500 is dead, long live the 595. The new numbering applies right across the range (with the exception of the 695 Biposto – see separate story). The rebadge exercise is very much a case of history repeating itself. The original Fiat-

Abarth 500, launched in 1957, was upgraded from '500' to '595' in 1963. And after an eight-year stint with Abarth 500 badging, it's also now become the 595.

Here I am, standing at Orbassano, mulling over the fine detail of the facelift, and musing that the Abarth is easily the most compact hot hatchback on the market. But then something arrives that recalibrates the whole idea of 'compact'. Abarth's new 'Classiche' department has rustled up an original 1970 Fiat-Abarth 595 SS for us. It puttters up alongside the new one and completely disappears behind it, as if swallowed up by a Russian doll. The 1970 Fiat-Abarth is one of the diddiest cars ever made. At just 2970mm long and 1320mm wide, it makes the current 595 look like a colossus. The 1970 Abarth is also one of the lightest cars ever at just over half a ton; the current car is twice that. But to compensate, it does have almost six times the power output...

NIP AND TUCK

Let's have a check around the facelifted car. Both front and rear ends have been refreshed. The larger front air intake improves cooling by 18 per cent, while the new wheels are lighter. The back end incorporates the same rear lights as the Fiat 500, but with a bigger diffuser. You might even spot the larger side stripes, too.

Climbing aboard, the new cabin – which shares most of the updates applied to the facelifted Fiat 500 – looks fantastic. I love the new flat-bottomed steering wheel with its carbonfibre and Alcantara flashes, the new TFT instrument panel and the revised 'Sport'-badged turbo gauge sprouting jocularly from the instrument binnacle. I'd definitely go for the optional seven-inch touchscreen at £600, with its built-in sat nav, Apple CarPlay/Android Auto and even telemetry for measuring your lines around race tracks (upload your own circuits and/or use ones



ready-loaded by Abarth).

The superb Sabelt leather/Alcantara carbon-shell seats (standard with the Performance Pack, of which more later) are supportive and look great. The funky red T-bar pulls on the back hint at fighter jet aesthetics, while the silver trim looks like it's borrowed from a 1960s sci-fi film set.

Fitted to our car is the optional sound system by Beats, which tells you all you need to know about the youth-orientated marketing of the 595. That's underlined by the Italian radio station programmed into our test car – Party FM. Woohoo! Another little 'revolution' is the fact that you get a glovebox for the very first time. But strangely, Abarth hasn't changed the dashboard badging from '500' to '595' – tut, tut!

TRACK TIME

OK, it's time to play at Orbassano, a circuit that clearly isn't used much these days. The banked oval is gnarled, gritty and peppered with repairs. Unnervingly, a pair of nesting herons fly into the air as I fire the engine up. This could be a challenge...

We have on test the hottest 595 model of all: the Competizione, with fully 178bhp.

That's the same as the outgoing Competizione, but lesser models in the range do benefit from a 5bhp power hike: the entry-level 595 now has 143bhp and the mid-range 595 Turismo 163bhp. Abarth therefore claims a 0.1 second reduction in each car's 0-62 time (7.8 and 7.3 seconds respectively). Meanwhile, the Competizione's claimed 0-62 time is 6.7 seconds, enough to see off a Fiesta ST. It's pleasingly torquey at low revs and feels at its feistiest when accelerating hard in the 2000rpm to 5000rpm rev range.

The Record Monza exhaust on the Competizione is simply brilliant. When you fire the car up, the four tailpipes emanate a purposefully off-beat and fruity noise, while at full tilt, it's properly full-on. Reaching for the Sport button on the dash, you instantly feel the engine mapping change to boost low-rev torque and throttle response, while the steering feels beefier, and the look of the TFT screen changes. May I respectfully suggest you keep this button permanently on, dear reader?

The five-speed manual gearbox hasn't changed, which is a shame because it has such a rubbery feel to the gear shift and

some rather big gaps between ratios. Here's the really big news about the 595 Competizione, though: it's available with a £2950 Performance Pack that includes 17in Supersport alloy wheels, those fab Sabelt carbon seats, a strange-looking '595' metal roundel on the roof and... a mechanical limited-slip diff. Yes – LSD! This makes a noticeable difference in corners: it's more composed when you step on the gas mid-corner and ensures you're in full flow as you make your exit on to the straight. But Abarth's claim that it eliminates understeer certainly isn't borne out in my track test: it's still there if you push really hard.

The 595 Comp benefits from self-adjusting Koni FSD dampers on all four corners (the 595 Turismo has FSDs on the rear end only) so you might expect sharper handling. In fact, the biggest benefit of the FSDs is a very compliant low-speed ride, definitely better than in the old Abarth 500. The handling is ultimately grippy and the steering pleasingly fast-acting, but I'd like a little more feel. And I never shake the sensation that the 595's centre of gravity is just too high, making it feel just a bit tip-toey.

As for the brakes, you've got to love the



ABOVE CENTRE: Power output is 178bhp and will propel the car from 0-62mph in 6.7 seconds





TECHNICAL SPECIFICATIONS

FIAT ABARTH 595 SS

ENGINE: 2-cylinder
 CAPACITY: 593cc
 BORE & STROKE: 73.5mm x 70mm
 COMP RATIO: 10:1
 POWER: 32bhp @ 5000rpm
 TORQUE: 38lb ft @ 3800rpm
 TRANSMISSION: 4-speed manual, rear-wheel drive
 BRAKES: Drums all round
 TYRES: 125 x 12 (f), 135 x 12 (r)
 DIMENSIONS: 2970mm (l), 1320mm (w), 1325mm (h)
 KERB WEIGHT: 570kg
 0-62MPH: 24.5sec
 TOP SPEED: 81mph

ABARTH 595 COMPETIZIONE

ENGINE: 4-cylinder turbo
 CAPACITY: 1368cc
 BORE & STROKE: 72mm x 84mm
 COMP RATIO: 9.8:1
 POWER: 178bhp @ 5500rpm
 TORQUE: 184lb ft @ 3000rpm
 TRANSMISSION: 5-speed manual, front-wheel drive
 BRAKES: 305mm discs (f), 240mm discs (r)
 TYRES: 205/40 x 17
 DIMENSIONS: 3660mm (l), 1893mm (w), 1485mm (h)
 KERB WEIGHT: 1035kg
 0-62MPH: 6.7sec
 TOP SPEED: 140mph





Competizione's red-caliper front Brembos and drilled discs all round. Not only do they look great, there's plenty of bite on offer.

BABY BOOM

Huge fun though the 595 is on the track, the biggest smile of the day comes when I take the 1970 Fiat-Abarth 595 SS around the circuit. This is the tidiest and most original baby Abarth I've ever seen, with just 9000km on the clock. Even though it's an Esseesse, I'm not expecting much from its 32bhp 593cc two-cylinder engine. In fact, it's an absolute blast. Weighing around half a ton, it's surprisingly nimble and the power delivery is super-sweet and smooth considering the 1950s technology. The non-synchronised four-speed gearbox is a pain, though: you have to be super-careful with every gear change.

I never get up enough pace to assess the SS's cornering abilities on the high-speed circuit but despite its sloth-like raw speed, the sheer cheek of the thing is irresistible. I love everything about it: the ultra-simple dash with its Jaeger gauges, the astonishing packaging, the rear lid cheekily raised on

stilts to keep the engine cool. Indeed, I love it so much that I swear I'll have to own one before I die. Which could prove problematic: the going rate for a genuine 595 SS is around the £35k mark...

VERDICT

Abarth has not just made the new 595 look funkier, it's given it a genuine – if mild – uplift in performance too. There's a little more power on tap, a little more handling sharpness and, crucially, the option of a limited-slip diff.

What price a new Abarth 595? The range starts at £15,090 for the entry-level 143bhp 595 (which Abarth describes as “the ideal base for drivers who want to tune their car over time and make it unique”). The 163bhp Turismo starts at £18,290, while the Competizione comes in at £20,290. Of course, you'll want your Competizione to come with the optional Performance Pack fitted, which takes the price up to £23,240. That's deep-pocket rocket territory, no mistake, but then what other hot hatch has anything like the 595's character? None, is the answer. **III**



The 'other' Abarth: 695 Biposto Record
Unlike the Fiat 500 and Abarth 595 ranges, the 695 Biposto continues in production with no facelift. We decided to catch up with the Biposto in the shape of the 'Record' limited edition – so named to celebrate the 50th anniversary of Carlo Abarth's own Class G speed record at Monza.

In contrast to the obligatory matt grey paint of the normal Biposto, the Record comes in Modena Yellow (a shade that has so far been exclusive to this special edition but is now available on any post-facelift 595). So what else makes the 'Record' special? Tar Cold Grey trim, enamelled '695 Record' badging, an aluminium bonnet and a numbered plaque inside.

Oh and this: in contrast to the regular Biposto, the Record's five-speed manual gearbox is mated to a mechanical self-locking differential. This really sharpens up its cornering attitude, with better turn-ins and less torque steer through fast corners than the non-diff equipped Biposto.

With its 187bhp engine and a dry weight of 997kg (its rear seating and loads more has been removed), it's very quick indeed (0-62mph in 5.9 seconds) and boasts strong pull in the mid-range (184lb ft of torque at 3000rpm). Courtesy of an Akrapovic dual-stage exhaust, it also sounds like a pukka rally car at full chat.

Just 133 examples of the 695 Biposto Record are to be made (133 is the number of records Abarth holds). The price? £36,610, or £3555 more than the normal Biposto, so it's a rarefied item. Very few cars, however, feel this special to drive. There's literally nothing else like it.





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Dino Berlinetta Speciale

Star of Artcurial's forthcoming 2017 Paris auction, Pininfarina's 206 P prototype has probably never been driven – is it impossible to value?

Story by Peter Collins
Photography by Artcurial



The Ferrari Dino in all its forms for race and road has consistently been described as the 'little' Ferrari. There is, perhaps, good reason for this as the definitive '66 racing Dino sports car looked just like a frontline Ferrari racing prototype reduced in all its dimensions, long before a computer could have done the job. The first Dino engines were designed to power Formula 2 single-seaters and only later for smaller capacity sports car racing, so to an extent there may be some justification for the epithet.

Mostly the model was a matter of Enzo attempting to cover every corner, in the days when racing was a total obsession to him and we are the ones who should be grateful, because the appellation Dino has left us with a fabulously rich diversity of Ferraris – and Fiats –

which are themselves a tremendously important bloodline in Ferrari history.

Why Dino? Well, the young Enzo travelled a lot working for Alfa Romeo and while spying on Fiat in Turin one evening in 1921, he met Laura Garelo near Porta Nuova station. It is not known how or why. They finally married on April 28th 1923, in a church near the Fiat works at Lingotto. On January 19th 1932 she bore a son who was named Alfredino, or Dino for short. By June 30th 1956 he was tragically dead. His short life had been dogged by illness, alleged to have been dystrophy but in fact, no one actually really knows. Stricken with grief, his father ensured his son's name would live on, on the company's cars.

It became clear in the early years of Dino's life, that his father wanted him to take up the reins at Maranello



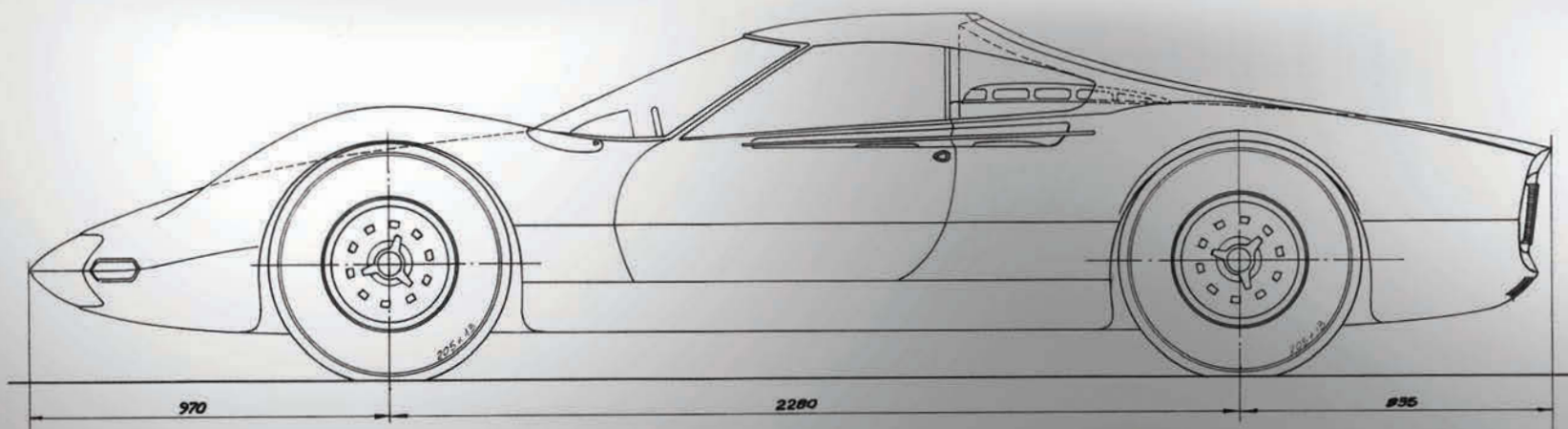
when the time came for himself to step down. Dino, for his part, had studied engineering at the Corni Technical Institute in Modena and gone on to achieve a degree in the subject at another college in Switzerland.

By this time, the summer of 1955, the FIA had announced a new 1.5-litre engine capacity limit for Formula 2 to start in 1957. Dino was bedridden, but Enzo insisted on the development of a new unit for this level of racing and so Maranello engineer Vittorio Jano would visit frequently and probably discussed the developments that were being achieved with the new engine. In his memoirs Enzo states that Dino was of the opinion that this new unit should be of V6 configuration and that he and Jano accepted this. However, this seems a little unlikely and the more plausible story would be that Jano had decided on a V6

and the boy agreed, as if he himself had thought of it.

The result was that the new unit, displaying a few tell-tale design features already tried on the D50 V8 engines, was completed and rigged up on the dynamometer at Maranello in summer '56. With a bore and stroke of 70mm x 64.5mm it had a total capacity of 1489.35cc and under test it was showing a satisfactory 180bhp at 9000rpm. Luigi Musso gave it a debut third place behind the Lancia Ferraris at the Naples GP and it won its second race, at Reims, with Maurice Trintignant. By now the car was termed 156 F2.

A reduction in regulation engine size, to 1.5-litres for Grand Prix cars, that Enzo hoped might happen, was ratified for the '61 season and so he had a ready-made engine for his cars, which turned out to be the all-conquering Sharknose, allowing Phil Hill to take that



year's Championship. That is enough of GP racing in this story though, as we are considering sportscars and this featured Dino in particular.

By 1964, the day of both the front and rear-engined top-rank Ferrari world series sportscars, as envisaged by Carlo Chiti, was over and at his traditional press conference in Modena of December that year Enzo made mention of a possible 168 Dino car for '65. In retrospect, this turned out to be the first mention of what firstly became a line of gorgeous, virtually miniaturised Ferrari prototypes and secondly, what led eventually to the deal with Fiat for them to build Dino engines and cars and, arguably, the take-over of Ferrari by Fiat.

A new, little Ferrari Dino sports racer appeared at Monza on April 25th 1965 and, other than emitting what was reported by Pete Coltrin to be an ear-splitting noise, he also said that it "appeared to be a dehydrated 250 LM". This first car ran a 166 V6 engine of 1592cc. It wasn't a dream debut, but the car was very fast and later, at the Nürburgring 1000Kms with Bandini and Vaccarella, it finished fourth overall causing considerable comment. So much so that the engine was dismantled after the race, so that the organisers could verify its capacity. Later, the chassis was fitted with a cut-down open body and a two-litre engine and Scarfiotti was successful with it in the FIA European Mountain Championship.

The definitive Dino sports racer appeared as the 206S, alongside its bigger sibling, the 330 P3, at the Ferrari presentation in February 1966. The P3 was gorgeous and the Dino almost more so. It is a matter of history that the Dinos never really lived up to the



ABOVE: There is much speculation regarding the value of the 206 P and if it is actually functional

promise shown by that first car in '65, but nothing will ever detract from the sight of these fabulous little cars howling round circuits from the Targa to Sebring.

