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



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In our August 2018 issue, we ran a story on FCA's five-year plan with the strapline: 'Marchionne's Last Stand'. How tragically prescient that proved to be. A headline that we'd intended to mark the last time the group's CEO presented such a plan before his retirement, in fact presaged Sergio's very sad – and premature – departure from our world.

Sergio Marchionne died unexpectedly in July at the age of 66. There's no doubt that he was the man who saved Fiat. His vision, financial nous and raw energy saw the group pull back from the brink of ruin 15 years ago to the point where FCA is now debt-free, making a profit and has a clear vision of its future.

You can read our obituary of Marchionne on page 12. In the meantime, his place has been unexpectedly taken by a new British-born CEO: Michael Manley (pictured above, to the right of Marchionne). This 54-year old has been responsible for Jeep in recent years, overseeing the brand's extraordinary expansion. He'd previously worked at Chrysler in the UK before heading up Jeep from 2009. Since SUVs are central to FCA's future, I suspect his experience at Jeep will be crucial in the coming years.

Indeed, SUVs are increasingly significant for the whole Italian car industry. Love or loathe the bloated bulk and often compromised dynamics of SUVs, you can't escape the fact that they're what people today are buying.

And in this issue, we have three of the most extreme SUVs ever made, all from Italy. The Alfa Stelvio is, in Quadrifoglio guise, a 510hp SUV supercar. We also have a test of the latest Maserati Levante, which has just been released in 590hp V8-engined Trofeo guise. And to top them all, we get behind the wheel of the Lamborghini Urus – all 650hp of it. Shock, horror: the Urus is actually very good indeed. In fact, all three are. If the future of Italy's car industry really does depend on SUVs, this trio presents very promising prospects.

**Chris Rees**  
Editor

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# ITALIAN CAR NEWS

## NEW VELOCE TI ADDS 'QV' STYLE TO ALFA GIULIA RANGE



**A** new Veloce Ti model has joined Alfa Romeo's Giulia line-up in the UK, sporting Quadrifoglio-inspired styling both inside and out, for a much cheaper price.

Dark 19-inch five-hole alloy wheels from the Quadrifoglio are fitted, plus a carbon grille and mirror caps, lighting pack and red brake callipers. The Veloce Ti can be ordered in any Quadrifoglio paint colour, including Competizione Red and Trofeo White. Also available is an optional £1650 Carbon Pack with the Quadrifoglio's carbonfibre lip spoiler, carbon-insert side skirts and carbon gearshift insert.

Inside, the Ti adds Quadrifoglio leather-and-Alcantara heated sports seats with eight-way adjustment, carbon interior trim, leather dashboard, ambient lighting, black headlining, illuminated carbon door sills and climate pack. The Veloce Ti is priced at £45,500, some £6525 more than the regular Veloce.

Meanwhile, 2019 model year upgrades see all Giulia and Stelvio models now include 8.8-inch Alfa Connect with navigation, Apple CarPlay and Android Auto as standard.

New Euro 6D engines arrive for the Giulia and Stelvio, with diesel models benefiting

from the addition of AdBlue, which sees the 2.2 diesel engines gain an extra 10hp. As a result, the 150hp engine rises to 160hp and the 180hp model to 190hp. NOx emissions are also reduced. Petrol engine power outputs remain unchanged.

Spec upgrades to the Giulia Speciale include new 18-inch wheels, rear privacy glass, aluminium kick-plates and black brake callipers, while Veloce models have new dark-finish wheels, rear privacy glass

and keyless entry.

The range-topping Giulia Quadrifoglio also gets rear privacy glass, anodised black brake callipers and 40/20/40 split fold rear seats, with a third rear central seatbelt.

As for the Stelvio, the Super now has Michelin winter tyres as standard, while the Speciale adds rear privacy glass, aluminium kick plates and black callipers. The Stelvio Quadrifoglio also gains rear privacy glass, black callipers and new 20-inch wheels.





## LAMBORGHINI SVJ SNAPS UP NÜRBURGRING RECORD

The new Lamborghini Aventador SVJ has taken the lap record for production cars at the Nürburgring Nordschleife. Driver Marco Mapelli took on the 20.6 km track to set a new record time of 6 minutes 44.97 seconds.

The Aventador SVJ adopts the 'Jota' suffix, denoting the car's track-focused slant. It has a higher power output and lightweight materials, giving it power-to-weight ratio of 505hp per tonne. Active aerodynamics with aero vectoring are supplemented by new aero features specific to the SVJ.

The SVJ's set-up has been re-engineered to enhance its four-wheel drive, rear-wheel steering and stability control systems. It's significantly stiffer than the previous Aventador LP 750-4 SV and the steering has also been retuned. Specific new Pirelli P Zero Corsa tyres are standard, while the lap time record was set with optional Pirelli P Zero Trofeo R tyres.



## HURACÁN SUPER TROFEO EVO 10TH



Lamborghini is celebrating 10 years of its one-make race championships with a limited edition Huracán Super Trofeo Evo 10th Edition.

The livery emphasises the aerodynamics of the Super Trofeo Evo, with glossy green aerodynamic appendages and a three-colour central band, while the body is finished in matt grey. You also get a numbered 'One of Ten' plaque, certificate of origin and custom-made OMP race suit.

Like the Super Trofeo Evo, the limited edition is equipped with a six-speed sequential Xtrac gearbox, Bosch Motorsport ABS, Motec Traction Control, Pirelli P Zero DHD2 tyres and an Alcantara dashboard. The 5.2-litre V10 engine produces 630hp.

## FERRARI 488 PISTA SPIDER

The latest Special Series model from Ferrari, the 488 Pista Spider, has been launched, marking the 50th drop-top model from Maranello.

Unveiled at the Pebble Beach concours event in California, it uses the regular 488 Spider's opening roof mechanism (pictured). Unique to the Pista Spider is a central stripe that runs the length of the car, expanding towards the rear. New diamond-finish 20-inch alloy wheels have a 10-spoke star-effect interpretation of Ferrari's traditional mid-rear engine berlinetta-style rims. One-piece lightweight carbonfibre wheels are optional.

Inside the car is much carbonfibre and Alcantara treatment. The regular Pista coupe's carpets have been replaced by patterned aluminium foot plates and the driver's-side door handle is a simple strap.

The mechanical side of the Pista is unchanged: 720hp V8, uprated brakes, faster gear shifting and Ferrari Dynamic Enhancer (which makes on-the-limit driving more intuitive, controllable and predictable). The car weighs 1380kg, can do 0-62mph in 2.85 seconds and reach 211mph.



## BERTONE'S PORSCHE 911 UNDER THE HAMMER

A one-off 1966 Porsche 911 Spyder designed by Bertone is to be auctioned. This unique Porsche 911 marked the only occasion on which Bertone and the German company co-operated.

In 1966, California-based dealer John von Neumann asked Italian designer Nuccio Bertone to create a new Porsche 911-based convertible. The prototype was displayed at the 1966 Geneva Show but it had no production future, since Porsche decided to produce the 911 Targa instead.

This is the sole example ever built and is being offered for sale for the first time in almost 25 years. It's being auctioned by Gooding Pebble Beach and the sale estimate is \$700,000 to \$1,000,000.