But we get ahead of ourselves and, besides, the car we are looking at here in this feature is most definitely not a competition car; however, it IS a Dino and what's more, it's the prototype of the gorgeous, jewel-like little mid-engined confection that everyone refers to now as 'Dino'.

At one time it seemed as if the concept would never happen, as Enzo was convinced that the average Ferrari roadcar client would not be able to cope with a mid-engined car on the road and that it would be too dangerous, but by 1964 Porsche had established its 901/911 model and, in terms of the

market segment likely to be generated by a rear/mid-engined vehicle like this, buyers were flocking to the marque following rave reviews. So, could the same stardust be sprinkled over Maranello and a side-line created in more affordable, smaller-engined sportscars that would be bang up-to-date and demonstrate Enzo's prowess at being at the forefront of high-performance machinery technology? There was also a smaller matter of his wanting to get into the upcoming 1967 Formula 2 which would require him to come up with a production 1600cc engine. But that was in the future.

The April 1965 Dino 166P, which had appeared with much success at Monza and subsequently at Vallelunga and the 'Ring, bore the chassis number





0834 and consisted of a 2280mm length wheelbase. The chassis was of lightweight tubular construction with aluminium stressed-skin panelling riveted on. It carried outboard Dunlop disc brakes at the front and inboard at the rear, one either side of a rear transaxle which was bolted to the back of a 65 degree Jano inspired V6 with four overhead camshafts that breathed through three downdraught Weber 38 DCN carburettors. This was chosen instead of Chiti's 120 degree version as it apparently fitted into the all-enveloping confines of a sports car more easily. It would have had a bore and stroke of 77mm x 57mm to produce a capacity of 1592cc and developed somewhere around 180-190bhp.

At about this time it would appear that, as had happened so many times in the past, Enzo donated a new chassis of this type, numbered 0840, to his colleagues and business partners Pininfarina to enable them to clothe it with a suitable body in order to create Maranello's first ever rear/mid-engined road car.

The job was taken on by Aldo Brovarone, who designed a car which he referred to as his 'arrow-vehicle' incorporating his concept of classicism based on the sweeping line which characterised the flanks of the Cisitalia coupe of 1947, only used in reverse on what was titled the 206P Dino Berlinetta Speciale when it made its sensational debut at the 1965 Paris Motor Show.

However, the car as debuted was modified from Brovarone's original design by the incorporation of four headlamps in the nose covered in by plexiglass, thus giving the car an individual identity. This modification was courtesy of Leonardo Fioravanti, but subsequent to his work and before the car debuted, Battista Pininfarina's son in law, Renzo Carli,

substituted what became a defining characteristic of the Ferrari Dino road car. This was a small, vertical, rear-window behind the cockpit instead of an overall glass opening that covered the length of the tail. A racing Dino V6 engine was used, mounted longitudinally, as the road version had yet to be designed and some sources state this was a 206 2-litre V6, but that is possibly unlikely as when the car was built the racing engines were of 1600cc as detailed earlier. The carburettors were vertical, atop the block and their trumpets pierced the engine cover in full public sight. The height of the car was only one metre and its length about four metres.

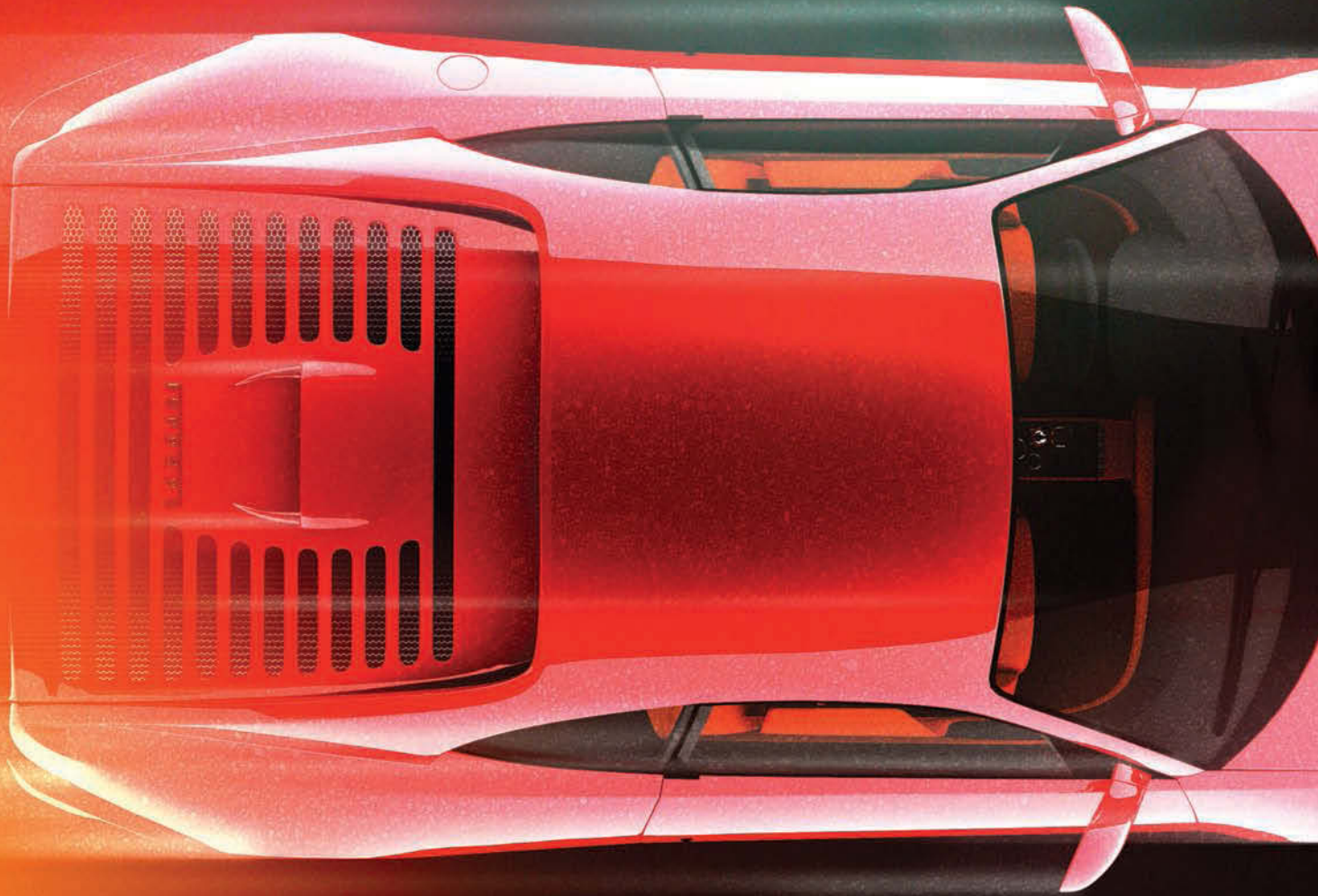
Quattroruote described it as "handsome, low-slung, with an aggressive line to it". Although Rolls Royce took star billing with their new Silver Shadow, John Bolster reported in *Autosport* that the Dino was the "belle of the ball". Henry Manney in *Road and Track* said that "the biggest stir was on the Pininfarina stand where crouched the long-awaited Ferrari Dino coupe, a very tasty little item in bright red". He later went on to say that it had a 1600cc V6.

One year later and at the '66 Turin Show, a further Dino prototype appeared looking much more like the eventual production version and designed by Fioravanti, but this '65 Paris sensation had done its job and eventually it was retired to the Le Mans Motor Museum, where it has been on show ever since. Now Paris-based Artcurial are able to announce that the car will be the star of their prestigious auction at *Retromobile 2017*. I hope whoever buys it has it commissioned and running for the road, as that racing Dino V6 should make C'Etait Un Rendezvous sound positively puny if the car was ever run from the Bois de Boulogne to Sacre Coeur early one morning. 🇮🇹

ABOVE: Apart from the engine being a longitudinal V6, the exact specification remains unconfirmed



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Cento Sessanta Sei

Alfa's 1990s flagship is often overlooked as a collectable classic but the 166 is a deserving case – especially the V6 variants

Story by Tony Soper and Marco di Pietro
Photography by Auto Italia and Ruoteclassiche



166

Rleased to the UK in 1999, the 166 was about three years too late to capitalise on the head of steam Alfa had built up from the previous 164, itself a surprisingly capable performer that sold well and introduced many new buyers to the marque. Unfortunately, that three-year gap between the 164 and 166 meant all the new customers drifted off to other marques. Worse still for Alfa was that the executive market had matured and customer perception was that to be a credible entrant in the 'E' segment required rear-wheel drive at the very least, and preferably four-wheel drive. Power solely to the front wheels just didn't cut it, no matter how good the car was to drive and UK sales volumes were ultimately a disappointment when the model reached the end of production in 2005.

There is just one body style: a big, booted saloon that's nearly 16ft long and a little under 6ft wide. Lusso specification offered additional equipment over the well-equipped Turismo models, including electrically adjustable seating, xenon headlamps and integrated satellite navigation. Two engine types were offered, the 1970cc Twin Spark with 150bhp and Alfa's classic 60° V6, which was available in three sizes: 2492cc with 190bhp, 2959cc with 220bhp and the rather rare 3186cc variant with 240bhp. A 2387cc five-pot diesel and two-litre turbo were also offered but only to our European brethren; so, if you do find one of these, it will be a left-hooker.

The floorpan was based on that of the 164 but the chassis was given a number of important upgrades to enhance ride quality. These included twin-wishbone front suspension and a more robust rear subframe with multi-links positively locating the wheels, changes that endowed the 166 with top-quality ride and handling. For the 2004 model year, a facelift brought changes mirroring those made to the 156 and GTV, the most obvious of which was the front end – incorporating the now corporate and much larger heart-shaped grille.

BODY AND INTERIOR

Modern build quality and techniques mean corrosion in the 166 body is almost unheard of, but do check for evidence of accident repairs or paint overspray indicating a chequered past. Paintwork lasts well and problems of faded and peeling body panels that afflicted the previous generation of Alfa Romeo cars do not seem to plague the 166; however, do check the bumpers because paint adhesion is not so good on the plastic sections.

Good-quality materials mean the interior should



appear smart and inviting, although the cabin does not focus on the driver like the 156. Lusso models should have leather interiors, and some models will have very nice dark blue or red 'Momo-style' seating, a factory option that's most desirable.

ELECTRICS

The engine management system is Bosch Motronic, which is very reliable. Unfortunately, there is a weak link in the system. It uses a mass airflow meter to measure the amount of air going into the intake manifold by monitoring the temperature of a heated wire within the meter. The temperature is proportional to airflow so the system knows how much fuel to inject. It is this meter that causes problems. On the V6 it usually manifests itself as a misfire around 5500rpm, but on the Twin Spark it can cause problems anywhere in the rpm range. If left, the problem will get worse and eventually the car will not start. To diagnose whether the MAF sensor is causing a 'non-start' problem, try disconnecting it. The engine should then start and run, albeit in limp-home mode. Expect between £100 and £140 to replace the MAF meter with a genuine Bosch component. There are some cheaper brands around, including well-known names such as Lucas, Mapco and Marelli, but they never seem to work quite as well as the OE Bosch unit. Aftermarket air filters or splits in the inlet trunking seem to make the problem worse, so it's worth checking that the air filter box and intake system are in good condition with all pipework mounted securely. Check that the Sportronic transmission operates correctly, because it's a complicated system with a dedicated control unit and these have been known to play up. Replacement of the transmission control ECU is often the only cure.

Don't fiddle with the xenon headlamps, as their alignment is controlled by the body management

control unit and the car needs connecting to Alfa diagnostic kit to set this up correctly. Bulbs will cost around £85 and, if you need the complete unit, budget up to £400. Try Alfashop if your dealer can't help, because pre-2004 headlamps are now out of production and Alfashop snapped up the remaining stock from Valeo.

Rear door-lock actuators can pack up and cause central locking problems and these cost about £60 to replace. There's a generous level of electrical gadgets such as anti-slip regulation, cruise control, trip computer, vehicle dynamic control, rain sensors, sport throttle response and an immobiliser. These systems are pretty reliable but do take time to read the handbook and check they all work before you buy.

COOLING, VENTILATION & AIR CON

Radiators often have to be replaced every three years and are quite pricey. If the climate control air-conditioning refuses to engage, suspect the switching relays located on the bulkhead behind the engine. The heat from the exhaust means these can fail prematurely and simple replacement will often get the air-con going again. If this does not fix the problem, expect a hefty bill from an air-con specialist.

ENGINE AND TRANSMISSION

More than a few 166s have been scrapped because of a broken timing belt. On both engines, belt failure is catastrophic and will bend more than a few valves. With two heads on the V6, there is obviously double trouble and the £1500-£2500 bill to have a garage restore it to full health means it often doesn't make economic sense to repair. A cambelt that has covered anything over 40k miles (or six years) is living on borrowed time for the Twin Spark, and Alfa now recommends changing the belt every 36k miles,

BELOW: UK cars were launched in 1999. Arguably Alfa Rosso was not the best colour on the 166





ALFA ROMEO 166 ENGINE OPTIONS

| Model | Capacity | Power | Torque |
|---|----------|------------------|--------------------|
| First generation 1998-2001 | | | |
| 2.0 TS | 1970cc | 153bhp @ 6400rpm | 138lb ft @ 2800rpm |
| 2.0 V6 TB | 1996cc | 202bhp @ 6000rpm | 210lb ft @ 2500rpm |
| 2.5 V6 | 2492cc | 188bhp @ 6200rpm | 164lb ft @ 5000rpm |
| 3.0 V6 | 2959cc | 222bhp @ 6200rpm | 203lb ft @ 5000rpm |
| 2.4 JTD | 2387cc | 134bhp @ 4000rpm | 224lb ft @ 2000rpm |
| Second generation 2001-2003 | | | |
| 2.0 TS | 1970cc | 147bhp @ 6300rpm | 133lb ft @ 3800rpm |
| 2.5 V6 | 2492cc | 185bhp @ 6300rpm | 163lb ft @ 5000rpm |
| 3.0 V6 | 2959cc | 217bhp @ 6300rpm | 195lb ft @ 5000rpm |
| 2.4 JTD | 2387cc | 138bhp @ 4000rpm | 225lb ft @ 1800rpm |
| 2.4 JTD | 2387cc | 147bhp @ 4000rpm | 225lb ft @ 1800rpm |
| Third generation - post-facelift 2003-2007 (2005*) | | | |
| 2.0 TS* | 1970cc | 147bhp @ 6400rpm | 133lb ft @ 3800rpm |
| 2.5 V6 | 2492cc | 185bhp @ 6300rpm | 163lb ft @ 5000rpm |
| 3.0 V6 | 2959cc | 217bhp @ 6300rpm | 195lb ft @ 5000rpm |
| 3.2 V6 | 3179cc | 237bhp @ 6200rpm | 213lb ft @ 4800rpm |
| 2.4 JTD | 2387cc | 147bhp @ 4000rpm | 225lb ft @ 1800rpm |
| 2.4 JTDm | 2387cc | 173bhp @ 4000rpm | 284lb ft @ 2000rpm |
| 2.4 JTDm | 2387cc | 182bhp @ 4000rpm | 284lb ft @ 2000rpm |



TECHNICAL SPECIFICATIONS

ALFA ROMEO 166 UK LAUNCH SPECIFICATION IN 1999

| | 2.0 Twin Spark | 2.5 V6 24v Manual | 2.5 V6 24v Sportronic | 3.0 V6 24v Manual | 3.0 V6 24v Sportronic |
|--------------|------------------|-------------------|-----------------------|-------------------|-----------------------|
| Capacity: | 1970cc | 2492cc | 2492cc | 2959cc | 2959cc |
| Max power: | 153bhp @ 6400rpm | 188bhp @ 6200rpm | 188bhp @ 6200rpm | 222bhp @ 6200rpm | 222bhp @ 6200rpm |
| Gearbox: | 5-speed | 5-speed | 4-speed (auto) | 6-speed | 4-speed (auto) |
| Kerb Weight: | 1420kg | 1490kg | 1520kg | 1510kg | 1550kg |
| 0-62 mph: | 9.6sec | 8.4sec | 9.5sec | 7.8sec | 8.5sec |
| Top Speed: | 132mph | 139mph | 136mph | 150 mph | 147mph |
| Fuel Cons: | 29.1 mpg | 24.8 mpg | 23.2 mpg | 22.6mpg | 21.7 mpg |
| Price: | £23,371 | £26,436.58 | £27,636 | £29,170.80 | £30,470.35 |

despite originally claiming a 72k-mile life. The V6 should be good for nearer 60k, but that 72k recommendation still looks optimistic. In fact, it's often not the belt itself that fails, but the tensioner or idler pulley bearings. This problem was exacerbated by plastic pulleys which were originally fitted and which had very short lives, but the pulleys now supplied are steel-cased and much more durable. If the car you are looking at claims to have had a recent belt job, do try to establish if both tensioners and idler bearings were actually replaced at the same time and, if not, then consider having the job done again.

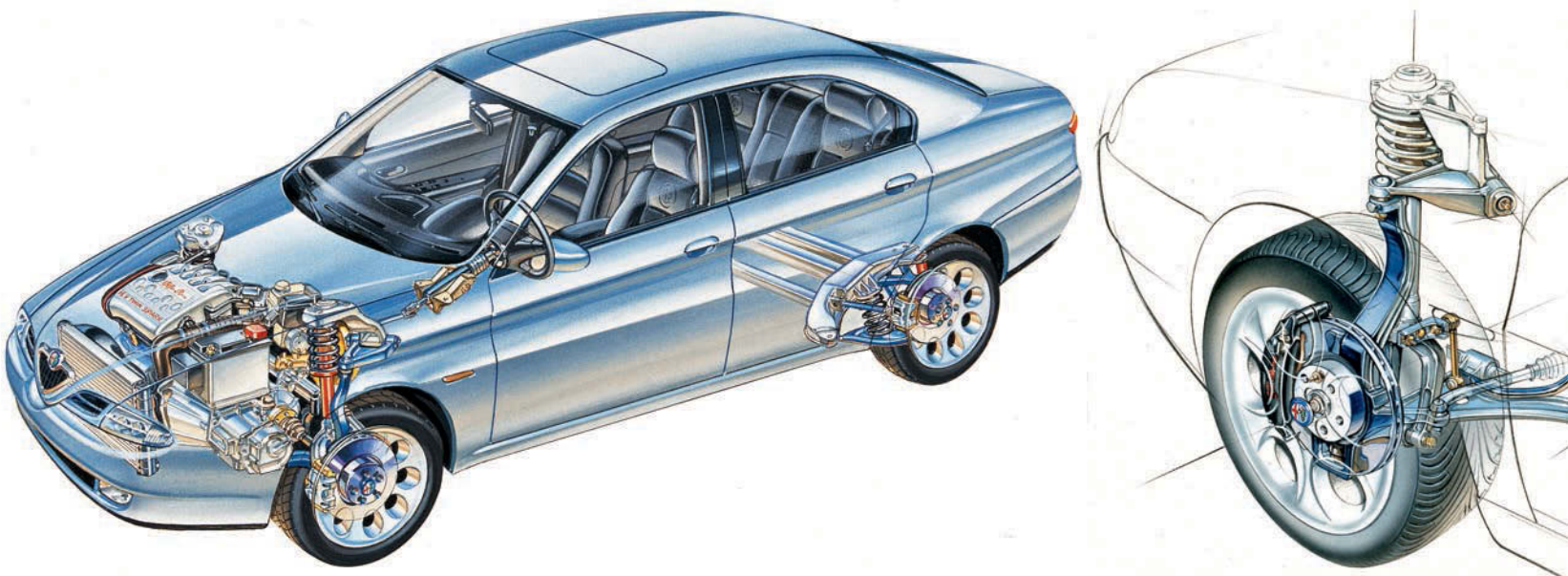
For the Twin Sparks, a specialist like Alfa Workshop will charge £300 to supply and fit a new timing belt with all pulleys, as well as replace the inlet camshaft phase variator at the same time. Why do that? Well, the variator has a depressingly short life and, once the little cogs inside them have worn a bit, they will rattle like an old diesel every time you start the engine, so it's a wise precaution to just replace it while the timing belt is off. The V6 belt job is more involved. Alfa Workshop charges £535 and, crucially, this includes both tensioner and idler pulleys. Add £100 if you want the water pump done at the same time, something which many choose to do because it's a belt-off job if it subsequently fails. Timing belts aside, both engines are strong and gutsy, and only need topping up with good quality oil between services, with consumption at anything up to one litre per 1000 miles considered quite normal. Catalytic converters should last the life of the car but mid and rear sections of the exhaust system are less durable and, as with any Alfa replacement, are expensive compared with more mainstream cars.

Manual six-speed gearboxes are strong and rarely give trouble. One problem that does crop up is stiffness across the gate, or even complete loss of self-centring of the gear lever. Usually this can be fixed without having to replace any parts because the shift mechanism can simply be unbolted from the top of the gearbox and lubricated. It should then move freely and restore a smooth action to the gearshift. Expect about a three-hour labour charge if a garage sorts it for you.

Clutches last well but do get heavy with time; budget around £500 to have one replaced. Sportronic versions have a four-speed auto, a fluid drive system that offers a sequential manual change option as well as traditional automatic mode. The system adapts according to driving style and works well but don't expect instant gearchanges in sequential mode and, when fitted to the 2.5 version, the four widely spaced ratios mean progress is frankly a bit dull. However, the additional torque of the 3.0 version makes a big difference.

BRAKES AND SUSPENSION

A few problems may crop up come MoT time. Front pads sometimes seize in the four-pot Brembo calipers of the V6 versions, usually put right by cleaning and lubricating. The parking brake often fails the MoT, the lightly stressed rear calipers failing due to corrosion around the mechanical actuator, a problem made worse by a cable that may not operate smoothly due to water ingress. The cable is not expensive but it's complicated to replace because the rear seats and carpets need removing to allow it to be attached to the lever mechanism.



Upper wishbone joints for the front suspension wear and need fairly regular replacement and, if the car does not feel as planted to the road as it should, suspect rear bushings. A car that wanders or has uneven rear tyre wear points to trouble with the dog-leg-shaped rear suspension arm or stub axle bushes, and it's worth knowing that Powerflex now supply polyurethane replacements, which have much improved durability compared with the original equipment. Any abnormal creaking when the steering turns lock to lock points to broken front suspension springs, and quite a few of the heavier V6 cars are showing this problem. A pair of springs will cost about £100 and take about four hours to fit. After any suspension work, four-wheel alignment is strongly recommended to prevent tyre wear and ensure the car drives as Alfa intended.

WHEELS AND TYRES

Standard fare will be a range of 16-inch alloys with 205/55 tyres. Be careful if considering upgrades or replacement, because the pitch circle diameter of the five-stud hub is 108mm, bigger than the 98mm of the 147/156/GTV/GT models, meaning wheel choice is somewhat restricted. Wheels from some Ford or Jaguar models share the same PCD, but do not have the correct centre bore of 58.1mm and, while later 159 designs do look attractive, these wheels will have a PCD of 110mm. This PCD can be made to fit using 'wobble' bolts for the really determined but, in any case, 225/45 x 17 is about the limit for tyre size. Twin Spark wheels will not fit the V6 models because of brake clearance problems.

OUR CHOICE

The 166 is approaching classic status, and the manual V6s are the best bet. The rarer facelift cars are the most desirable and are priced accordingly, with the top examples around £8k. Running costs can be high in terms of fuel consumption and the vehicle tax hike for cars registered from 2006. Facelift autos had a 3.0-litre engine while the less torquey 3.2-litre V6 ran with a manual 'box, this version would be our choice.

There is a groundswell of enthusiast support for the model and it's well worth visiting the model lounge at www.alfaowner.com to get the full lowdown.

FAR RIGHT: Red or black Momo leather interiors were superb. Blue was also an option but very rare



ALFA ROMEO 166 ENGINE OPTIONS

| Model | Capacity | Power | Torque |
|---|----------|------------------|--------------------|
| First generation 1998-2001 | | | |
| 2.0 TS | 1970cc | 153bhp @ 6400rpm | 138lb ft @ 2800rpm |
| 2.0 V6 TB | 1996cc | 202bhp @ 6000rpm | 210lb ft @ 2500rpm |
| 2.5 V6 | 2492cc | 188bhp @ 6200rpm | 164lb ft @ 5000rpm |
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| 2.0 TS | 1970cc | 147bhp @ 6300rpm | 133lb ft @ 3800rpm |
| 2.5 V6 | 2492cc | 185bhp @ 6300rpm | 163lb ft @ 5000rpm |
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| 2.4 JTD | 2387cc | 138bhp @ 4000rpm | 225lb ft @ 1800rpm |
| 2.4 JTD | 2387cc | 147bhp @ 4000rpm | 225lb ft @ 1800rpm |
| Third generation - post-facelift 2003-2007 (2005*) | | | |
| 2.0 TS* | 1970cc | 147bhp @ 6400rpm | 133lb ft @ 3800rpm |
| 2.5 V6 | 2492cc | 185bhp @ 6300rpm | 163lb ft @ 5000rpm |
| 3.0 V6 | 2959cc | 217bhp @ 6300rpm | 195lb ft @ 5000rpm |
| 3.2 V6 | 3179cc | 237bhp @ 6200rpm | 213lb ft @ 4800rpm |
| 2.4 JTD | 2387cc | 147bhp @ 4000rpm | 225lb ft @ 1800rpm |
| 2.4 JTDm | 2387cc | 173bhp @ 4000rpm | 284lb ft @ 2000rpm |
| 2.4 JTDm | 2387cc | 182bhp @ 4000rpm | 284lb ft @ 2000rpm |



THE ALFA ROMEO 166 IN ITALY by Ruoteclassiche/Marco di Pietro

The Alfa Romeo 166 was the last flagship manufactured by Alfa Romeo. The truth is that its life was not an easy one. First of all, it had to cope with the legacy of the 164, a successful car that dominated the Italian premium segment, together with its cousin the Lancia Thema. And also because, at the time of its Italian launch in Autumn 1998, BMW and Mercedes had already conquered the premium saloon car market.

The 166 was manufactured until 2007 after selling around 100,000 examples in two series (the restyling happened in 2003). Conceived when Alfa Romeo was a Fiat brand and assembled at the Rivalta plant in Turin, the 166 still prides in its engines, in particular the V6 versions derived from Giuseppe Busso's designs, a last remnant of the historic production at the Arese factory. The V6 versions are those that we believe should deserve attention by the collectors of future classics. Two of the main assets of the 166 are in fact road holding and performance, thanks to the six-cylinder engine available in three versions: 3.0 24V (226hp), 2.5 24V (190hp) and 2.0 V6 TB (turbocharged 205hp).

The 3.0 V6 24V is indeed the most prestigious in the model range, and competed with the premium German brands in period. This is the version that collectors should look for. Two gearbox versions were available: the 6-speed manual and a four-speed Sportronic. The manual version was preferred because it was more reliable, the ratios were properly arranged to the benefit of the engine qualities. The four speed automatic version was not up to the standard of the German competition and lived a shorter life rarely failing to achieve 200,000km.

The 166 encountered the typical faults of the large Italian cars of the period. It could not compete with the German rivals with regards to finishing and materials. Italian owners reported a number of significant electrical faults including the early standard headlights. A most annoying fault affects the indicators that occasionally start blinking on their own initiative. The central locking could shut on and off repeatedly, with owners discovering their cars unlocked in the morning, although they had locked the doors the night before. This fault could usually be traced to a leak of cooling fluid from the climate control radiator, which contaminates two small electronic units located below the central tunnel and causes a short-circuit. Normally, the problem was solved by drying out the electric units, although it was advisable to replace the expensive radiator to prevent the problem from coming back. The ECUs and the Integrated Control system software that managed all radio system, satellite navigation, telephone and climate control were known failures.

Mechanical maladies included serious damage to the engine caused by cambelt failures, engine mounts that required replacement at high mileages and the power steering pump may start leaking after 7-8 years of use. Properly maintained, the 3.0 V6 could easily attain 300,000km. 🇮🇹



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Action Stations

We travel to Northern Ireland in search of Fiat 131 Mirafiori heaven – and find a rare Group 2 rally car and a Fiat Abarth 131 Stradale

Story by Chris Rees
Photography by Michael Ward



David Laird knows exactly where the bug comes from. As he freely admits, his dad was “a Fiat man” – and David is not just a chip off the old block but clearly a whole new tree from the acorn. He has built up an enviable collection of Italian cars, most of them Fiats, and a very eclectic set of machinery it is, too.

David is also passionate about rallying. No surprise, then, that pride of place in his collection go to Fiats that have rally connections. For instance, he owns a genuine Abarth Punto S2000 rally car (keep your eyes peeled for more about that in a future issue of *Auto Italia*) but it's a brace of 1970s Fiats that we've come to experience today.







First up: a pukka rally 131, specifically a Fiat 131 Racing Group 2 racer from 1979. David bought it about 10 years ago from Italy without knowing an awful lot about it. Apparently it was one of perhaps four such cars built for the Scuderia 4 Rombi Corse team – although another source suggests that only two were made.

After some digging into the story Scuderia 4 Rombi Corse (which literally means the 'Four Rhomboids Racing Team'), we have a little more info now. The team was formed in Padova in 1978 by Pio Cantoni, who persuaded several dozen Fiat dealers within the Veneto region to pool their resources together. The 4 Rombi team lasted for about a decade and notched up some notable successes – and not just with Group 2 131s. Other 4 Rombi rally Fiats included the Ritmo 75, Ritmo 125/130, Uno 70 and Uno Turbo. Perhaps most famously of all, it campaigned Group 4 131 Abarths with fuel injection and independent rear suspension; one such car, piloted by Mario Aldo Pasetti, won the 1980 Targa Florio. Other celebrated names who raced for 4 Rombi included Luigi 'Lucky' Battistolli, Franco Ceccato, Fiorenza Soave, Fabrizia Pons and Franco Corradin.

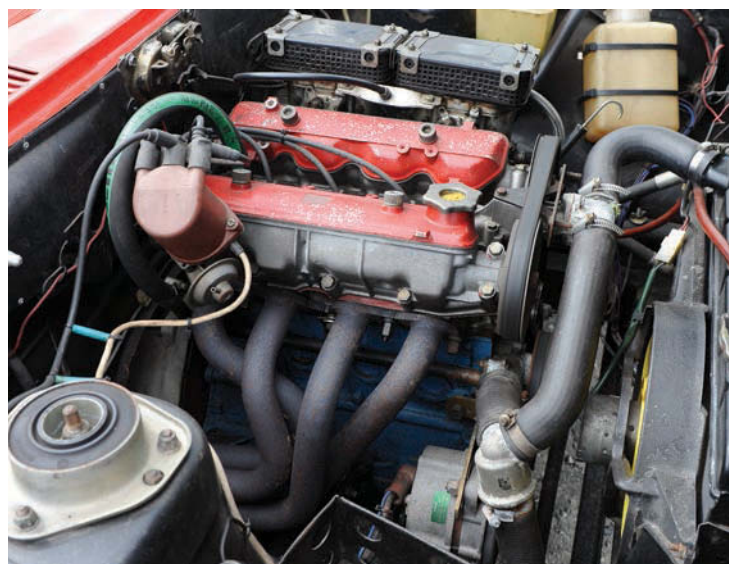
The '4 Rombi' bit, by the way, refers to Fiat's 1970s

logo of four 'rhomboids'. All cars featured a distinctive racing colour scheme of red, black and yellow with prominent lettering in white "Concessionari Fiat Veneti" (Fiat dealers in the Veneto region). David's car also features 'Biella Corse' stickers on the rear bumper and some decals saying 'Preparazione VB' but no one seems to know to whom or what these refer.

This 1979 Group 2 car apparently raced for three seasons, but was then stored away for the next 25 years. It's important to state that this car is a Fiat, not an Abarth. Specifically its ASI plate declares it to be a 1979 Fiat 131 2000/TC Racing, fiche number 969/C, and it wears a registration plate from Trento in the north of Italy.

The 1995cc engine is to Group 2 spec – an early eight-valve unit (as opposed to the 16V engines of Group 4 cars) with a wet sump. It's running twin Weber 44 IDF carbs and officially should have 165bhp. It's also got a perky exhaust system with no catalyst, which sounds exceedingly fruity. I can also report that, after a short ride in the car, the engine absolutely loves to rev – David took it as high as 6000rpm, at which point it was giving me goose bumps.