## NEW ALFA 33 STRADALE REPLICAS

UK-based specialist Classic Alfa is bringing a 'self-build' Alfa Romeo 33 Stradale replica to market, celebrating the 50th anniversary of this iconic model.

The 33 replica body set comprises a front 'clam'/bonnet, central body section, rear clam, headlamp mounting panels, doors with carbon strengthening, laminated windscreen, Perspex rear window/side windows and Perspex headlight covers. Also available are

LHD dashboards in glassfibre, headlights, rear lights, replica wheels, instruments, windscreen seals and various other items.

The prototype is based on a Vauxhall VX220/Lotus chassis, with which the Stradale shares similar dimensions. You can either base the replica on a VX220/Lotus or use a Chevron B16/B19-based chassis from WDK Motorsport, complete with removable front and rear subframes.

The price for the panel set is £19,950. Only 10-12 sets can be produced per year and a total of just 33 sets will be made. Contact Richard Norris at Classic Alfa for further information at [classicalfa.com](http://classicalfa.com)







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**250 GT ELLENA UP FOR AUCTION**

A rare 1958 Ferrari 250 GT Ellena – the last of 50 ever made – is coming up for auction. The numbers-matching example, whose history has been compiled by Ferrari historian Marcel Massini, has had only two owners from 1976 to 2018.

Chassis number o887 GT has been quietly hidden away in a horse stable for many years. Only a fraction of the 50 Ellenas produced survive intact today with their original bodies and engines, making this 1958 Ferrari 250 GT “an exceptionally exciting discovery,” say the auctioneers, Pacific Grove. The auction takes place on 23 August on the Monterey Peninsula in California.



**APOLLO TRIUMPHS AT GOODWOOD**

An Italian-built supercar has won the Michelin Supercar Paddock Showstopper prize at the Goodwood Festival of Speed. The prize was awarded to the Apollo Intensa Emozione, beating such supercars as the Aston Martin Vulcan, Brabham BT62 and Koenigsegg Regera.

Chief Judge, Tim Harvey, said: “It is not often that we are presented with a supercar as true and pure as the Apollo IE, designed, engineered and built without any cost constraints whatsoever. A 6300cc V12 delivering 208mph and 0-60 in 2.7 seconds – what’s not to like?”

Receiving the accolade, Apollo Automobil general manager Ryan Berris said: “It has really struck a chord with fans and aficionados of all ages and tastes here at Goodwood, and we are extremely proud of that.”



**FIAT STRADA IS ‘MOST UNEXCEPTIONAL’**

Enthusiasts of the motoring mundane have voted a Fiat Strada as their favourite car. At the annual Festival of the Unexceptional *Concours de l’Ordinaire* at Stowe House in Buckinghamshire, long-forgotten everyday family cars competed for prizes in the 1968-1989 ‘Unexceptional Era’ contest.

The People’s Choice award went to a 1982 Fiat Strada 65CL owned by Gavin Bushby. A regular visitor to the event and a keen Fiat enthusiast, Gavin Bushby’s car is very original, said by the organisers to come “complete with wonky glovebox lid, just how it was built (by robots) in Turin 36 years ago.”

Other Italian cars starring at the show included an as-new and very scarce 1971 Fiat 125 and a 1972 Fiat 128 saloon.

**ITALIAN PASSION FOR SPEED**

On 10 June 2018, the sun beat down once again and brought out the crowds to see an extensive display of Italian performance machinery at the Wales Millennium Centre in Cardiff Bay. The Italian Passion For Speed event saw a wide selection of cars and hoards of spectators appreciating machinery from brands such as Abarth, Alfa Romeo, Ferrari, Fiat, Lamborghini and Maserati. Paul Hanmore of the Italian Auto Moto Club said: “Grateful thanks must go to members Paul Talbot and David Morris for organising this excellent event.”



**EUROAPE CELEBRATES 70 YEARS OF APE**

EuroApe 2018 is an event in Italy that promises to be the largest rally of Ape trikes ever, celebrating the 70th birthday of the Ape Calessino. It’s organised by the Ape Club d’Italia and Piaggio.

Held in Salsomaggiore Terme in the province of Parma, highlights will include a convoy of teams on tour, excursions and a party. The Italian maker of the Ape will also showcase its latest Ape 50 with Euro4 power.

The event takes place over the weekend of 21-23 September and you can register via the Ape Club d’Italia website at [www.apeclubditalia.it](http://www.apeclubditalia.it)



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## SERGIO MARCHIONNE 1952-2018

**S**ergio Marchionne, Chief Executive Officer of Fiat Chrysler Automobiles and boss at Ferrari, has tragically died at the age of 66 after suffering complications during an operation on his shoulder.

Marchionne was born in Italy but grew up and was educated in Canada. He built a career in capital and finance, but at the request of the Agnelli family, he took on the role of chief executive at Fiat in 2004, even though he'd had no previous experience of the car industry.

At the time, Fiat was in major financial difficulties, having lost \$7bn in 2003. Marchionne immediately set about making big changes: cutting the workforce, speeding up the process of bringing cars to market and ending a collaboration with General Motors. Ironically, Marchionne would later attempt a merger with GM but was rebuffed by the American company.

He oversaw the launch of the highly significant Fiat 500 in 2007 but easily his single most important decision came in 2009, when Fiat bought the ailing Chrysler group to form Fiat Chrysler Automobiles (FCA). By 2011, FCA was reporting profits and, during Marchionne's tenure as CEO, Fiat's share value multiplied by more than 10 times.

In 2014, Marchionne replaced Luca di Montezemolo (who is pictured below with Marchionne) as chairman of Ferrari. The following year, he spun Ferrari off from FCA as an independent company, marking the first moment that Ferrari had been independent of Fiat since the Turin giant purchased a majority stake in the company in 1969 (although existing FCA shareholders still held most of the stock).

Marchionne became central to Ferrari's recent Formula 1 successes. He hired Maurizio Arrivabene to head up the team, then signed multiple world champion

Sebastian Vettel. He was robust about F1 rule changes, threatening that Ferrari would quit the sport if he didn't like what was on the table. He was also instrumental in the Liberty Media deal for F1 rights.

Marchionne's dress sense was famously informal. Not for him a jacket and tie; his trademark attire was jeans and a black pullover. In fact, he was only ever seen once in public wearing a tie – in June 2018 when, after a promise he would don one as soon as FCA was debt-free, he appeared on stage to deliver his five-year plan wearing a tie.

A man who loved to down espressos, chain-smoke Muratti cigarettes and play poker, his energy was legendary. He lived life in the fast lane, flying almost continuously between Italy, the USA and China at a pace that would have exhausted younger men.

He is survived by Manuela Battezzato, his partner, and two children, Alessio and Tyler, both from his former marriage.





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# KING OF THE HILL

Lamborghini's new SUV made its UK dynamic debut at the 2018 Goodwood Festival of Speed – with us at the helm tanking it up the hill. So is the Urus a proper rampaging bull or a cow-like beast of burden? It's time to find out

Words: Chris Rees

**O**h no, it's happening again. The last time I drove a car up the hill at the Goodwood Festival of Speed, it started to rain just as I made my way to the start line. Back then, I was in a priceless works Fiat 124 Abarth rally car with rear-wheel drive and antique tyres.