ABOVE: This Group 2 car is thought to be one of only two Quattro Rombi Fiat 131 Racing 2000TCs





The five-speed gearbox is straight-cut so it's pretty noisy, and its short ratios mean you need to change gear a lot to make the quickest progress. The final drive ratio is 43/7, chosen for the rallies in which it competed back in the day.

This car has coil springs and a live rear axle (in contrast to the independent suspension by wishbones fitted to Abarth 131s). An anti-roll bar is fitted at each end, and there's a friction-type limited-slip diff. Again, from our short spin in the car (literally, as it transpires...), I can report that the 131 is quite capable of spinning within its own length. It's magnificently adjustable on the throttle – the perfect rally set-up.

The brakes are vented Brembo discs up front (measuring 300mm x 22mm) gripped by two-piston calipers; at the back are solid ATE 257mm x 11mm discs on single-pot calipers.

The Ruote Nori wheels are highly evocative split-rim alloys which David says are fiendishly expensive to replace if the need ever arises (a figure of £5000 is

mentioned; luckily David has a spare set!). At the time, competitors could choose from 13-, 14- or 15-inch rims; David's car has 15s shod with Toyo Proxes R888 195/50 R15 rubber.

In its original Group 2 spec, the car had four seats (it doesn't any more) but it does still keep its door trims and roof lining, as per Group 2 regs – although much of the rest of the cabin is stripped out and decked in checker-plate. The pukka rally dashboard has the correct clocks in it – gorgeous orange Abarth Veglia gauges that look sensational. The orange stickers for the switches are authentic 1970s Abarth rally items, too, while the steering wheel is an Abarth three-spoker.

The shell used to be braced with a 38mm roll cage, but for safety reasons it's been upgraded to a more modern 42mm welded-in Wishart cage that David installed himself. He's also fitted OMP seats and TRS six-point belts from a Punto.

The two-door shell is all-steel with the exception of the wheelarch extensions; these are not glassfibre (as





on the 131 Abarth) but pop-riveted items in aluminium. The distinctive look continues with black bumpers and bonnet, a gold grille, front fog lights and aero door mirrors with bracing struts.

David doesn't know the race history of this car, but expert Sergio Limone reckons that 4 Rombi's Group 2 cars weren't especially competitive in the events they raced in, such as the Italian Rally Championship, the European Rally Championship and the Mitropa Cup. David can see that the car has never been welded. "It does have quite a few battle scars, though," he says, "so I'm guessing it probably rallied in the forest. It's clearly been over on its side at some point too."

So far David has done no races himself in the car but he plans to campaign in historic events soon. There's a historic class (H2) for pre-1985 cars that would be perfect for this Fiat 131.

By the way, by sheer coincidence, the sister car to David's is up for sale in Italy at the moment. It's got a more developed spec including a 198bhp engine with

big valves, uprated cams, pistons and conrods, lightened flywheel and a 43/8 final drive. If you fancy it...

What's your dream car? Many would say the obvious – Ferrari or Lamborghini – but for David Laird, it's a Fiat.

FIAT 131 ABARTH STRADALE

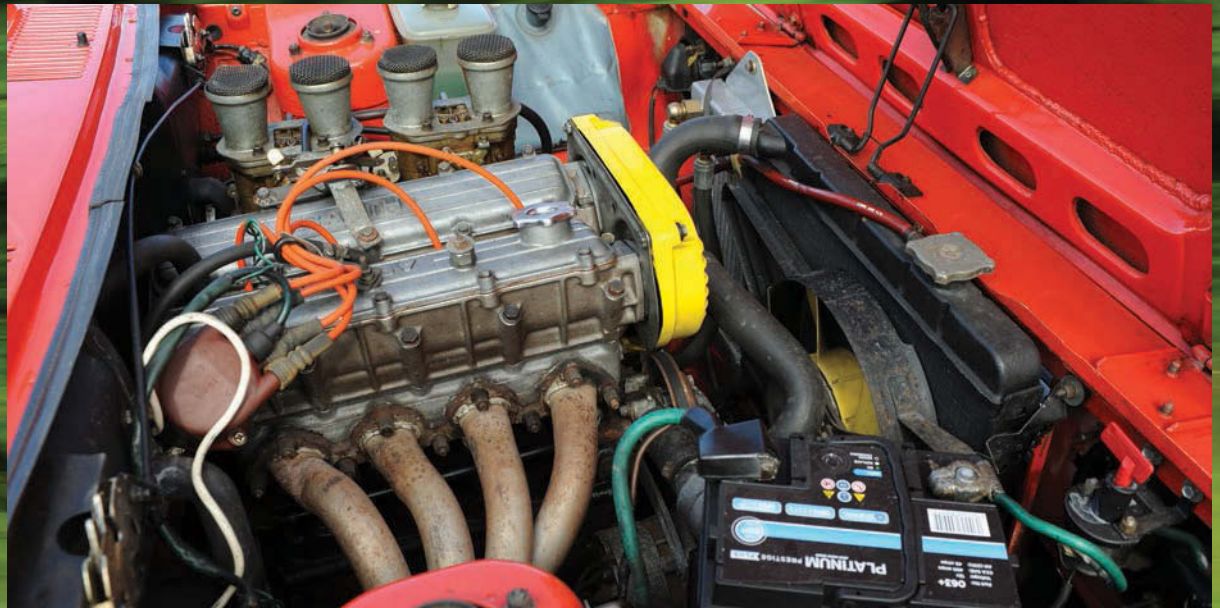
"I'd been looking for a Fiat Abarth 131 Rally Stradale like this for many years," says David, "because it was my dream car during my boy racer days in the 1970s."

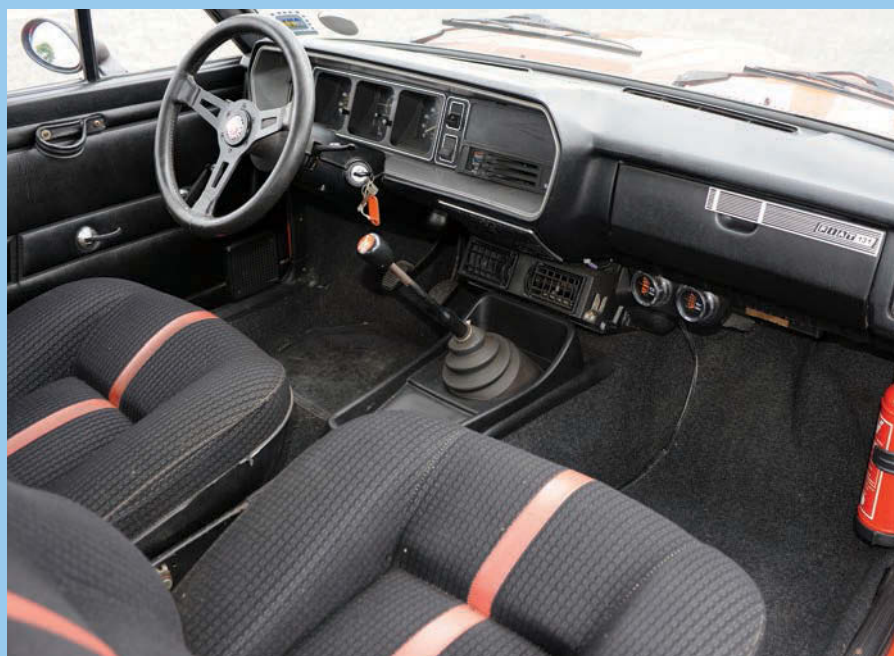
He eventually found his perfect dream car in the south of France, near St Tropez. It was then owned by a former French rally driver, Bernard Rodriguez.

"Bernard's garage was covered in Ferrari tiles," David recalls. "He had a Group 4 Abarth 131 rally car in there as well as this Stradale, which he'd owned for around 20 years."

The 131 Abarth immediately appealed to David because it was almost completely standard, totally original and untouched. Yes, it had a few areas of 'patina'

BELOW: David Laird's search for his dream 131 Abarth paid off when he located this car in St Tropez





but it felt solid and even had all its original stickers.

Once back in the UK, David had the engine rebuilt. It's got twin Weber 44 IDF carburettors – an original option from 1976 – and is fitted with an Argenta sump which gives extra ground clearance. The brakes, which were sticking, were also recommissioned and David has a spare set of new front calipers still to fit.

The car sounds gorgeous from the moment you fire it up. The standard twin-pipe exhaust grumbles at idle and becomes increasingly rorty as the revs rise. They peak at around 6400rpm; while the ultimate pace isn't earth-shattering (even with the optional twin carbs that boost power from 140bhp to 165bhp), the sense of occasion is immense.

The Abarth-stamped Cromodora 7 x 15 alloys (extremely hard to find nowadays) are original, albeit refurbished. On Avon ZV3 205/50 R15 rubber, the car feels very confident. The steering is sharp to the point where it's borderline jittery. David did put new steering bushes on but admits it all might be a bit too hard now. It's very tricky to find new racks for the 131 Abarth but Middle Barton Garage is currently hunting down some new bits for it.

Overall this is an extremely original 1976 car. The Rallye Red paint (also known as Rosso Arancio) is all as it left the factory except for the A-panel. David can see some minor damage on the offside front wing but he prefers to keep it all original and won't fix it.

And doesn't it look fantastic? Bumperless shell, deep front spoiler, Abarth-decalled boot spoiler, fat-boy glassfibre arches, NACA ducts, Bertone wing badges and black-vented bonnet. The Vitaloni Californian aero door mirrors look just right, too.

After David brought the car back to Northern Ireland from the south of France, the first winter saw all the underseal simply peel off in protest. As a result, David decided to build himself a proper garage shed, so the car now avoids the damp and cold. He only ever drives it in dry weather, and then only very occasionally. It's a car that's AOK in pretty much every department, wanting for nothing.

OK, the cloth on the softly sprung orange-striped seats is pretty threadbare in places and there are a few cigarette burns here and there – but hey, that's all part of the charm and patina, isn't it? Even more 'charming' is the fact that when you bash the seats, a cloud of tiny sand particles is thrown up – yes, a part of a southern French beach is still in there! And I love the fact that, despite Elle Zeta speakers being fitted, there's no radio.

I find myself falling for the 131 more and more as our day in Northern Ireland goes on. I'm 100 per cent in agreement with David; as a child of the 1970s myself, the 131 Abarth Rally has always been a dream car of mine. This beautifully original orange-red example is the realisation of a dream, not just for David but for me, too. 🇮🇹

ABOVE: Quite why Fiat installed these bouncy seats instead of some supportive Recaros may never be known



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The Wizard from Forlì

Ilario Bandini was a brilliant engineer who conceived and created nearly 100 cars

Story by Elvio Deganello

Photography by Auto Italia and Archivi Deganello



Ilario Bandini in his first 750 'saponetta' - complete with tail fins



I spent many summer days in 1991 talking with Ilario Bandini under the shade of a fig tree in the courtyard of his workshop. He was finishing building his 1300 Turbo while I was researching stories for my book about his life.

Ilario Bandini was a simple man, he was as shrewd as a Romagna farmer, but could sometimes be naive. He also had the curiosity of a child for new things and the desire of a genius to experiment with those ideas. His tenacity never allowed him to surrender in the face of a technical problem and his philosophy is captured in a mantra he often repeated: "I have to try, or I will regret it." Ilario gained his knowledge through practical experience, designing and building his cars without the help of drawings, diagrams, charts or written data.

Bandini was born April 18, 1911 into a family of farmers in Villa Rovere, near Forlì. When he was 13 Ilario

went into the city to learn to be a mechanic. There, he saw what would become his first motorcycle, a GD 175. Though his family would not approve of the purchase, Ilario, demonstrating his cunning, dismantled the bike, putting the pieces in a box and then telling his father that he needed the parts inside the box to learn his craft. His father paid 1200 lire, the same price as a pair of oxen that he would have preferred to buy. The day after, Ilario rode the bike around the farmyard. Instead of getting angry, his father understood the strategy and was pleased with the boy's abilities. Ilario became a good mechanic and went on to buy other bikes.

In 1936 Ilario emigrated to Africa, returning to Italy in 1939 and with his savings he opened a car-hire business with a workshop. In the same year he made his debut as a motorcycle racer with a Gilera Saturno. In his first race he finished third, but in the next event



he crashed, fractured a femur and realised that it might be safer for him to race cars instead.

In 1940, Ilario took part in the Mille Miglia with a Fiat Balilla Sport owned by his client Gualtiero Arfelli. Bandini drove for the first stint and the team was doing well until Arfelli went off the road shortly after he started his turn. When Bandini and Arfelli returned to Forlì, the fascist authorities reprimanded them for having consumed too much petrol: fuel rationing being dictated by the war.

After the war, he began to rebuild a Fiat 1100 that he had cut into two parts and hidden to keep it from being requisitioned by the Germans. While rebuilding the car Bandini implemented many improvements and in the end he created a 'special' that deserved a special body. He drove the rolling chassis to Turin and asked Rocco Motto to build a new roadster body. When Motto

finished the body, a client of Bandini asked to purchase the roadster and Ilario sold it to finance the construction of his next special.

For his second creation, Bandini built a twin-cam cylinder head by adapting two combustion chambers from an Alfa Romeo 6C 1900. This was also bodied by Rocco Motto. In May 1947, while in Turin to see how that work was progressing, he entered the Asti Spumante Cup with a Cisitalia D46 belonging to one of his clients.

In 1949 Bandini built his third 1100 Special, a real race car with a 'torpedo' body and separate wings, oval tube frame (taken from an aircraft shot down during the war) and all independent suspension, front and rear. With this 1100 Sport Ilario took part in the Mille Miglia, stopping near his home with a broken con-rod. Through tears of frustration, he repaired the engine and raced

on to Ferrara, Perugia and Senigallia. Tony Pompeo, an Italian-American trader, saw the car and wanted to buy it, asking for it to be painted red. In exchange for the repaint, Tony Pompeo promised to ship Bandini a Crosley engine. The Crosley Hotshot was a little American roadster car of just 621cc that was all the rage in American racing at the time.

When Bandini received the engine, he saw that the original crankshaft was weak and could break very easily so he designed a new steel crankshaft, increasing the capacity to 750cc. Then Bandini built an oval tube frame chassis (again, initially with tubes taken from a damaged aircraft), assembled by Dalmine to Bandini's design, into which he mounted the Crosley tuned 750cc engine. Finally he took the rolling chassis to Turin again to have the bodywork constructed by Rocco Motto.

Tony Pompeo liked the prototype and asked Bandini to build other similar cars to be exported to the USA. Rocco Motto coachbuilt the first four Bandini-Crosley sportscars. Then Bandini built the bodies himself in Forlì with the help of Oscar Prettolani, a craftsman from Caproni Aircraft Industries.

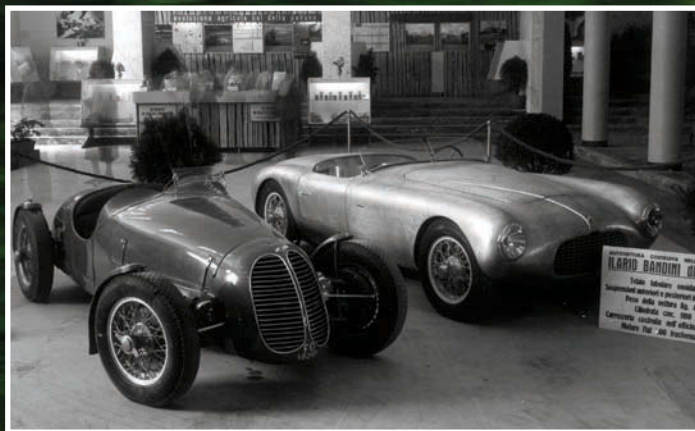
After building a dozen '750 Sports' with a single

overhead camshaft, Bandini designed a DOHC head, by decapitating the original head-in-block casting and reinforced the more delicate parts. Tony Pompeo showed the Bandini Twin-Cam 750 at New York and Chicago Motor Show where it was ordered by a number of American drivers. This success saturated both the Forlì workshop capacity of ten workers and the Lancia dealership that Bandini had purchased. The American adventure was dazzling: the Bandini 750 Sport dominated the 750 class and won the SCCA championships in 1956, 1957 and 1958 with Melvin Sachs and Dolph Villardi, while a special Bandini powered by Offenhauser held the Thompson's circuit lap record for many years.

Meanwhile Ilario competed in Italy in a new challenge; Formula 3, newly established in 1954. He narrowed the proven tube frame to make the new single seater that debuted in Forlì on July 4 1954.

His account of the race gives the level of the maturity of Ilario as a driver: "Thanks to the power and lightness of my single-seater I obtained the best time in practice. I set off in the lead and I stayed there for half the race. Then the temperature began to rise and the oil pressure dropped. I had to use my

BELOW LEFT: Bandini's first car was a 'special' based on a Fiat 1100 chassis in 1946
BELOW: The second and third Bandinis on display at the 1950 Forlì show



brain and slow down, even though my 'tifosi' were encouraging me. I finished second, but two weeks later I had my revenge by winning the Consumes hillclimb with the 750 Sport".

In 1956 Bandini was among the first builders in Italy to experiment with disc brakes. He adapted the brakes from the Crosley CD Four SS to a new single-seater Formula 3, for which he also developed a refined differential that allowed for easy replacement of the ratios.

By 1957 Ilario had modified the body of the 750 Sport by integrating the wings. The line of the new model would slope down to the front, interrupted only by the small air intake, while the tail, following the fashion of the time, had two fins. The new 750 debuted with Bruno Garavini in the Mille Miglia on May 11, 1957.

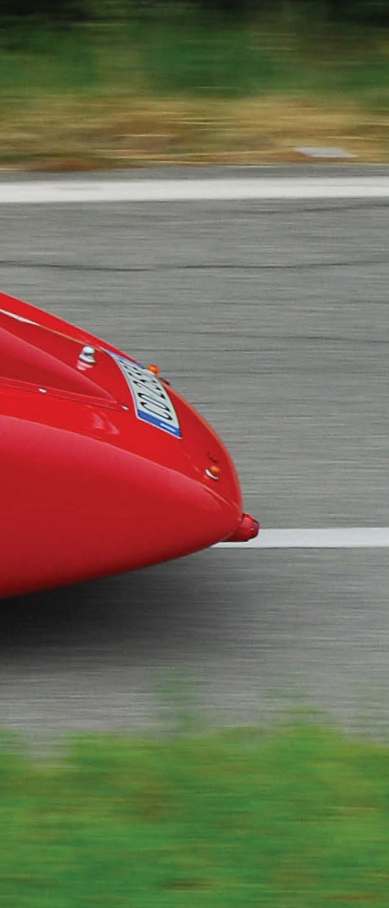
In 1958 Bandini dropped the fins and faired in the rear wheels, so the 750 Sport body took on a shape that Ilario called 'saponetta' (soap). Ilario also asked Zagato to build a Berlinetta body for the 750 Sport chassis, which introduced a welded sheet metal floor to attach the tubes. The weight of the bare chassis increased from 18 to 27kg. The Bandini 750 Zagato Berlinetta won the Concours d'Elegance of Rimini in

1958. Two years later the Berlinetta Zagato left for the United States with an engine increased to 850cc, along with the slippery 'saponetta' shape and an 1100 Junior with a Fiat derived engine. The Bandini Junior had become the high point of Bandini's exports to the US.

Martin Biener, the new American importer of Bandini, employed Indianapolis champions Roger Ward and Jim Rathman to present it in the United States. Unfortunately, the rear-engined British Formula Juniors ended the career of the Bandini Junior sending a shock through both the finances and the conviction of Ilario. Like the other Italian racing cars manufacturers, Bandini defended the front engine layout quoting the famous words of Enzo Ferrari: "The oxen are before the cart, not behind."

Besides the American misadventure, Ilario had to face the new regulations for the Sports category, which replaced the 750cc class with the 850cc and 1000cc classes. The first tests on the enlarged Bandini-Crosley DOHC engine revealed that the three parts of the engine (crankcase, cylinder block and head) increased a dangerous tendency to 'move' in relation to each other, because of the different thermal expansion characteristics.

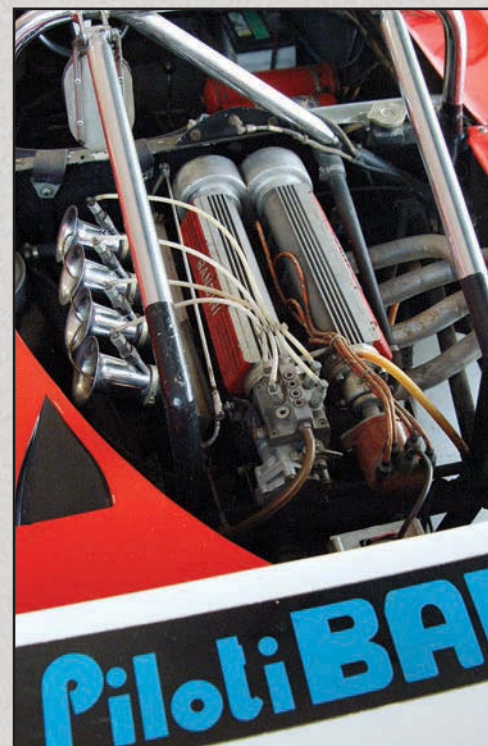
BELOW: Bondi/Vitali Bandini 750 Sport 1953 Mille Miglia
BELOW RIGHT: Bandini 1100 Sport 1949 Mille Miglia
FAR RIGHT: First Bandini 750 Bologna-Raticosa 1952



A restored Bandini running in the Silver Flag Hillclimb



ABOVE: Bandini and his 1100 Sport at the start of the 1949 Mille Miglia
BELOW LEFT: The Bandini collection looked after by Ilario's nephew Dino





TOP: May 1959, Odoardo Govoni at Vallelunga in the all-new 1000 Sport
 ABOVE: Very pretty 750 Berlinetta Zagato being tested in the USA in 1960

Then Ilario Bandini, now known as the 'Forlì Wizard', created a new cast aluminium cylinder head design with a camshaft driven by a chain instead of bevel gears. He took a long time to complete the new 1000cc engine project because he also began to design a new-rear engine rolling chassis.

While it is true that in 1961 the old Bandini 'saponetta' obtained some success in the races, we must recognise that the British revolutionised the racing world, not only with the rear engine itself, but also the consequent traction which produced acceleration never seen before. Under the pressure of the British, the Italian small racing car manufacturers had two alternatives: succumb or compete with expensive investments. Though Ilario Bandini had modest economic means, he did not give up.

In 1962 Bandini presented a new rear-engined 1000 Sport. For the chassis he kept his proven construction method with oval tubes, but he adopted a completely new rear axle. The new cylinder block was cast in aluminium by ATS (Formula 1 constructor and GT 2500 car builder) and was tested on the latest 'saponetta'. Bandini himself raced the new two-seaters to detect any faults before handing over to customers, who meanwhile continued to race with the old 'saponetta'

updated with a short tail.

The rear engine 1000 Sport debuted on July 15, 1962 in the Vinci-San Baronto hillclimb, where the manufacturer won the class. Then Ilario Bandini raced in Chieti, on September 9, 1962 but he narrowly missed the overall victory. The development of the rear engine 1000 Sport continued in 1963 when Bandini moved into a smaller workshop due to the cancellation of the American programme. Here the tenacious Ilario focussed production on the Italian market and in 1964 he built a front engine berlinetta GT bodied by Corna (a subcontractor of Zagato) for personal use. The following year Bandini introduced the rear-engined 1000 Sport with an updated chassis and a new body made in Forlì by Reciputi.

The next novelty appeared in 1968 at the Saloncino dell'automobile sportiva di Torino in the guise of a lovely 1000 Berlinetta with the body by Reciputi. A year later, at age 58, Bandini ended his racing career as a driver with this car. However, Ilario continued his career as a constructor setting up a few immaculate sports-prototypes whose evolutionary stages are marked by the Sport presented at the 1970 Saloncino dell'auto sportiva di Torino and by the 1971 version with side radiators and a lighter body. Finally, in 1972 there was




May 1968 - Dino Dolcetti in the Bandini 1000 Berlinetta at Mugello

the 'square' two-seater which took part in the Targa Florio driven by Gabriele Gatta. The racing career of these three last creations went right up to the threshold of the 1980s with continuous updates and many different drivers.

Meanwhile, Bandini was developing a 1300 16-valve engine. Derived from a Fiat 128 block and mounted on the 1968 Berlinetta it evolved, after long development, into a new aluminium cylinder block. From the 1300 16-valve engine, finally came the last engine built by Ilario: the 1300 Turbo, which was mounted on the Bandini Berlinetta that he began to build in late 1989. By that time Ilario was terminally ill, but the desire to complete the Berlinetta gave him

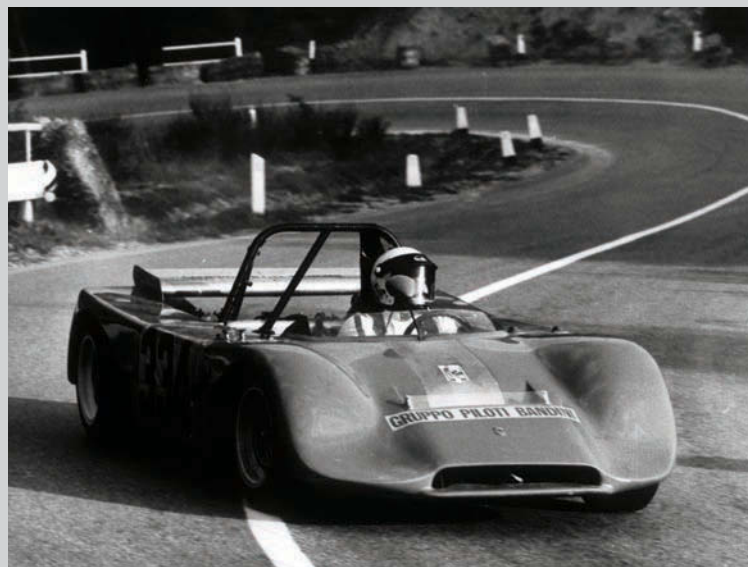
the strength to live. Ilario completed the construction in 1991 and shortly after he had tested the car on the track, he passed away.

I remember that when I watched him working, when we were talking about races, when I listened to him make plans for the future and when I looked into his eyes, always vivid, I felt a man that in racing cars had found his true destiny.

To indulge his passion Ilario had to give up many things: his family, for example. But he confessed to me that he obtained much more from his life than he ever dreamed possible when he was a child: even an honorary degree in engineering, just like Enzo Ferrari and Ferdinand Porsche! 

TOP: Twin-cam 750 engine based on a Crosley block
ABOVE: Second version with developed head

BELOW LEFT: Bandini Berlinetta Corna built for Ilario's personal use
BELOW: 1975 Passo dello Spino, Bandini 1000 Sport





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Supercars & Supermodels

Brooklands Supercar Sunday 2016

Words by Mike Rysiecki
Photography by Michael Ward



The second of the annual Ginger Beer Promotions events took place this year on Sunday 17th July. With its proven crowd-pleasing format well established, it is a fairly smooth transition from May's Italian-only event by opening up the country aperture, excluding any diesels, reducing the eligible door count and setting the cylinder count to greater than four. Oh that it were so easy!

By virtue of its name, the event opens up beyond Italian exotica to supercars of British, German, American and Japanese origin and even further, if examples of the smaller, niche constructors turn up. Danish, Dutch, Mexican, French and Russian supercar representation was thin again this year. That

still leaves us with the thorny problem of defining what constitutes a supercar. For many, the original supercar medallion is held by Lamborghini for the Miura whose characteristics, if used pedantically, would mean only 2-door cars with 12 cylinder mid-engines of 350bhp or more and rear-wheel-drive would make it past the Campbell's Gate site entrance. Whichever criteria you try to use, there will always be exceptions and happily the organisers take a pretty liberal approach on the gate.

A noisy exhaust was once a pre-requisite for earning even the performance car label but Tesla blew that requirement into the weeds with a silent but stunningly fast blast up the Brooklands test hill in 2015. If the

noisy aftermarket exhaust is now relegated along with stickers and stripes to a "look at me, look at me!" role, what is it that marks out the supercar from a merely fast car?

The Miura's 350bhp is now the stuff of performance hatchbacks with V, R, S and T somewhere on the back door. Over time we have to be prepared to move the markers as manufactures extract ever more power and torque per cubic centimetre. Of course, in the real world, of less than perfect road surfaces and often mildly-moist British traction conditions, anything above 450bhp really needs 4WD to get going – just ask any 707bhp Hellcat driver about that particular potential for embarrassment.

Personally, I'm happy with Ben Hunting's



definition that “supercars represent the apex of a brand’s performance engineering, and these automobiles are designed to sell in limited numbers but attract maximum attention on the world stage” as it seems to cover most of the bases. There are still some sharp edges around that definition and it’s probably a bit of a handful for the already pressed Brooklands Volunteers trying to manage the vehicle turnstile.

As much as May’s Auto Italia extravaganza is dominated by the participants, Supercar Sunday is much more about visitors coming to enjoy close proximity with cars normally reserved for lottery win fantasies, bedroom wall posters and Top Gear. The owners who bring their vehicles make the event for everyone else and happily engage sharing ownership anecdotes and enjoying the attendees enjoying their cars as much as they do. It’s a joyous day for supercar geeks and a polite “Can I sit in it please, Mister” is rarely refused.

Entry through the public pay gate is rewarded with a choice of ‘warm-up’ acts as nestling between the Brooklands exhibit sheds are club displays of British, German and Italian fast metal. The route through the Italian lane is a sea of red paint and

beige leather largely made up of the Ferrari Owners Club Surrey section’s finest, accompanied by a strong showing of recent Maseratis. In their own zone, Porsche owners make a fine display of the family line. For those not yet eloquent in the model-by-model numbers behind Stuttgart’s overarching ‘911’ brand, now is the time to reach out to the owners and learn the numero-genetic code behind Porsche’s rorty flat sixes.

The British heritage avenue past the Jackson Shed lined with Noble, Lotus, Jaguar, Jensen and ACs provides much more variety across a broad span of the years before the current generation of supercars standardised on carbon fibre and turbos as the de facto prescription to make rapid progress.

If you like to save the best until last then you continue your circumnavigation of the Brooklands Clubhouse Paddock and feast your senses on the American section where an excess of cubic inches, heavy welding and big bolts take the place of carbon fibre and advanced aerospace materials bonding. Our American cousins were early adopters of the Supercar term for their earliest big bangers before releasing the name for

Europeans to finesse the genre along lighter lines. To be fair, all three of the current muscle car ‘Holy Trinity’ – Mustang, Camaro and Challenger – finally run on fully independent multi-link suspension with only Fiat Chrysler’s Dodge’s holding out in favour of pushrods over quad-cam multi-valve engines. Ferrari drivers with well tuned ears may be shocked to detect the familiar euro-rasp of the latest flat plane crank Shelby engines built, against the odds, in Las Vegas. Two particular examples allowed the keenest spotters to tick off an immaculate black 6 litre Camaro SS and a current model 6.4 litre Dodge Challenger R/T Scat Pack from their lists of the rarely seen.

Those who dream of heaven providing a choice of Aston Martins would not be disappointed by the Clubhouse main gate display where surely every modern derivative allowed the myth that you can’t tell one from another, when seen individually, to be broken wide open. Further round the display area some of the finest Nissan GTRs in the country were presented in superb concours condition and raring to go in the day’s track action.

Suitably warmed and primed by the approach pathways, visitors are treated to





the contents of the gated clubhouse paddock where hand-picked examples crossing time, geography and genre were gathered in a display as compelling and exciting as any of the Goodwood, Wilton, Blenheim, Windsor, or Cholmondeley venues can ever offer.

This year's selection included McLarens, Ford GT40, Viper-engined Bristol Fighter, Jaguar XJ220, one of the first new UK model Mustang convertibles a Bentley Continental as well as selected special edition Ferraris and Lamborghinis. Some found fascination in being able to contrast Alfa Romeo's latest 8C Coupe supercar with its older Montreal V8 sister, which, with less than half the 8Cs horsepower, nonetheless was equally a supercar of its own day. It's here that compere and host Tony Webb, holds court to introduce and quiz the owners of the super, hyper and one-of-a-kind cars which have been picked as standouts amongst the already rare and valuable. We rarely see Tony lost for words or a pithy comment but this year I thought we almost saw him flutter when he interviewed the charming, delightful and ever-enthusiastic Jody Kidd (photo above). Jody joined the proceedings to assist in the unveiling of the Auto Italia sponsored Maserati 420 Super Monoposto that she

would later drive in the inaugural Best of Italy Festival at Castell'Arquato.