Today, as I pull up to the famous Indianapolis brick start line, it's just started to rain again – but what I'm driving could hardly be more different to the 124 Abarth. It's a Lamborghini, but very much not as we know it. The prospect of taking an as-we-know-it mid-engined 600hp-plus rear-wheel drive Lambo up a wet Goodwood certainly has its terrors. But in the new Urus – four-wheel drive and tyred up to the gunnels – I suspect I may have the perfect companion for a rapid assault up the hill.

And it will be rapid. How could it not be, with 650hp at our disposal? That makes the Urus – or so claims Lamborghini – the world's fastest SUV. It's also the first ever Lambo with a turbocharged engine.

But let's back-track to the paddock for a moment, and my first sighting of the Urus in the flesh. Fashion lovers look away now, because I've worn yellow trousers especially for this encounter, knowing that the Urus is available in searingly bright 'Giallo Auge'. Bingo – the demo car is as yellow as they come.

It looks enormous – and it is enormous. Even by super-SUV standards, this is an XXL machine. Some of my colleagues haven't been terribly complimentary about the way it looks but in the metal (aluminium, mostly) it looks a lot squatter than most SUVs.



Design cues span from LMoo2-style air outlets ahead of the doors to Countach-inspired windows (apparently). And as for the rear door handles nestling on the bulging wheelarches, surely no other car has such an unusual quirk.

Climbing up into the driver's seat – and how often do you ever go 'up' into a Lambo? – you're confronted by a plush, enveloping dashboard that looks like nothing else. Hexagonal design theme apart, though, it doesn't

really feel like a Lamborghini, being very upright and dominated by a big touchscreen. You actually sit quite low by SUV standards and there's loads of space inside.

Press the engine-start button and the 4.0-litre V8 twin-turbo rumbles to life. Lambo has gone the turbo route for the first time ever in its history so that it offers the torque it needs for low-rev off-roading. But I'm not here to do that – hopefully I'll be keeping it on the tarmac.

I'm going to leave the transmission in auto mode, I decide. The eight-speed automatic has very short low gear ratios to boost acceleration off the line. As the starter's flag falls, I release the brake pedal and floor the throttle. There's a little hesitation as the Urus works out surface grip levels. Then it's off, with a capital 'O', like a chemically enhanced lemon sherbet rocket. Lamborghini quotes a 0-62mph acceleration time of 3.6 seconds, 0-124mph in 12.8 seconds and a top speed of 189mph, making it the fastest SUV on the

## TECHNICAL SPECIFICATIONS

### LAMBORGHINI URUS

ENGINE:	3996cc V8 twin-turbo
POWER:	650hp at 6000rpm
TORQUE:	627lb ft (850Nm) at 2250-4500rpm
TRANSMISSION:	8-speed automatic, four-wheel drive
BRAKES:	Carbon ceramic discs, 440x40mm front, 370x30mm rear
TYRES:	285/45 R21 to 285/35 R23 (front), 315/40 R21 to 325/30 R23 (rear)
DIMENSIONS:	5112mm (L), 2016mm (W), 1638mm (H)
WEIGHT:	2197kg
FUEL CONSUMPTION:	22.9mpg
CO <sub>2</sub> :	279g/km
MAX SPEED:	189mph
0-62MPH:	3.6sec
PRICE:	£165,000



planet. And boy, is it fast: quick enough to feel like it might go extra-terrestrial, in fact, and certainly pacy enough to justify its raging bull badge. The gearbox changes up relatively smoothly at peak power points; a monstrous 650hp is available at 6000rpm but peak torque arrives at just 2250rpm.

I've switched to 'Corsa' mode for the run, as it provides the best exhaust note for everyone to enjoy (including the driver, although some of the cabin sound is artificially piped). Despite the adoption of turbos for the first time, the promise of an "inimitable Lamborghini sound" is fully realised: this is no V10, admittedly, but there's a heady mix of very loud bass at low speeds and a cracklingly intense exhaust note as your revs rise.

Corsa mode also lowers the ride height, keeps body roll down and also has the least degree of driver assistance, so considerable concentration is going to be required as I approach the first corner, a fast right-

hander. I needn't have worried: already the steering is feeling chunky and confidence-inspiring, if not entirely natural, and the four-wheel steering system is making the turn-in way sharper than I was expecting.

In full flow, tanking it down the main straight past the house, I'm reminded that there's a sodding great hay bale chicane just after the bridge. Might be a good moment to brake. Fearing I may have left it a little late, I hoof the pedal hard – very hard – and the hulking carbon ceramic brakes and 10-piston front /six-piston rear callipers haul the Urus up with surprising ease.

Sufficiently slowed down to make Molecomb corner for a slow-in, fast-out approach, the Urus is feeling great, despite the damp track. Up to the stone wall and it's starting to feel invincible. The 4x4 system has active torque vectoring, adaptive air suspension and active roll stabilisation, all helping the sense of this feeling like a much, much smaller car.

After the blind right-hander, you have a long,

*With 'Corsa' mode engaged, the noise is something special. 4x4 guarantees surefootedness, even on a damp Goodwood hill*





sweeping left which can be taken pretty much flat-out in the Urus. It's very impressive around here. Yes, there is body lean but far less than you'd expect of an SUV, let alone one weighing 2.2 tonnes. The position of the engine keeps the car's centre of gravity low, while the wheels (huge at 22 inches but not the biggest on offer – they go up to 23in) offer grip aplenty.

I can see that the Urus is going to sell like hot cakes. Priced from £165,000 in the UK, it's now Lamborghini's entry-level model but also the one with the broadest appeal. Add in the fact that it's also the easiest Lambo to drive and its appeal will extend to all sorts of new customers. Never thought I'd say this, but Lamborghini's SUV is actually really rather good. **||**

## VERDICT

The Urus name derives from a Spanish word for an ancient ancestor of domestic cattle. In some ways, the Urus is a beast of burden – five-seat family car with loads of luggage room – but up the hill at Goodwood, this Lambo feels very far from domesticated. In its own way, it's every inch a raging bull.

Previously I've voted the Alfa Romeo Stelvio Quadrifoglio as the sportiest SUV on the planet. Now there's no question that we have a new winner on that score.



# Still Winds

While not a lot has changed on the updated 2019 version of Maserati's big SUV, there's considerable excitement waiting in the wings, as we report

Story by Chris Rees  
Images by Maserati





As model year refreshes go, the MY2019 Maserati Levante's is slight indeed. Perhaps that's why I find myself with my nose in jars of juniper berries, cassia bark and angelica root in a gin distillery – today's press junket is more about 'lifestyle' than a serious journalist like me can normally deal with. But I'm doing my best.

At least there are engineers and designers I can talk to. The designer takes me through the exacting process of creating a new gearknob, which is genuinely the most important upgrade to report on for the 2019 Levante. Except it isn't entirely new – it's already been seen in the Levante Trofeo (see panel on page 22).

The gear lever has been redesigned following customer feedback. No longer for Maserati that old-school physical shift gate: it's now got the more modern and intuitive method of a 'P' park position button at the top of the lever, which is now much nicer to grip. The travel through each gear position is swifter and you now have using automatic or manual modes by moving the lever from right to left.