Just as the early arrivals have made their way around the static displays Tony encourages the supercar faithful next door to Mercedes-Benz World's demonstration track for surely the highlight of the day, when groups of cars perform on the test track. Arriving in pre-ordained groups, arranged by similar performance characteristics, selected cars from the Brooklands Museum site take their turn at lapping behind one of two pace cars. This year we had a Maserati Ghibli driven by Editor Phil Ward and a bravely hued turquoise 911 Turbo Cabriolet from the Porsche press fleet peddled by Auto Italia's road tester and hugely experienced wheel man, Chris Rees. A slow pass by the assembled crowd outside M-B's glass palace is followed by a full wide-open throttle blast up the main straight. The return route back through a handling track designed to show the best in Mercedes latest electronic handling wizardry can be a challenge for the older, larger and heavier cars but thankfully no gravel removal services were needed this year.

Amongst the many enthusiastically driven Ferraris, Maseratis, Aston Martins and Porsches, two highlights from the six on-

track group sessions included the appearance of Jane Weitzmann's "Twiggy" supermodel-supercar Miura resplendent in lime green repatriated to public view after a spell in the Ecclestone collection. John Reaks' ex-Nelson Piquet 1991 Benetton-Ford F1 made solo laps which echoed its Japanese Grand Prix winning tones across the site and probably a sizeable piece of Surrey too.

The afternoon live action took place on the historic Brooklands test hill where noisy and sometimes offensive aftermarket exhausts entertained the crowd with rapid blasts up the concave, steepening incline. A crowd pleaser was the earlier mentioned modern Challenger in Dodge's classic sublime green, perfectly launched by the skills of experienced drag strip specialist, Jerry Lindsey.

There cannot be many unfulfilled supercar fantasies by the end of a Brooklands Supercar Sunday but with an ever increasing population providing the subject matter we can be assured of a changing line up every year. Honda are joining the multi power unit supercar brigade with their new hybrid NSX and with Ford releasing their latest generation GT we have lots to look forward to in 2017 from the mainstream manufacturers and plenty more, I'm sure, from the specialist constructors and tuners. **II**



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Festival Italia Brands Hatch

Report by Peter Collins

Photography by Peter Collins and Michael Ward



The first Festival Italia event got off to a good start at Brands Hatch in August when hundreds of Italian cars gathered around the circuit's natural amphitheatre to watch a day of racing and demonstrations. The icing on the cake was that everyone who arrived in an Italian car had the opportunity to be part

of the massed parade on the track. Fine weather, fine cars and plenty of stalls selling Italian products contributed to the relaxed atmosphere.

The race programme included rounds of the highly competitive Ferrari and Alfa Romeo championships, and an all-comers race. However, the headline feature of the day was

the demonstration of Formula One cars of Italian manufacture or with Italian connections. John Reaks ran his superb ex-Piquet Benetton, while Peter Jerram had to keep his eyes fixed on his mirrors while the faster machinery came up behind his 1950 Ferrari 212 F1. There were two cars that made a rare appearance, which deserve to be mentioned in some detail.





1989 COLONI C3

Coloni was a tiny organisation owned and run by Enzo Coloni and based at Passignano sul Trasimeno, by the lake of that name not far from Perugia. It was in 1987 that their prototype Formula One car, designated FC 187 and powered by a Cosworth DFZ V8, appeared at the two late-season races in Italy and Spain with Nicola Larini at the wheel. The car was designed by Roberto Ori late of Dallara and was conventional, but with a short-wheelbase.

For 1988 it was improved and the pilot was that stalwart of Italian racing cars, Gabriele

Tarquini. That he managed to qualify comfortably for the first five races of the season speaks volumes for Gabriele's abilities, but with no experienced team members and a budget only 50% of the original minuscule figure, it was amazing the results they managed to achieve.

In 1989 Enzo Coloni tried to run a two-car team and, to start with, they ran modified versions of the previous year's FC 188, but from Montreal they introduced the car that ran at Festival Italia, the C3. It was the first chassis prepared for the highly talented Roberto Moreno at Montreal. The effort was

far more than the little team could seriously cope with, but chassis 2 took Moreno to every GP from Silverstone until the end of the season in Adelaide. Both Moreno and second driver Pierre-Henri Raphanel qualified for Monaco, making two Colonis on the race grid in the Principality.

By 1992 it was all over but the cars lived on in spirit, if not in fact, after Andrea Sasseti bought a majority shareholding in the team and renamed it Andrea Moda F1, but he suffered qualification problems even worse than the little Perugian team from which the cars originated.





1991 DALLARA F191

In retrospect, BMS-Dallara team were another also-ran outfit but compared to Coloni they enjoyed some success. Not a lot was expected in early 1988 when they turned up at the first Grand Prix of the year at Rio with nothing more than a 1987 F3000 car, but by Imola their proper F1 machine was turning heads to the extent that the chief designers from Ferrari and McLaren both said words to the effect that 'with the budget they have got, Dallara do a damn fine job...'

The team had been set-up by Beppe Lucchini, a millionaire classic car man and he had wisely brought in Giampaolo Dallara to build the chassis. Success was measured in whether the cars finished Grands Prix, but usually team driver Alex Caffi gave his all and produced good drives. The cars were powered by the ubiquitous Cosworth V8 in various guises until 1991 and the chassis running at Festival Italia.

For 1991, ex-Minardi designer Nigel Couperthwaite came up with a car that incorporated the latest high-nose technology, with pushrod suspension front and rear and incorporating their own transverse six-speed

gearbox. The Dallara F191 was powered by the then new John Judd created GV V10 motor.

Team drivers were Emmanuele Pirro, now so well-known to Goodwood Revival patrons and rising star from F3, JJ Lehto and, in fact, this car was handled by both men during the '91 season. A close relationship developed between Judd and the team as engine development progressed, such that Pirro, who had been with McLaren when the Honda V10 engine first arrived, reckoned that the two units were pretty much on a par with each other.

Tyres used were Pirellis, which didn't help the Dallara 191 cause, as they proved unreliable and inconsistent, even so Lehto managed a podium third at Imola after retirements and Pirro took a sixth at Monaco with Lehto managing to qualify for every GP during the '91 season.

Whether things would have improved for '92, with further Judd development, we will never know as Lucchini once more changed tack and secured Ferrari customer engines for that season.

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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES

ALFA ROMEO SZ

I suspect we've all been there. A quiet Saturday morning is interrupted by your eBay feed alerting you that one of your 'favourites' is up for sale. Ooh, I exclaim, as my phone pings: an Alfa Romeo SZ for sale, just five miles down the road. What could be the harm in popping over for a quick look?

That 'quick look' soon turned into 'must have' and I bought it. It's an original UK-supplied 1991 example (number 249 of 1036 built) with less than 30,000 miles on the clock. Its owner – a serial

collector of Ferraris and Alfas – was emigrating to California and couldn't take the SZ with him.

For me, the SZ's appeal can be summed up thus: "so wrong, it's right." The car the Italians call Il Mostro – The Monster – does have something of the hunchback of Notre Dame about it; my neighbour walked past and couldn't stop herself blurting out: "Oh my God, that's hideous!" But from its six-lamp nose and audacious swage lines to its protruding carbon rear spoiler, it's a beauty of a beast in my eyes.

Sticklers for originality

will notice a few divergences. The headlamp surrounds are painted black (they should be red) but I confess I prefer it this way. The wheels are replica 18in alloys in place of the original 16-inchers, which are still with the car. However, since replacements are now impossible to find, I'm inclined to leave the 18s on; after all, they do make the car sit more nicely in its wheelarches. Yes, the already hard ride is now a pulverisingly hammering one, but the chunky 225/40 front and 255/35 rear tyres give an extra edge to the grippy handling.

The rubber cambelt was changed three years ago but the engine had done no miles since then. Even with a recommended cambelt interval of 72,000 miles/five years, it's best to err on the side of safety, not sorrow, so I hot-footed it to Alfa Aid in Maidenhead. Proprietor Adrian Jardine runs the Alfa Romeo Owners Club's SZ/RZ Register and knows these cars inside out. Luckily the hydraulic tensioner wasn't leaking so it just required a regular cambelt change; Alfa Aid does offer a new cam tensioner upgrade but the cost is fairly eye-watering.

The air-con wasn't functioning so Adrian converted it to non-CFC refrigerant; it's now blowing ice cold again. Another simple job needing doing (simple – so I thought!) was getting the audio system to work. Turns out the wiring behind the dash had been, er, dinner to a furry friend at some point in the past. With some new wires in place, I'm back on FM. At some point, an amp has been fitted under the rear luggage area, feeding a mighty sub-woofer – all very nice but personally I prefer to listen to the sound of the exhaust.

Ah yes, the exhaust.





This is very much non-standard. Apparently the former owner had a one-off system built to make it sound like his Ferrari V12. I don't know how the V12 sounded but the SZ's V6 is sensational. Sadly I don't know who made the system – I'd love to find out.

I'm firmly of the view that classics should be driven, not hidden away. So I jumped at a recent opportunity to drive the SZ around Castle Combe. That exercise convinced me that, while it's sublimely communicative around corners, it's sorely lacking approaching them. In desperate need of a brake upgrade, I asked about larger discs but there's very little out there that will fit; there is an option for 18in wheels but you then can't fit the original 16s back on. So I plumped for standard-size discs clasped by uprated DS2500 pads, and the improvement is massive.

I had hoped to take the SZ on a jaunt back to Italy but it hasn't transpired so far. To compensate, I took it up to northern Scotland this summer, where it performed impeccably. So far, then, it's a love affair that hasn't soured an iota.

PHIL WARD

ALFA ROMEO 156 SPORTWAGON

I had no intention of selling the black Alfa 156 2.5 V6 saloon, but when a V6 Sportwagon came up for sale I decided to have a look. I have always preferred Sportwagons for their convenience and good looks, having owned a 1.9 JTD, 2.4 JTD ti and V6 before. Late, low mileage V6 Sportwagons are rare now and it seems that their owners are hanging on to them, and quite rightly so.

The silver 2003 Sportwagon was residing in an underground car park in West London and had been there for three years, its owner had covered just 3000 miles since purchasing it from its first owner. The car was going to be a 'keeper' but his new job in the City and a company car meant that the Alfa was rarely going to see the light of day.

The first inspection was promising as the car had a comprehensive

service history with oil changes every 6000 miles and a recent cambelt/waterpump service. Given that the engine ran well and the clutch was light I decided that I would buy it on face value.

I put the black saloon up for sale and it sold the same day, such is the current interest in good Busso V6s. It was purchased by a dealer from Hampshire and has since found a new owner.

My first drive in the Sportwagon was fine except for some

suspension noise at the rear and an odd ride height on one side. A detailed inspection at Alfa Workshop revealed a list of issues in common with 13 year-old 156s, including a leaking clutch slave cylinder, moth-eaten exhaust back box, worn discs, a 'thin' radiator and some underbody surface corrosion. The suspension issue was a failed self levelling shock absorber. This is a common issue but new units are no longer available. A pair of standard shocks were





obtained from Alfashop and duly installed. The ride height is now perfect. Since the car will not be towing a trailer or carrying a spare V6 in the back then self levellers are not required.

I was hoping to fit a Supersprint cat back system to the Sportwagon, as I had fitted to my saloon. Sadly an enquiry with Alfashop proved that Supersprint don't list a system for the 156 anymore but if I really wanted one it would have to come from Italy and at great expense. This was disappointing because I wanted the car to sound good but not too noisy. It seems that most UK suppliers supply bespoke systems that suit the 'younger' driver! I heard via the forums that Powerflow's stainless steel system might be appropriate. I obtained one via Italian Autoparts and Alfa Workstop fitted it successfully, but only after some juggling, which seems to be a common issue with aftermarket systems.

Alfa Workstop also fitted a new radiator and thermostat, dealt with the underbody stuff and

changed the oil for good measure. The car is now a delight to drive and works perfectly – the alarm and central locking even operates on the key fob! The next jobs in the New Year will be discs and pads, front suspension bottom ball joints and replacing a seized rear wiper motor.

MICHAEL WARD

FIAT DOBLO DYNAMIC 1.9 MULTIJET

Meet Dobby, the Doblo. Dobby was purchased with just 53k miles on the clock to replace our aging Multipla which was getting a bit high in the mileage department.

The Doblo runs a 1.9 16v Multijet motor and is



lighter and slightly more modern in feel compared to the Multipla.

It's not as good as the Multipla, not by a long chalk. It handles like a van, isn't as fast and doesn't take as much cargo. It is, however, better on fuel, has great sliding rear doors and hasn't let me down once.

Like all of my vehicles, they are maintained properly. Torque Automotive in Bedford

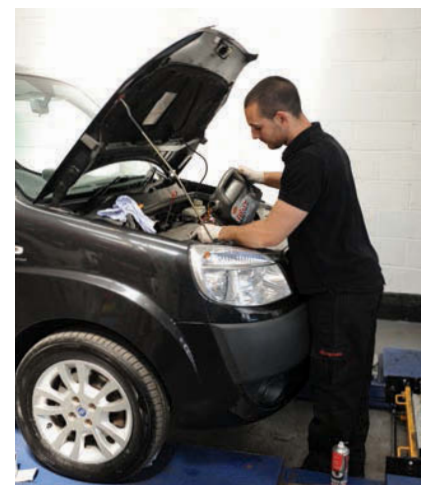
have been my spanner wielders of choice this year and have carried out all the general servicing requirements as well as replacing the air-conditioning condenser. This suffered a hole made by a stone, inconveniently during the hottest week of the year.

When we first bought the Doblo it had various brands of tyre at each corner making the car a nightmare in the wet.

With a new set of Falken ZE914 tyres all round the front-end grip and road noise were massively improved. No longer captain understeer on a damp roundabout.

At the moment I don't have any plans to increase the power but I might fit my spare set of Punto Abarth alloys, just because I can't sell them!

It's a proper workhorse just not as cool as the old Multipla. **||**



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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Maserati Biturbo

Much criticism has been levelled at the De Tomaso era Maseratis but now they are much better understood – so could a Biturbo be a practical classic car project?

Report by Andy Heywood
Photography by Michael Ward





Having finally gained control of Maserati in 1976, it took a further five years for Alessandro De Tomaso to launch the fruits of his masterplan to save the company. It was during the traditional December press conference at Viale Ciro Menotti in 1981 that he announced to the world his saviour for the Trident – the Maserati Biturbo.

This was a cultural upheaval for a company previously entrenched in the world of exotic supercars but De Tomaso could see the changing world of oil crises, recession, escalating labour costs, union power and punitive taxation on large, thirsty engines and felt that a new solution was necessary.

The answer was the Biturbo. Chic but discreet, with a 2.0-litre V6 engine, supplemented by two small IHI turbochargers. An exotic

specification for the time, fitting for a Maserati, and what the car lacked in external 'wow' factor would be compensated for by a well-appointed interior and all at a price, well in Italy at least, that was very competitive.

PRODUCTION

The original car was simply called 'Biturbo' (never Bi-Turbo) and production commenced for real in 1982. Styled by the little known industrial designer, Pier Luigi Andreani with strong input from the 'Boss', the coupe bodysell would continue in its basic form for the next 12 years with minor facelifts. Soon after, a four-door version was introduced and then in 1984 a convertible, the latter conversion having been done by Zagato.

Exports also began in 1983 and the USA loved the new small Maser, buying a whopping 6000 examples over the next two years. But it wasn't long before warranty claims started to pour in both at home and abroad. Engine problems with hot starting and overheating, turbo failures, brakes that couldn't cope with the performance, rear axles that would leak and seize and some dodgy interior quality control were just some of the issues that caused a tidal wave of negative publicity.

De Tomaso reacted by launching a raft of new versions of the car to prove that development was taking place and over the next decade or so, more than 50 different models were offered in a total production of 38,000 cars. In 1993, the Ghibli II replaced the Biturbo in name, though it was still a development of the same concept, as was the Quattroporte IV that launched a year later.