There are some subtle upgrades inside (which also apply to the Ghibli and Quattroporte, incidentally). For the first time, full-grain 'Pieno Fiore' leather becomes an option, with a natural, soft feel. As it ages over the years, it's also said to acquire a "unique character". You can choose from three colours – black, red and tan – with specific stitching on the seats and double stitching on the door panels. Maserati also offers three new high-gloss interior veneers for the Levante. The MTC+ infotainment system has also been tweaked with updated display graphics and climate control system.

On the outside, the colours have been updated for MY19, with 11 to choose from, including two new ones: Rosso Potente and a deep, dark blue called Blu Nobile (the latter being the colour of our test car). There are also two new alloy wheel designs, in 20 and 21-inch sizes.

As for the recently introduced Nerissimo package, this has been updated for MY19 across a wider range of colours, combining black elements with dark LED headlights, tail lights and exhaust tips, black chrome details and dark-finished wheels.

There are also new headlamps. Oh wait, no, they're only an option. Adaptive full LED matrix units, that is. They're very bright, I can tell you. Or I would be able to, had I seen them in the dark, which I didn't, because this was the longest, sunniest summer anyone can remember having in Britain. Let's say the LED headlights are like the summer of 2018, then.

Perhaps the biggest news is that Integrated Vehicle Control (IVC) is now standard. Well perhaps no so much news as



Johnny-come-lately: IVC has already been launched on the Ghibli and Quattroporte sedans. This goes one step beyond simply correcting vehicle instability, helping to prevent it. That makes it safer, I grant, but I didn't appreciate how it gives "even more exciting performance" as Maserati claims.

One other very significant addition for MY2019 is a new entry-level petrol engine in

the form of a 350hp V6 (as seen in the Ghibli and now also in the Quattroporte). It's claimed to offer "Maserati's signature sound" and it's very nearly as fast as the 'S' – reaching 62mph from rest in 6.0 seconds and topping out at 156mph. CO<sub>2</sub> emissions 268g/km and fuel consumption of 24.4mpg are claimed.

The entry-level Levante 350hp starts at

£61,425. That's slightly above the £58,315 charged for the Levante Diesel (275hp 3.0 V6) but significantly below the £72,525 for the Levante S (430hp 3.0 V6 petrol). As before, all members of the Levante range can be personalised with either GranLusso (luxury) or GranSport (sporty) trim packages, each one adding £8000 to the base price.

Unfortunately I can't tell you how the new





## V8-POWERED GTS AND TROFEO MUSCLE IN

An all-new V8-powered Levante called the GTS got its world premiere at the 2018 Goodwood Festival of Speed, where the Levante Trofeo also made its European debut (having appeared in the US previously).

The Levante GTS uses the 3.8-litre V8 twin turbo unit from the Quattroporte GTS, albeit re-engineered to work with the Q4 all-wheel drive System and retuned to deliver 550hp at 6250rpm and 730Nm of torque between 2500rpm and 5000rpm. Like all Maserati petrol engines, the V8 is assembled by Ferrari in Maranello.

The GTS takes 4.2 seconds to reach 62mph, while its top speed is 181mph; the

chassis has been tuned to handle the extra power. The GTS has a lower, sportier front spoiler and different rear bumper. Inside is full premium leather or optional 'Pieno Fiore' natural leather, plus sport pedals and a Harman Kardon audio system.

As for the Trofeo (on the left in the pic above), this has an even more powerful 590hp V8 engine, slotting in at the top of the Levante range as one of the quickest SUVs of all – and one of the most potent Maseratis ever.

The twin-turbo V8 delivers 590hp at 6250rpm, with the same 730Nm torque figure as the GTS. Claimed performance figures are 0-62mph in 3.9 seconds and a top

speed of 187mph. A new 'Corsa' driving mode includes launch control, as well as opening the exhaust valves, providing faster gearshifts, lowering the air suspension and sharpening the damping.

The Trofeo is distinguished by carbonfibre details, bonnet vents and a V8 engine cover in high-gloss carbonfibre. Full Matrix LED headlights and 'Trofeo' logos on the C-pillars are other distinguishing features, while 22-inch 'Orione' wheels are the largest ever fitted to a Maserati.


Production of the Trofeo and GTS are initially for North America, but Maserati hasn't ruled out a European and UK launch.

350hp V6 drives, since it wasn't there at the launch. Instead I got to reacquire myself with the rather fabulous 430hp 'S' – an engine which wasn't initially due to come to the UK, but there's been a volte-face and diesel is on its way out, and petrol is definitely in.

The Ferrari-built V6 twin-turbo engine sounds fantastic, especially when you press

the 'Sport' button: a deep rumble and a searing exhaust note and punctuated by delicious pops when you take your foot off the throttle. You don't need to rev it hard, so much torque is there at low revs. Gentle dabs of the throttle sees the car leap forwards and the 0-62mph time is a sports car-like 5.2 seconds.

The car's strong rear-wheel drive bias and

limited-slip diff means it can really be hustled through corners, defying your expectations of roly-poly SUVs. And the electric power steering is far more feelsome than most. 

*New-shape gear lever and improved leather trim maintains Maserati's pre-eminence in interiors*







# Pass Judgement

Alfa Romeo named its SUV after the highest pass in Italy for very good reason. We take a petrol Stelvio to the 2757-metre peak to find out how it copes around the Stelvio Pass's 75 hairpins

Story & images by Chris Rees

It really pains me to say this, but I've never been over the legendary Stelvio Pass in the Italian Alps. Despite being one of the world's most iconic roads – and in Italy, for goodness' sake – it's always eluded me. I simply seem to be in the area at the wrong time of year.

Stelvio is so high up that the col road is typically blocked by snow all the way from October to June. That included the time Alfa took us to the Stelvio National Park to test the new Stelvio last year; we got as close as a sign saying 'Road Closed' on the approach and had to turn back.

But now, at last, I can say I've done Stelvio. In a Stelvio. Alfa Romeo's wonderfully capable SUV, that is. Cliché? Perhaps. But there's a reason why Alfa named its first ever 4x4 crossover after Italy's most famous pass. This high mountain route remains one of the toughest tests any car can undertake on public roads. It remains a challenge, even today, and car makers still use the pass as a test route for braking and handling.

The *Passo dello Stelvio* is truly the stuff of legend. At 2757 metres (9045 feet) above sea level, it's the highest tarmac pass in Italy, and the second highest in Europe (surpassed by a mere 13 metres by France's Col de l'Iséran). It lies in the remote far north of Italy, high in the Dolomites, not really on the way to or from anywhere. Above it sits a mountain known locally as the 'Three Languages Peak' because the Italian, German, and Romansh languages meet here. The pass

itself lies just 200 metres from the Swiss border. The road was originally built in the 1820s by the Austrian Empire to connect up with the province of Lombardy, and the route has hardly changed since then.

So it's time to bring the Alfa Romeo Stelvio home to the place that inspired its name. Sadly no Stelvio Quadrifoglio were available for our drive, but the 280hp 2.0 petrol turbo model will certainly do. It's the one I'd choose from the range for this journey: the diesel may have fuel economy in its favour, but we're here to test performance, and the 280hp petrol certainly doesn't lack for that.

To approach the pass from the west, there are plenty of entertaining roads, such as the route from St Moritz in Switzerland to Bormio in Italy via Brusio. We're approaching from the east, however, setting off from the charming city of Bolzano, some 47 miles away. On a motorway that flies northwards through an increasingly beautiful series of mountainscapes, the Stelvio is both relaxed and comfortable.

Peeling off the main road, we instantly leave behind the string of motorhomes and caravans heading north towards the Austrian border. Now we're on the much quieter, twisting tarmac that starts gently rising towards Stelvio itself.

Time to give the Alfa some beans. The redline may be set at only 6000rpm but the torquey 280hp turbo petrol engine doesn't need to be revved hard: peak torque of 400Nm (295lb ft) is delivered at a just 2250rpm, so you can accelerate at any point and be





confident of very strong take-up. When you want it to be, this is a very quick car: its 0-62mph time of 5.7 seconds would have beaten Ferraris just a generation ago.

For Alfa fans, the exhaust note might sound a little disappointing. But refinement is clearly a more important issue in an SUV than a sporty saloon like the Giulia, and the Stelvio has refinement in abundance, even though there's quite a bit of wind noise from the chunky door mirrors.

I'm also enjoying the ZF eight-speed automatic, which changes cogs super-smoothly in full auto mode. Switch the DNA controller to Dynamic mode and it changes gears super-quickly, too. The (optional) large metal paddles behind the steering wheel allow easy and quick gear shifts by hand, too, which is something you'll want to do for engine braking on the descent.

As the terrain starts to rise up a little more steeply, we pause at the Ristorante Sotto Stelvio to enjoy our first panoramic sighting of the spectacularly vertiginous route to the summit. Sipping on an Americano, we're treated to a view of all 48 hairpins snaking up in an unbroken ribbon to the top. The sight is no less impressive for all the pictures you'll have seen of it; for any enthusiast, it's the most enticing prospect. The 48 hairpins are just on this side, by the way; there are a further 27 on the western side, making 75 in all.

Up we go, then. It quickly becomes clear that my first challenge is to dodge other road users. Easily the most popular mode of transport up here is the bicycle. The annual cycling race, the Giro d'Italia, has weaved its way over the Stelvio Pass innumerable times, inspiring phalanxes of lycra-clad legs to attempt their own assault on the pass. Giro wannabes are closely followed in number by bikers of the motorised variety, most of whom seem to be equipped with GoPro cameras. There's the odd classic car here, and the inevitable British-registered Porsche 911s. Even buses wend their way up the Stelvio – considering the tightness of the hairpins, that seems insane but they seem to boss their way past oncoming traffic most of the time.

Frankly, the sheer density of traffic in the middle of the day can rub the shine off what should be a magical experience. It's possible to overtake slow-moving traffic on the odd sections of tarmac that are straight enough and wide enough. But only when the traffic eases does the true potential of the Alfa unleash itself. On the occasions when sight lines allow, it's possible to take the hairpins with gusto. On 235/55 R19 Scorpion Verde All Season tyres, the Stelvio's turn-in is truly confidence-inspiring and devoid of the tyre-squealing topple syndrome of many SUVs. Yes, there's body roll, but surprisingly little for such a high-riding car. That's mostly down to the fact that the Stelvio keeps its weight low down (it shares its roll axis with the low-riding Giulia).

Once you're into a bend, the Stelvio keeps its line superbly, with just a touch of understeer as you power out of bends. The car's perfect 50/50 weight distribution makes it inherently stable. In Alfa's Q4 all-wheel drive system, the power goes entirely to the rear wheels unless the electronics detect that extra front grip is required, in which case up to 50 per cent of torque can be directed to the front wheels. An optional

mechanical self-locking rear diff can transfer torque to the wheel with most grip to maintain traction, too.

The steering is secure and chunky in feel, and very fast-acting by SUV standards. I think it suits the Stelvio's sporty SUV positioning but some drivers do find it too nervous. Not me.

Actually the biggest obstacle to taking hairpins at speed is the visibility to the front and sides: the Alfa is a big machine with a very tall bonnet, and the huge door mirrors really get in your way. Ironic that a device for enhancing visibility should be something that

pulling through each bend...

If the Stelvio Pass is about one thing, it's braking. With its electronic/mechanical servo, the Alfa's brake pedal offers instant response and powerful braking force. The 1660kg car hauls up reassuringly quickly and has no fade at all when used repeatedly (and that's the very definition of what's happening as we descend through 48 hairpins). One thing to note: when travelling very quickly, it's quite easy to lock the wheels on braking hard into bends but simply easing off the pedal sorts that out.

## “ The Giro d'Italia has inspired phalanxes of lycra-clad legs to attempt their own assault on the Stelvio Pass ”

detracts so heavily from it...

The ride quality is also surprisingly compliant, in part thanks to the Stelvio's adoption of very long dampers. You don't get adjustable dampers on the 280hp model (only the Quadrifoglio has this function) so there's no 'sport' or 'bumpy road' mode. However, you do have the joy of fiddling with Alfa's rotary DNA dial. Dynamic 'D' mode is perfect for a robust assault on roads like these, with super-sharp steering response and extra throttle sensitivity. In deference to my passenger, I also try 'N' (Natural) mode, and I'm surprised to find it works pretty much as well, while remaining much more comfortable. On the instrument display in front of me, I can even see what lateral 'g' force we're

What else to note on our journey? The 8.8-inch touchscreen system works very well, even if its letterbox format feels a bit confined. I also found the Apple CarPlay navigation integration didn't work terribly well. But the colour LCD instrument display ahead of the driver is beautifully clear, and I love the twin-cowl dashboard. Overall, there's a premium feel to the cabin with lots of nice materials in evidence – although there is the occasional disappointing edge of hard plastic, such as the rear of the gear lever where your fingers grasp it.

At the top of Stelvio Pass, it's worth taking some time to find a good parking spot and appreciate the view of one of the world's most beautiful stretches of

*Even in mid-summer, the pass is high enough for snow. Stelvio's 75 hairpins are the sternest test of brakes and handling*

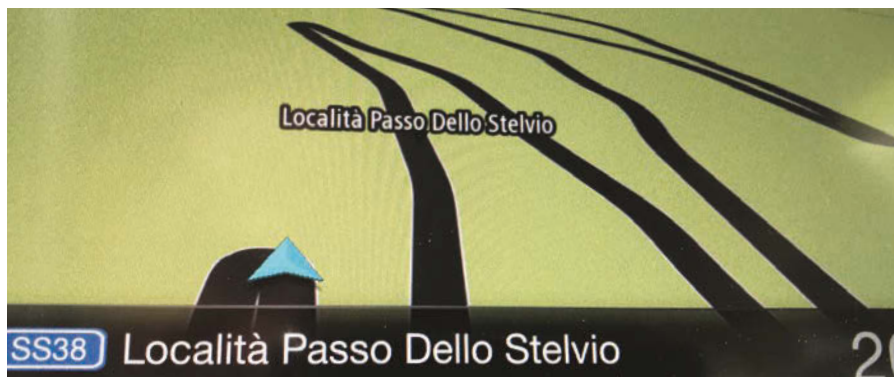




## TECHNICAL SPECIFICATIONS

### ALFA ROMEO STELVIO 280HP

ENGINE:	4-cyl petrol turbo
CAPACITY:	1995cc
BORE X STROKE:	884mm x 90mm
COMPRESSION RATIO:	10.0:1
POWER:	280hp @ 5250rpm
TORQUE:	400Nm (295lb ft) @ 2250rpm
TRANSMISSION:	ZF 8-speed auto, four-wheel drive
SUSPENSION:	Double wishbone (front), multilink (rear) Double wishbone (front), multilink (rear)
DIMENSIONS:	4687 (L) 1671 (W) 1903mm (H)
WEIGHT:	1660kg
FUEL CONSUMPTION:	40.4mpg
CO <sub>2</sub> :	161g/km
TOP SPEED:	143mph
0-62MPH:	5.7sec
PRICE:	£43,705



tarmac below you. The 200-year old route still strikes you as a triumph of engineering today and the views across the Alpine valleys are extraordinary.