The first essential piece of buying advice is to do your homework as with so many different models to choose from and very varying prices, it is easy to get confused and make a mistake. This is far too large and complex a subject for one article; enough to fill a book in fact, which happily someone has already done. The book 'Maserati Biturbo' by John Price Williams will give you a start and the wonderful Enrico's Maserati Pages on the internet will complete your training course. Now you can start looking in earnest.



THE UK MARKET

With no Maserati importer in the UK during the early 1980s, only a few personal imports like the featured car made it to these shores. This car is an example of the original Biturbo concept – 182bhp 2.0-litre V6 engine with carburettor, non-water-cooled turbos, square binnacle dashboard and left-hand drive only.

By 1986 a new importer, based in Leeds, had taken on the franchise and right-hand drive cars started to arrive. These were known as Biturbo Coupe (2 door), 425 (4 door) and Biturbo Spyder (convertible). Mechanically the same, these models had a 192bhp 2.5-litre version of the carburettor-fed V6 engine, water-cooled turbos and the new round binnacle dashboard.

In late 1988, in line with improvements on home market examples, these models were updated with a new 245bhp 2.8-litre fuel injected version of

the V6 engine, along with a facelift to the front of the car (rounding some of the sharper edges) and much more sophisticated suspension, steering and brakes than the first cars. The three models were then called 222E, 430 and Spyder E respectively but were soon joined by two other new body types – the 228 and Karif. The 228 used the same floorpan but with a larger, more luxurious two-door body and the Karif was effectively a Spyder with a fixed hardtop.

Latterly, a new 4-valve per cylinder 285bhp version of the engine was developed and the last of the line cars were known as 222 4v and 430 4v were thus equipped.

In 1990 the Leeds importer, suffering from the poor reputation the early cars had acquired, went into receivership and





temporarily importation was handled from a dockyard in Kent until a new concessionaire could be found. This would turn out to be the Meridien group, based on the South Coast, who took over the franchise in 1992 and continued until 1998.

In all, approximately 500 cars of all types were officially imported to the UK. Since then, further examples have arrived from other world markets and all with slightly different specifications – back to your homework!

ENGINES

All Biturbos used as their base an all-aluminium 90-degree V6 engine, initially with one overhead camshaft per bank and three valves per cylinder. A single cam belt drove both cams and also the water pump. Mounted on each short exhaust manifold was an IHI turbocharger complete with solenoid-controlled wastegates equalising boost. The turbos pressurised a sealed plenum chamber on the top of the engine, inside which was a Weber twin-choke carburettor.

The basic bottom end engine design was excellent and the same architecture was common throughout.

This is an engine capable of 150,000 miles between rebuilds if looked after. What let the

early cars down was the

carburettor installation and boost control. The carburettor suffered from fuel vaporisation due to heat soak, making starting difficult when hot. Heat was also a major player when it came to turbo and manifold life. The tremendous heat soak when switching off could carbonise the oil feeds in the turbos, ripping the oil seals to pieces when started again. On first series cars the turbos were not water-cooled but later ones were and this certainly prolonged their life. Also quite early on, Maserati added a boost control system known as MABC (Maserati Automatic Boost Control!) and this certainly prolonged engine life as well. Of course, it was easy enough to increase the boost pressure and many owners threw caution to the wind in search of more performance, but it was certainly a short-term strategy.

However, most of these issues were cured when the Weber Marelli fuel injection system was fitted, which also marked the adoption of two intercoolers mounted ahead of the cooling radiator. With a 2.8-litre engine now making 245bhp and as easy to live with as any normal car, the only downside was that the noise from the new twin exhausts was nowhere near as sexy as that from the original carb car single version.

Today, with classic car use, these engines are certainly easy to live with. They suffer from oil leaks due to running high oil pressure and head gaskets will eventually cry enough, though they last a lot longer if the cooling fans work consistently! But turbo problems and full rebuilds are unusual if the cars are serviced every year. Cambelt changes are simple and required every four years. The carburettor certainly requires specialist attention to set it up correctly but once

done will perform properly for years to come. Parts for complete engine rebuilds are starting to become scarce though, so look after it!

BODY

For an Italian car born in the 1980s, the Biturbo took a long time to go rusty. They were surprisingly resilient for a long time but they've caught up now. The most worrying places for corrosion are the upper corners of the front bulkhead, below the bonnet hinges. Corrosion here is becoming common and unfortunately for many of these cars, as repairs are almost impossible without





huge dismantling. This is the first place to check.

Secondly, the rear subframe mountings to the body corrode, especially on Spydors and removal of the subframe to repair this adds complication.

The outer body is a more straightforward story. Leading and trailing edges, door bottoms and rear screen surrounds are favourite areas for corrosion. Panel supply, which had been amazingly good until recently, is now faltering and if you are considering a restoration, buy your panels now as prices are still low.

While most cars are still in the poverty trap, where the costs of body restoration outweigh finished value, Spydors, Karifs and others if they have low mileage now have the value to warrant this kind of work.

RUNNING GEAR

Most Biturbo derivatives use a five-speed dog-leg ZF gearbox, which is very sturdy. Noisy layshaft bearings are the most common complaint and can be rectified relatively cheaply. Parts for the gearbox were drying up until recently, however ZF themselves are in the process of growing their own 'classic spares' department and the supply is now getting better.

Early carburettor cars were offered with an optional Borg Warner three-speed automatic, which is best avoided but injection cars used a four-speed ZF as their auto option, which is an excellent 'box and easy to rebuild, being well catered for by specialists. The last cars used a Getrag five-speed and then six-speed normal pattern box. These are currently more difficult to find parts for and are actually more delicate than



the ZF units. Watch for worn or baulking synchromesh.

The rear axle on all Biturbos was a UK sourced GKN unit, which was the Achilles heel of the mechanical specification when new for two reasons. Firstly poor venting of pressure within the axle casing led to leaking seals and axles running dry and secondly, ahead of the axle was a short torque tube connecting to the propshaft. The torque tube connected to the axle by means of a splined cone and wear in the splines was extremely common. This is noticeable by a clonk when taking up drive.

Biturbos have long since devoured the available axle stock so new crownwheel and pinion sets are now rare. Again, in classic car use and with the specialists now in tune with the venting requirements and able to Loctite





the splines (the official solution!), axles are no longer the problem they once were.

Suspension is by MacPherson strut all round with shock absorbers integrated into the stub axles at the front. There was a design difference between the carburettor era and the injection era. Ironically parts for the early version are currently easier to find than the later ones.

Steering on early Biturbos was poor, the rack being mounted on rubber, which made for imprecise steering when new, descending quickly to unpredictable as the rubber was attacked by an inevitable engine oil leak. Injected cars had solidly mounted racks which worked considerably better. The later rack is still available new. All UK supplied cars used power steering and wear on the pump pulley (squealing on turning the wheel) is common.

Brakes on early cars were not even vented and are underspecified. New original discs are becoming scarce and the aftermarket will soon have to remanufacture. Injected cars had vented discs at the front, a great improvement, though parts are scarce for these now too. The rear discs had a handbrake drum inside on all, which provided at best an adequate handbrake, compounded by poor design and early failure of the lever ratchet.

INTERIOR & ELECTRICS

The electrics, once the subject of much mirth for their reliance on a Fiat Strada fusebox are today not so much of a problem. Simple by modern standards and with most parts still available, there are a couple of peculiarities to watch out for – a voltage drop between the engine and battery earths caused by a bad connection can give some interesting symptoms on

injected cars and the earth strips on the rear light units are notoriously delicate. Fuel injected cars have some other issues with senders but these are easy to diagnose and cheap to replace.

The interior is, however, one of the most difficult areas and the value of an original interior in good condition is high. Original parts are now in short supply and while some of the leathers can be replicated, the carpet sets for instance are moulded and distinctive and no longer available. Wear on the alcantara bolsters on injected cars can be repaired by trim specialists.

WHAT TO BUY

With many dead and others dying, finding the right car is quite difficult these days. It used to be that buying the later cars was the best advice because they are better cars to own and drive, but these days it is all about condition. There are some truly appalling-looking projects for sale on eBay and the like nowadays – but for the very brave. It is more likely that a decent car can be found through the Maserati Club or on the aforementioned Enrico's Maserati Pages.

Prices can be unpredictable as many sellers do not understand the model history but as a rule of thumb, condition for condition, the later injected cars are more valuable, Spyders and Karifs fetching the top money, followed by coupe and then four-doors.

WHY BUY ONE

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ALFA ROMEO



1970 Alfa Giulia Super. 56km, red. This car has just been finished, everything not replaced with new was stripped and rebuilt. Only the gearbox was not touched as it was fine before and still is now. Twin 45, fast road cams, LSD. £13,000, selling as I have a Bertone being restored and recently bought a 101 Giulietta so I need some money. Tel: 07973 711948. Email: edseymour@outlook.com. A251/008

Alfetta 2.0. A-plate. Complete car for spares, usual rot, good engine and set of Campagnola wheels, offers considered around £500. Tel: Martin Cullen, 01886 880241. A251/034



1973 Alfa Junior Zagato 1.6. 71,000 miles, red, two owners, one Swiss owner and me in the UK. Circa 71,000 miles, immaculate in all respects. Cylinder head off and completely rebuilt 2015, £37,995. Please contact me by email in the first instance. Email: andrewmeeds@btinternet.com. A251/010



1990 Alfa Romeo Spider S4. 50,000km, deep metallic red. Right hand drive, black leather, carpet, mohair seats and tonneau. Carefully maintained by AR specialist, comprehensive service records. Fine original condition, concours winner, MOT April 2017. AROC member, oiro £13,500. Tel: 01935 816822 (Dorset). A251/009



Rare classic Alfa 145 Cloverleaf. MOT March 2017, excellent throughout, driven daily, mileage 145,000, £1500, originally owned by this magazine's editor! Tel: 07976 153963. Email: peter.carter47@hotmail.co.uk. A250/056



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 members will know was a very nice and very rare option). All previous MOTs, £4400. Email: peter kidd45@btinternet.com. A251/012



Alfetta GTV/GTV6. Black, I am breaking my GTV and have lots of interior, exterior trim and mechanical parts available. Please contact Nick for details and any requirements. Tel: 07050 234693 or 01789 262539. Email: n.arthur@tyackarchitects.com. A251/011



1999 Alfa Romeo 145 1.8 Twin Spark. C40,000 miles, Rosso metallica. All bills and MOTs with current MOT to September 2017. Long term Alfa enthusiast lady owner now does very little mileage. Exceptional very well cared for car for someone else to enjoy, £750 ono. Tel: Cate, 01565 873335 any time. A251/014



Alfa Romeo 147 5 door. 53,500 miles, silver, MOT till May 2017, much money has been spent on this fab car. Leather interior, heated front seats, 4 new tyres, new clutch, new shocks etc. Genuine reason for selling, £1600. Tel: James, 07831 591526 (Rugby). A251/030



2001 Alfa Romeo 147 T Spark 1.6 16v Lusso. 96,779 miles, 414 Nuvola Blue, iridescent paintwork, for repair, engine seized. New front tyres, discs, suspension components (timing belt and water pump were next), Eoffers. Number plate not included in sale. Tel: 07851 759631. Email: martin@melladesign.co.uk. A251/029



1994 Alfa Romeo 155 2.0TS Lusso. 140,000 miles, red. I am selling my 1994 155 2.0TS after 11 years of cherished ownership. Original N.I. car but currently on IRL plates, maintained by Alfa specialist in Dublin and extensive history file. All electrics and mechanicals in good order, rust areas repaired and undersealed, £4000. Tel: 0035 3872 908764 for further details. Email: gtjoe.oreilly@gmail.com. A251/032



2002 Alfa Romeo 156 GTA. Metallic black, tan and black leather interior, 100K miles, 12 mths' MOT, Q2 diff, equal length pipes, CF2 manifolds, BMC air filter, Scorpion SS cat back system, documented service history (Alfa, independents and self), 4 previous owners, recent full service and cambelt change, only negative is rust beginning to appear on the front wings (common issue). Ill health forces very reluctant sale, £6000 ono. Tel: 01981 580068 (Herefordshire). A251/033



2001 Alfa Romeo 156 Veloce Sportswagon 2.0 Twin Spark. 128,000 miles, metallic blue, well cared for, superb condition, very reliable, drives perfectly. Regular cam belt changes and servicing, MOT to November 2016. Recaro Alfa sports seats, electric sun roof, electric windows f & r, air con, onboard computer, complete Alfa tool kit. Upgrades include MP3 input, bluetooth hands free, dash cam and TomTom sat nav permanent mounting and wiring. A future classic for sure, £800 ono. Tel: 07545 085567. Email: bob@bstm.eu. A251/031

Alfa Romeo 146 Ti saloon. This car belonged to Alan Marsh from when he bought it new in August 1997 until he passed away recently. It is a very original car with full service history, is in excellent condition and has only 86,239 miles recorded. The car was used daily until two years ago when Alan bought a new Giulietta but looks almost like a new car, £3000. Tel: Dave Wood, 07768 381622 for any further information. A251/015

Alfa Romeo 147. 53,500 miles, silver, 5 door. MOT till May 2017, much money has been spent on this fab car. Leather interior, heated front seats, 4 new tyres, new clutch, new shocks etc. Genuine reason for selling, £1600. Please contact James, 07831 591526 (Rugby). A251/019



2007 Alfa Romeo 159 3.2 V6 Q4 Lusso (4x4). 52,000 miles, Nero Oceano. Recent new discs and pads (front and rear). MOT due 2016-12-04. Full main dealer/specialist service history (including Jamie Porter's Alfa Workshop for the last 3 years), £6495 ono. Tel: 07792 404591. A251/023



2008 Alfa Romeo 159 Ti 2.4JTDM. Black pearlescent, tan leather interior. MOT until July 2017, new timing belt and water pump every 4 years, fully refurbished alloys, FSH, new tyres, all the usual Ti luxury extras, piles of receipts. A very well looked after, reliable and enjoyable car, no expense spared, £4000. Tel: 07767 425996. A251/025



2008 Alfa Romeo 159 Sportwagon 2.4JTDM Lusso. 71,000 miles, silver. Acquired by me April '09 with pre-reg mileage only. Black leather, excellent condition, no stone chips, 260bhp remap by Alfa Aid/AHM. Options fitted: privacy glass, roofbars and 18-in multispoke alloys. MOT until October 2017, full service history by Alfa Aid Maidenhead, recent DMF/clutch, £7250. AROC member and director. Tel: 07976 839453. Email: johntimms@btinternet.com. A251/024



2008 Alfa Romeo 159 Sportwagon 1.9 JTDM 16v Ti. Black, diesel, 124,000 miles, 2 owners, full service history, 58 plate, black leather interior, heated sport seats, 19-inch wheels, alloys recently refurbished and in excellent condition. Dual climate control, cruise control, traction control, parking sensors, Blue & me, £4200. Tel: 07815 157925. A251/002



1996 Alfa Romeo 164 Super Twin Spark. Metallic grey, 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. A251/013

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). A251/018

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. Tel: 07790 804284 (Bedford). A251/021

Alfa GTV Lusso 1998. Metallic red, 66,500 miles, runs well, needs cosmetic attention, best cash offer over £900. Tel: 02392 413527 leave message (Hampshire). A251/035



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1978 Alfa Romeo 2000 Spider Veloce
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1961 Alfa Romeo Giulietta Sprint
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1970 Alfa Romeo 1750GTV
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1972 Lancia Fulvia Sport 1600
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1958 Alfa Romeo Giulietta Spider
Desirable 7500 model emerging from major restoration, new engine, paint, trim etc., only 3 owners, matching numbers, ready December. £79,995



1953 Lancia Aurelia B20 GT
All matching numbers, rare 3rd series, bare metal repaint and retrim, 1 lady owner 40 years, sensational £169,995



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



1969 Fiat 124 Spider
Superb Italian delivered example, full body and engine rebuild, Cromodoras, new hood etc., LHD and sensational! £29,995