Despite this being mid-summer, there are still drifts of snow to either side of the road. That gets me reflecting that the Alfa Romeo would make an ideal machine for a skiing holiday. Passenger space for five is generous, and the boot is huge (525 litres) and easily accessible thanks to the electric tailgate. Folding the rear seats is a cinch too.

Taking Alfa's SUV to the Stelvio Pass has proved to me once again that this is the most accomplished, sportiest car in its class. Through the South Tyrolean switchbacks, it's shown itself to be as agile as some hot hatchbacks, especially in Dynamic mode, and

inspires ever more confidence through tightening hairpins, both in terms of handling and braking. Which, after all, are the ultimate tests of any car on this legendary road.

As for the Stelvio Pass itself, in some ways it's become a victim of its own iconic status. On the summer day of our journey, well before the main tourist season kicked in, the car parks at the top of the pass were already absolutely rammed. The best advice is to time your journey well. A blast at early morning light before the cyclists arrive is the ideal moment to experience the magic that Stelvio offers. Oh, and do it in the car that takes its name from the pass, because Alfa's SUV has the ability to eat mountains for breakfast. 🇮🇹

*Sat nav shows only one way to go: up to an altitude of 2757 metres. Sharp steering rack and 4x4 are perfect for the terrain*





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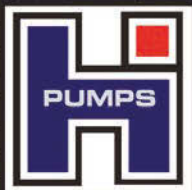


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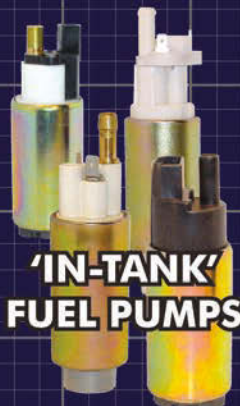
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# GOING THE DISTANCE

The Mille Miglia was – and remains – one of the greatest road races of all. The Alfa Romeo 1900 was a successful contender in period; this 1955 example has done the retrospective Mille Miglia a record 18 times. What's it like to race for 1000 miles in it?

Story by Johnny Tipler  
Photos by Michael Ward



Lap of luxury? Hardly; but a front bench seat and column shift smack of a relaxed driving position, one you'd be quite happy covering 1000 miles in. But when those thousand miles are on some of the most demanding roads in Europe, driving competitively against 400 other cars in all sorts of weather conditions, such a recumbent attitude seems somewhat casual. A bucket seat, full racing harness and short shift might be better on the mission to get from Brescia to Rome and back, for we're talking about the legendary Mille Miglia.

This particular 1955 Alfa Romeo 1900 Super must have been mighty comfortable for its former owners, who did the Mille Miglia revival event no fewer than 18 times in it – which is an outright record for one car. The Alfa is currently for sale at Roy Kent's Norfolk-based Old Racing Car Company, and Roy has kindly given us the opportunity to sample its cossetting qualities.

First, let's check the spec. The Alfa Romeo 1900 Berlina was launched in 1950 against a background of Grand Prix success for the marque as the Alfetta 158 and 159 swept the Formula 1 board. More prosaically, the factory was busy making Matta jeeps, as well as buses, trucks, road-rollers, tracked bulldozers and snow ploughs. As carrozzerie-built masterpieces gave way to mass production at Alfa's Portello car division, gigantic metal presses turned out panels for the 1900 Berlina. Although the new monocoque body-chassis construction broke with the tradition of a separate chassis and bodywork, links with the old powertrain were carried over in the new 1884cc, 80hp four-cylinder twin-cam engine.

The Alfa 1900 was unveiled at the Paris Salon in 1950. Front suspension was by upper and lower wishbones, dampers and coil springs, with a live rear axle located by trailing arms, with hydraulic dampers and coil springs and (from 1952) a triangular radius arm. Twin-shoe aluminium drum brakes were fitted front and rear. The 1900 Berlina Normale was in production from 1950 to 1954, with 7407 units built. Between 1953 and 1954, 598 units of the 100hp Turismo Internazionale (TI) were made. Our featured car, the 115hp 1900 Super, was introduced in 1954 with the engine now bored out to 1975cc, with more chrome



trim including bumper over-riders and a pair of strips that ran from sidelight to sidelight across the side grilles. The 1900 Super could also be fitted with TI ancillaries to become the 115 hp TI Super, making it one of the fastest production saloons in the world. In total, 485 TI Supers were made between 1954 and 1957 and, by 1959, when the last one left the factory, 8512 units of the 1900 Super had been built.

From the outset, the Alfa Romeo 1900 was eligible for the up-to-2000cc class in a number of events, including the Mille Miglia and Carrera Panamericana. The model was initially used as a competition car in a raid through the Sahara Desert to Somalia, going on to feature in the 1952 Alpine Rally, the 1953 Tour de France and Tour of Sicily and the 1954 Giro d'Italia. A 1900 TI Super won its class in the 1954 Tour de France

as well as the Mille Miglia, while a TI Super in the hands of Corini and Artesoni won the Tour of Sicily outright that year. No fewer than 11 Alfa Romeo 1900s were entered for the 1954 Carrera Panamericana road race in Mexico, including a six-car works team led by Consalvo Sanesi and other F1 drivers, dominating the lucrative Turismo Europeo class.

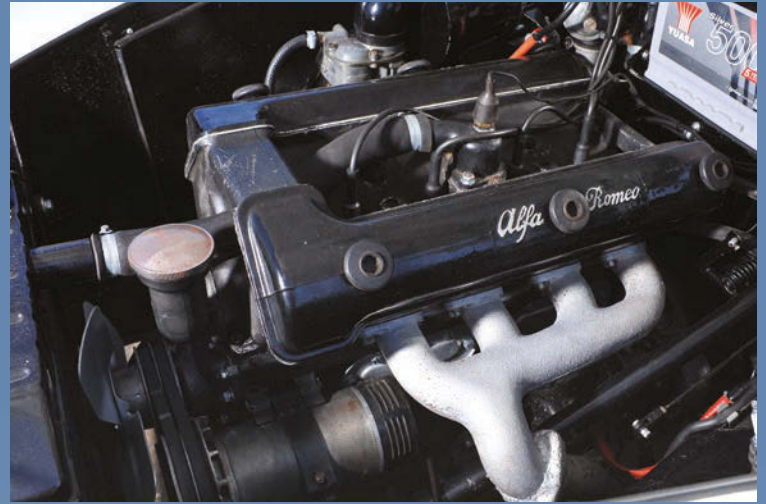
The bodywork of our subject car is in extremely good condition, including the chrome bumpers, and there's that wonderful aviation motif atop the front bonnet. The rear lights are exquisite gem items compared with the lurid size of modern lights. The Alfa Romeo badge on the bootlid is equally good, though the red of the Alfa badge is rather faded. Unsurprisingly it's left-hand drive, though spawned in an era when Alfa Romeo and Lancia had only just relinquished right-hand drive.

*Cabin actually has a feel of luxury to it – perfect for the 1000-mile slog of the Mille Miglia competition*





## ALFA ROMEO 1900 BERLINA



*The Super's bored-out 2.0-litre engine offers 115hp, which is plenty enough for classic regularity events*

I sink into the bench seat, so typical of its period, and contemplate the column shift, residing to the right behind the wonderful Bakelite steering wheel. An artwork in its own right, it has cream grips where you would automatically be holding the wheel, its cross piece and horn-ring in grey. The window winders have a beautiful little jewel-like detail on the end of the winder levers. There's a red leather dash panel, a three-gauge binnacle with oil and fuel in the centre, the rev counter to the right and the speedo to the left, and then there's a hand throttle lever. The handbrake is of the pull-up variety, there's a hand-held extinguisher, and ahead of the passenger side there's the leftovers of some rally navigation equipment from the Mille Miglia. There's a cloth headlining, cloth door trims and cloth upholstery, all of which is in reasonable nick, though it

doesn't quite match the beige carpet. The boot is big and the spare wheel is bolted upright via a bracket against the right-hand inner wheelarch.

I drive the 1900 out of Roy's Old Racing Car premises and onto the rural B-roads of North Norfolk. Despite the relaxed nature of the seating, this does feel like a tall car. As for the column gearchange, well it takes some time to figure out where reverse is - back towards you and down, while first is more or less the same sort of area but jiggling the lever upwards instead. Two, three, four and five are away from you. My technique for finding the slot for the column shift is to mildly slap the lever out of whatever gear it's in, and then negotiate via the neutral plane into the next slot.

It's nice and responsive on the throttle and there's no delay. It's quite torquey pulling away from a junction in





## ALFA ROMEO 1900 BERLINA

second gear, while fourth proves a lovely, long, cruising gear. There's a reasonable turn of speed, given the car's antiquity, but in cornering it's a bit of a heavyweight. It feels like a bus, easing it round tight turns on the steering wheel, but round it does go. The steering is surprisingly direct, and the brakes are quite sharp, requiring firm pressure.

The ride is surprisingly bouncy for a car that's done a fair amount of mild competition work, and I'm hard pressed to say that anything much has been done to refine the ride. But, frankly, on these lanes, one couldn't criticise the ride, because the condition of the roads is so bad that it's positive boon – as it must have been on that Mille Miglia route. The tall tyres help here, too, in the form of 165 R400 87S Michelin X period radials. If you were to dispense with the bench seat and install period bucket seats, then you'd have a different experience altogether. As it is, this is a fabulously comfortable car, and why would you not want to drive a thousand miles in it?

Covering historic events, one grows accustomed to seeing the same cars entered year after year, but to

have done the Mille Miglia 18 times is positively heroic. It couldn't have happened back in the 1950s as the 1900 was quickly superseded by the Giulietta – and then the race was banned. For this car's last run in 2014, it was entered by Team Roland Iten for Dutchmen Lou Jedeloo and Hette Mollema.

The obvious question is, what would a 1900 Alfa Romeo Berlina cost today? Roy genuinely doesn't know, "because I haven't seen another one on the market. I would assume around £90,000 if it's in this kind of condition. There's no question that history does have a premium, and if it had a historic provenance then it would be even more, because it's a guarantee for anyone buying it that the car is going to be accepted again. We think 18 times is a record, which the history file tells us starts in 1998. It's an above average car, certainly an accessible, affordable way of getting an entry that's not a period supercar."

Historically, the Mille Miglia has always begun at Brescia, looping south-east towards the Adriatic, then south-west over the Apennines and down to Rome, where there's a major presentation beside Castel

*Tall tyres and touring-spec suspension give a good ride, although the handling can feel bus-like at times*



Sant'Angelo; and then north via Siena, Florence and the Raticosa Pass, to Cremona and back into Brescia. 1000 miles, more or less. Roy did it in 2016 in his Ferrari 250 Europa GT, and I've covered the event twice, in 2009 when it poured with rain in Tuscany, and in 2012 when it was idyllic, especially the Arezzo-Sansepolcro section. Heading north, a visit to the Ferrari plant was an undoubted bonus. At Brescia where the build-up takes place, the vibe and enthusiasm are palpable as the crowds and the competition cars gather in the streets. Even registration is absorbing: competitors drive into a huge hangar where all the cars come

much tougher event than people assume. It's described as the most beautiful race in the world, but you're under a lot of pressure to keep up the pace, particularly if you're behind the more modern classic cars. There's a lot of night driving, especially into Rome, where there's a tradition now of arriving at midnight, so it is a good idea to have a nice car to participate in."

Then there's the general public. "It's all run on public roads, says Roy, "and you've got the rest of Italy on those roads. The urban sections get very crowded. We saw a couple of crashes between participating cars and unfortunate locals who either

## “ There's no substitute for taking part in the Mille Miglia in an Italian car ”

together, crews register then go for scrutineering. It's like a period motor show with halls full of beautiful cars, and you could just go for that. The pageantry that leads up to the cars being flagged off from their dais is wonderful.

"There's no substitute for taking part in the Mille Miglia in an Italian car," asserts Roy. "The crowds are so passionate, and they love to see their own cars going round – Ferrari, Maserati, Alfa, Lancia, Cisitalia, Fiat, Autobianchi, OM – and you feel like absolute royalty when you go through in an Alfa or a Ferrari; they really appreciate it."

Downsides, if any there be, relate to the arduousness of the event, as Roy points out: "The Mille Miglia is a

weren't aware of it or were taking a chance." Errors can emanate from the co-pilot's seat too, Roy continues. "It's so full on. You can find yourself driving too fast, and you can quite easily miss a signpost if you're too busy looking at the map and you're going 20 or 30mph above the desired average."