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1997 Alfa Romeo 916 Spider 2.0 TS. 112,400 miles, Blu Atollo metallic. Series 1 car owned almost 6 years, black interior, new carpets, new rad, new brakes, rebuilt servo, just had cambelt and variator service at Avanti Autos. Hood is in good condition as is bodywork and interior for its age, drives fantastic, has some history spare keys and alarm. MOT till May 2017, cherished car, well maintained, £1600. Tel: Dave, 07798 525167. A251/017



2004 Alfa Romeo 916 Spider. 73,000 miles, silver. This is a series 3 2ltr JTS Lusso +. One previous owner plus the dealership. Purchased 2008, full service history, comes with a number of extras and has MOT to end April 2017. Runs beautifully and is a joy to drive especially with the hood down, £6000 ono. Tel: 01702 611468 or 07905 011884. A251/016



2001 Alfa Romeo 3.0 V6 Spider (916) RHD 3.0 V6 24v. 38,000 miles, Proteo Red, genuine low mileage V6 Spider in very good original overall condition. Totally standard without modifications. Recent tyres, new stainless exhaust, battery, mats and badges, electric hood air con and elec windows work fine. Recently serviced and thoroughly checked over by Monza-Sport (Alfa specialists), drives without fault, MOT 26/04/2017, FSH, £5750. Tel: Jason, 07768 913197. Email: jason.foord@tesco.net. A251/052



2004 Alfa Romeo 916 GTV 2.0 JTS Lusso. 76,000 miles, blue with tan leather interior, MOT end June 2017, FSH AlfaTechnico last 6 years, belts replaced @57K 3 keys all paperwork, reluctant sale, need space, £3950 ovno. Tel: Phil, 07803 086538 (S.Notts). A251/055



2001 Alfa Romeo GTV 2.0 TS Lusso. 116,600 miles, pearl white, over £8000 spent on the car, if it's rubber or it's a moving part it's been replaced, heated electric seats, handsfree, alarm, power tailgate, Xenon lights, stunning pearl white, all the invoices, way too much to list, comes with private plate, storm cover and rare Alfa dust cover for the GTV, £5450. Tel: Ian 07799 626462 (Bampton, Oxfordshire). A251/054



2004 Alfa Romeo GT 3.2 Busso V6 24V. 68,456 miles, red. Official press car in the TV show Fifth Gear for one of their track tests - see YouTube for video. For further details on service history and works please do contact me, £7500 ono, price negotiable. If you wish to arrange a viewing please contact me. Tel: Kate, 07855 760546. Email: kecollins82@gmail.com (Maidenhead, Berkshire). A251/022



2007 Alfa Romeo GT 1.9 JtDM. 111,000 miles, red. This is a fabulous looking car, great driver, Alfa Red with cream leather interior and 18" alloys. It has an Alfa Romeo fitted Bose sound system, Bluetooth phone connection and parking sensors. Recent work includes front suspension rebuild by Alfa Romeo specialist, cambelt replacement and water pump @ 90K during servicing (again with Alfa specialist) and clutch gasket replacement (within the past month), £2500, practical reasons for sale. Tel: 07824 385027. A251/020



2011 Alfa Romeo Giulietta Lusso JTDM-2 1598cc diesel. 120,000 miles, red. MOT until January 2017, full service history, one previous owner from new, £30 road tax, R/H drive, excellent condition, drives superbly, £5000 ono. Tel: Nicole, 07846 363573 (Towcester, Northamptonshire). A251/053



2011 Alfa Romeo Giulietta Cloverleaf 1750 Tbi Q2. 45,000 miles, red. New MOT, full ARSH. Alfa Red full Cloverleaf spec + glass sunroof, Tomtom port and bracket, heated seats, folding mirrors, rear parking, upgraded EBC brakes, BMC filter, mudflaps, window deflectors. Autolusso mods 265bhp and Quaife ATB LSD (Q2). Excellent original condition, Alloygators + new tyres, new clutch 15K, new Turbo 20K (faulty), all replaced under warranty, £9250. Tel: 07802 209109 (Dorset). A251/026



2014 Alfa Romeo 4C. 6000 miles, 8C red. Purchased new December 2014. Has been used mainly as a show car hence the low mileage and excellent condition. The 4C is a pure raw sports car and great fun to drive. Comes with a made to measure exterior cover, £45,000. Tel: Dave Taylor, 07905 011884. Email: david.taylor31@virgin.net. A251/027

2002 3.0 V6 24V Alfa Romeo Spider. RHD, 58,000 genuine miles, owner from new, metallic navy blue, drives superbly, usual specifications for model, electric roof, mirrors, central locking, Alfa alarm. Serviced by Autodelta (Alfa specialist), MOT until 23/02/17, £5000 ono. Tel: Andrew, 07956 910317. A251/036

FERRARI

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

FIAT



2006 Fiat Stilo Schumacher. Limited edition number 1392. 74,500 miles, MOT April 2017, 2.4 litre, 20 valve engine, the car is in immaculate condition, £2395. Tel: 07831 290806. Email: brian1boxall@btinternet.com. A251/004



Fiat Barchetta for sale. £3500 open to offers, 102K, drives spot on faultless, 11 months' MOT, loads of work done and all undersealed etc. Mag featured by *Auto Italia*, respray and roof in 2008, leather seats and twin airbags. MOT advisories: inner cv boots perished and slight oil leak from driveshaft seals, easy job, been quoted £150, and rear brakes rattling shim kit is £10 so will knock this off the asking price, could do with some paint on the rear arches but that's me being OCD. Only selling as purchased a new car, private plate not included. Email: craigdmjv@live.co.uk. A251/056

LANCIA



Lancia Gamma 2500 Coupe. 1979, beige Alcantara interior, sunroof, LHD, Belgian car, last real Lancia Pininfarina design, £4950, good condition, needs some tickling. Tel: 0032 475 476288. Email: marc.vandendyk@skynet.be (Brussels). A251/007



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1995(N) Lancia integrale Evo II. Yellow, 108K km, full service history, vgc. New tyres, brakes and suspension, Evo plate inc, lovely car, reluctant sale, £40,000. Tel: Mike, 07805 328355. A251/003



Lancia Flavia Coupe 1800. 1964, 93kms, 4 owners, MOT, nice car, strong straight body, £13,300. Tel: 07999 403552. Email: roger.sthildas@gmail.com (North Yorks). A251/057



Maserati/8C Alfa. Professionally executed stunning interpretation of classic Alfa 8C Competizione based on Maserati 4200. Rare manual transmission with Ferrari V8, all usual Maserati specification. Lots of history and oil changed every 5K, approaching 97,000 miles, mechanicals in perfect order and good for 150K. Trans oil, brake fluid, antifreeze changed annually. New: all tyres, battery, AFM front discs, rear pads Lamdas. Stunning car for the money, £12,950 ono, plate open to offers. Tel: 07890 898777. Email: seismatters@hotmail.co.uk. A251/006

MASERATI



2005 Maserati Quattroporte V 4200. Petrol, 20-inch wheels, less than 31,000 miles. The bodywork and interior are in immaculate condition, fully serviced in October 2012 at Autosshield Maserati and again in January 2016 at JCT600 in Leeds, new battery fitted July 2016, MOT valid until September 2017. Many additional features, two keys will be supplied with the car, private plate not included, too much spec to list here, contact for details, £20,000. Tel: 01759 304050. Email: sm1234569@hotmail.com (East Riding of Yorkshire). A251/059



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, £22,500. Tel: 01233 840371. Email: jim@deringarms.com. A251/063



Maserati 4200 CC. Beautiful specification and attractively low mileage example, this beautiful 4200 Coupé with Cambiocorsa gearbox was first registered in June 2003. The colour scheme is Rosso Bologna exterior with a combination of light tan and Bordeaux leather interior, all in immaculate condition. Since new the car has covered only 35,500 miles and has been serviced regularly, first by Lancaster Colchester and latterly by McGrath Maserati. With the current owner since late 2005, it is now available for sale, this is an unusually low mileage and stunning example of its type and the price is £20,000 or offers, please contact John Jordan. Tel: 01279 771790 (east Hertfordshire). A251/060



1992 Maserati Biturbo Spyder E. Black with wood, ivory leather and alcantara interior and grey trim. Beige carpets and black Maserati mats with red piping, full stainless steel exhaust system. Styled by Zagato of Milan, a lovely well maintained low mileage car, 4 former keepers, current actual mileage 46,681 (speedo head was changed at 2605 miles). MOT expires July 2017, last service (260 miles ago) by Autosshield Maserati, Manchester, including new cambelt. Two new front tyres in April 2014, two new rear tyres in June 2014, new spare tyre in May 2016, all five wheels refurbished between 2014 and 2016. Full history of services, repairs and MOTs, stored in a dry clean well-ventilated garage, soft top works properly, the car can be viewed on request, £15,750. Tel: 01759 304050. Email: sm1234569@hotmail.com (East Riding of Yorkshire). A251/062



2003 (53) Maserati Coupé Cambiocorsa. Nero Carbonio, black leather with avorio cream piping and stitching, carbon fibre trim, avorio leather head lining. Purchased from Meridien in July 2006, only casual mileage since 2010, garage parked since purchase, cherished and enjoyed over past 10 years, selling to move onto something different, £16,000. Tel: 07976 275039 any time. A251/058

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PARTS



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Original Abarth exhausts (NOS). Fiat 131 Supermirafiori and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A251/005

Gearbox and differential for Alfetta 1.6 GT 1978, £50 or best offer, collection only. Please contact Joe for further info on 01228 522226. A251/037

Mondial T rear wheel. Part no. 137087. Tel: 07778 565047. A251/038



Lancia Appia steel wheels and hubcaps, 4 of each, need refurb/painting/ chroming, £80; door handles 4 off, solid and good, will clean up a treat, £60; starter motor, condition unknown so spares or recondition, £30; radiator, condition unknown, £30. Tel: 01744 637052. Email: davidjones66@blueyonder.co.uk (Merseyside). A251/001



Ferrari 575 wheels. I have a set of 575 wheels with Bridgestone Potenza tyres (6mm on two, 4mm on the others), they have been taken off my 456 as I have put the original wheels back on so these are now surplus to requirements, £2000. They are at Farkers in Kent to view etc as that's where the car is, I have a some pics that I can send anyone who's interested, just email me. Email: ajcleeds@gmail.com. A251/064

Ferrari F430 and 360 CCM package. 2x front 380mm front CCM discs (aluminum centre version ie lighter), 2x front 380mm front CCM calipers in Giallo, 1x set of front pads, 1x brand new CCM master cylinder. Brakes were weighed by Ferrari when I purchased the car and classed as 20% worn ie 80% left, so very little use. I will copy the workshop advice note and supply with the brakes. These will fit 360s and could be used with the iron rear brake setup as a temporary solution. Email: mw.stewart@gmail.com. A251/039

Ferrari 328 factory original exhaust. I have a 328 original exhaust, removed from my 1987 328GTB at 20K miles, perfect, £350. Tel: 07788 778891. Email: nhc1@hotmail.co.uk. A251/040
Ferrari 456GT clutch for sale. Cover and plate, part worn but still usable 'as is' or simple reline. Fitted and then gearbox failed soon after! £100. Tel: 07973 924746. Email: l.kimber12@tiscali.co.uk. A251/041
Ferrari 360 Spider 18 3 wheels. Only 400+ miles, bought direct from Ferrari, £1200 ono, see photo. (FOC member). Tel: Peter, 07770 688749. A251/042

MISCELLANEOUS

'OF12 TDF'. Held on a certificate of entitlement ready to go, £1500 ono. Tel: Chris, 07977 516788. A251/043
218 issues of Auto Italia from Feb 1999 onwards, £50 or best offer plus postage and packaging. Please contact Joe for further info on 01228 522226. A251/044
Ferrari 275 GTB /GTS maintenance manual. Genuine Ferrari owner's manual handbook supplied new with my car. Factory publication number 01/65. All complete with some cover and spine wear, inside nice and original, very rare, £2750. Tel: Nick, 07775 913442. A251/045
'488 FNE'. I am looking to sell my Ferrari 488 number plate here. It's FNE as are the Ferrari press cars. Anybody who knows about their Ferraris will have seen 458 FNE, F12 FNE etc in all the various media (pictures and video are all on the net). So I have '488 FNE' a superstar plate for a supercar, serious offers please. Tel: Austin, 07487 834795. A251/046
'F488GTB'. The one and only plate for your beautiful new 488! At only £36K an investment for the future. Tel: Graham, 07801 762162. Email: grroyle@grigroup.co.uk. A251/047
'EN9 989'. Car sold, plate on retention. The perfect plate for any Ferrari, offers around £1800, a bargain. Tel: 0121 628 8123. A251/048

'288 TTT'. This was on one of my cars for some while, I have kept it on a retention certificate ready for transfer but never found the car for it! So here it is for sale, sensible offers please. Email: mike.heaney@btinternet.com. A251/049

WANTED

Pre-war Maserati spares. I realise that this is a long shot, but if anyone has any pre-war Maserati spares I'd be interested in purchasing them. Tel: 07733 007858. Email: adamkpainter@uk2.net. A251/050
Selenia Open Cup information/automobilia/parts, anything relating to the 1995/95 Maserati Ghibli Selenia Open Cup series. Tel: 07733 007858. Email: adamkpainter@uk2.net. A251/051



Catalytic converter required. Part for Maserati 4200 Coupe 2003 model, trying to locate a source for supply of catalytic converter for my car part no 205420, 205421 JCT 600, main dealer in Leeds unable to supply. Tel: 01937 844558. Email: steveblanchard1947@gmail.com. A251/061

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

COVINI B24 SIRIO/C3A

Story by Richard Heseltine

Few cars have ever lived up to the maxim 'It ain't done 'til it's overdone' quite like the Covini C3A. It is, however, only one of a raft of highly unusual cars made by this shadowy marque over the past 40 years. This ultra-niche constructor has been knocking out cars since the late 1970s, news of which may have passed you by as it has always kept a low profile.

Company founder, Ferruccio Covini, unleashed his first design – the T44 Soleado – at the 1978 Turin International Motor Show. Angular to the point of being serrated, this boxy four-wheel drive off-roader featured turbo-diesel power and modular interchangeable body panels. According to Covini, manufacturing rights were subsequently acquired by VM Motori S.p.A. of Cento (near Ferrara), but the project was shelved shortly before the mooted production run was due to begin.

No matter, he followed

through with the infinitely more attractive B24 Sirio which bore more than a passing resemblance to the stillborn Francis Lombardi FL1. Covini's mid-engined sportscar was somewhat leftfield in that it also featured a VM Motori diesel powerplant. The prototype was first seen at the 1981 Geneva Motor Show, its maker claiming that the Sirio was the first 'road vehicle to exceed 200km/h (125mph)'. Nevertheless, there was a degree of customer resistance to diesel power so a petrol-engined version, the BT424, came online shortly thereafter with a Lancia Gamma flat-four unit. According to the factory, most were exported to the USA.

Not that Ingegnere Covini was done with diesels just yet. He followed through with the front-engined T40 'Summit' in 1988. This angular, and rather dated-looking coupe employed a 3.3-litre, 5-cylinder VM unit, and was reputedly capable of 147mph and 0-60mph in 7.5sec. it didn't



even make it into even limited production, though. There would be a ten-year gap before Covini unleashed his next car, the C36 Turbotronic breaking cover at the 1998 Turin International Motor Show. Just as night follows day, it was equipped with a diesel engine, this time a six-cylinder, 230bhp common-rail unit, which was allied to a six-speed 'box.

Bold claims were made about this mid-engined junior supercar, not least that it was capable of

186mph. Whatever the truth, it remained unique. Covini then went for broke with his boldest project yet: the C3 Axis (or C3A for short). This belief-beggaring machine first broke cover in 2008, if by 'broke cover' you mean blurry photos began to appear in the specialist press of a six-wheeled supercar. Powered by a 4.2-litre Audi V8, and underpinned by a tubular steel chassis, this carbon-fibre/glassfibre-bodied device was first seen publically at the 2011 Geneva Motor Show where company employees seemed to do their level best to keep the press at bay. That same year, a C3A then wowed the crowds at the Goodwood Festival of Speed, but since then it's all gone a bit quiet. Again.

In theory, you can still buy a C3A. Not only that, you can even upgrade to a V12 Audi unit. The thing is, Ferruccio Covini appears to have latterly forsaken designing and building cars for writing novels. We hope he isn't done just yet as the motoring world would be a duller place without him.





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