In summary: "It is hard driving, and it's exhausting, and you think after the first day, 'what am I doing here, why am I putting myself and my car through this?' but by the third day, you'll be wanting to come back next year without fail!" It's true: those are just a few of the emotions one feels. Doing it in an Alfa Romeo 1900 would be truly amazing: a historical icon reliving and endorsing a glorious historical event. 🇮🇹

### THANKS

Thanks to Roy Kent of The Old Racing Car Company. This Alfa Romeo 1900 is currently for sale – please contact on 01692 538007 or [www.olderacingcar.co.uk](http://www.olderacingcar.co.uk)



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### 1955 Alfa Romeo 1900 Berlina

The most campaigned Mille Miglia car ever

A 19 times entrant of the Mille Miglia

An affordable ticket to 'the world's most beautiful race'

In 1955 Alfa described the new 1900 Berlina as a 'racer for weekends', as it was something of a wolf in sheep's clothing, with its lovely 4-cylinder twin cam 1900 cc engine, transmission and suspension developed during a significant period of innovation in Alfa's post-war history. Beautifully preserved following a sympathetic restoration and meticulously maintained to keep it rally-ready, this 19 times entrant of the 'world's most beautiful race' has FIVA papers, earlier ASI Gold award for originality, original handbook and a large history file including photos from many of the editions in which it has participated. **LPOA**

1959 Ferrari 250 PF Chevy



Ex-James Allington TR59R



1970 Ferrari 365 GT 2+2 RHD



1981 Ferrari 308 GTB RHD 'Spyder'



1951 Ferrari 212 GP



Maserati Bora 4.9 Rare RHD



Ex-Regis Fraissinet 250 TR60R



1954 Alfa 1900 CSS



1974 Ferrari 365 GT4 BB RHD



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# MILLION MAKERS



Italy's car industry is responsible for a surprisingly large percentage of the world's most popular cars. Our full rundown reveals the best selling Italian cars of all time

Story by Chris Rees



So the Fiat Punto has just gone out of production in Italy, having sold over nine million examples over three generations. That got us thinking about which cars have been Italy's best sellers of all time.

Italy is, of course, one of the great car-making nations, perhaps best known for its low-volume exotic cars. But at the other end, it's been a volume production powerhouse, making cars that people the world over have demanded in huge numbers.

So here's our run-down of best sellers. We've set the cut-off at two million units, and remarkably no fewer than 21 models have broken through it. To put that in perspective, the best-selling UK-built car of all time, the Mini, would only rank as number five in our listing. Unsurprisingly, perhaps, they're all Fiats. As for other Italian marques, we've added a panel with all-time best sellers from each brand.

Some of our figures are, inevitably, best estimates. Shall we say that Italian record keeping – surprise, surprise – was not always entirely perfect...

**Fiat 124**  
**1966-2012 (46 years)**  
**20,000,000**



Ahem, the Fiat 124 is *not* the most popular car ever made in Italy. Between 1966 and 1974, over 1.5 million 124 saloons and estates left Italian factories. So why is it listed as our number one best seller? Because it was also made abroad, in places like Spain, Turkey and India – as well as, significantly, in Russia. The licence-built Soviet Fiat 124 was known as the Lada 2100 series with a shape that remained almost unchanged from the 124's right up until the bitter end in 2012. Lada 2100 production totalled 17,332,954, making it the second most popular car in history (after the VW Beetle).

**Fiat Uno**  
**1983-2014 (31 years)**  
**8,800,000**



Giugiaro's 'Type 146' Uno was a paragon of pragmatism; a perfectly packaged supermini. The Uno is by far the most numerous car ever produced by Italian factories. It sold over 6.4 million units in Western Europe between 1983 and 1995, all of which were Italian-made. Production continued beyond '95 in South Africa, South America, Poland, Turkey, Morocco, Philippines, India, Taiwan and Serbia, while Brazilian production did not end until 2014, by which time approximately 8.8 million Unos had been made worldwide. This puts it in the top 10 best selling cars in history, outright.

**Fiat Palio/Siena/Strada**  
**1996-date (22 years)**  
**8,100,000**



You may never have heard of Fiat's third best selling car. The Palio 'world car' was designed to offer practical, low-cost ownership in developing countries, especially South America. Indeed, it was on many occasions the outright best-selling model on the Brazilian market. Production also took place in the Poland, Argentina, Venezuela, Morocco, Turkey, Iran, India,





China and Egypt. The Palio Mk1 hatchback lasted from 1996 to 2016 but remarkably the estate version (badged Siena) is still being made in South America. The overall sales split is 4.8 million Palio, 1.8 million Siena and 1.5 million Strada (pick-up).

### Fiat 127

1971-2008 (37 years)  
7,163,000



The car that preceded the Uno, the 127, was the first ever Fiat-badged front-wheel drive supermini. Based on a cut-down version of the 128 platform, its smart looks, practicality and great handling gave it huge popularity. It took Fiat just three years to build its first million 127s, and by the time Italian production ceased in 1983, some 3,730,000 had been made. To that you can add production in Spain of 1,238,166 (1972-1982), Brazil – 1,169,312 (1976-1986) and Argentina – 232,807 (1982-1996). If you add in the Zastava Koral (basically a re clothed 127 made from 1977-2008), production exceeded 7.1 million.



### Fiat 126

1972-2000 (28 years)  
4,673,655



Ostensibly the 126 replaced the Fiat 500, although they continued side-by-side for a few years after 126's launch in 1972. This was basic motoring in the extreme – just what was needed in the oil crisis. By the time Fiat stopped making 126s in Italy in 1980, it had built 1,352,912 of them. But in Poland, the Polski-Fiat 126p became a true people's car, manufactured right up until 2000, latterly as the 126 Bis with a hatchback and a water-cooled engine. A remarkable 3,318,674 examples were built in Poland, plus a few more in Austria and Yugoslavia.



### Fiat 600

1955-1985 (30 years)  
4,588,000



Arguably it was the Fiat 600 that really got Italians moving post-war. When it was launched in 1955, it was a revelation: a well packaged saloon that could seat four in comfort, with an eager rear-mounted engine. It was bargain-priced at 590,000 lire – the equivalent of around £6500 in today's money. From 1955 to 1969, the Mirafiori plant in Turin churned out 2,695,197 of them. In foreign plants, the 600 was just as popular: Seat in Spain made a further 797,319 (1957-1973), the Neckar 600/770 (1956-1967) sold more than 172,000 and the Zastava 750 (1955-1985) in Yugoslavia 923,487.



### Fiat Panda Mk1

1980-2003 (23 years)  
4,500,000



Simple, practical and outstanding value: the Panda was a stroke of pure genius. Designed by Giorgetto Giugiaro of Italdesign, it slotted in between the Fiat 126 and 127 and was deliberately utilitarian, as well as being easy to drive and maintain. In 4x4 form, meanwhile, it was a godsend for mountain farmers. The Mk1 had phenomenal staying power, too, remaining among the





top-selling cars in Italy right into the 21st century, latterly helped by being the cheapest car on the market by some margin. It was also made in Spain (latterly as the Seat Marbella) up until 1988.

**Fiat 128**  
**1969-2009 (40 years)**  
**4,050,000**



Once voted by General Motors' Karl Ludvigsen as the most important car of the 20th century, the Fiat 128 was absolutely pivotal for the Italian company. It made fully 2,776,000 in Italy but a further 1,273,532 were made by Zastava in Yugoslavia as the 128 or Skala (also in hatchback form), with production there not ending until 2008. It went on even longer in Egypt, lasting until 2009. Several South American countries also built 128s, and so did Spain, Sri Lanka and South Africa. The 128 platform even underpinned its replacement, the Ritmo (see page 42).



**Fiat 1100/1200**  
**1953-2000 (47 years)**  
**3,800,000**



The so-called 1100-103 arrived in 1953 to great fanfare. This medium saloon and estate was perfect for post-war Italy, where it sold very well from 1953 to 1969: Italian production totalled 2,168,441. The 1100 was also made in Argentina and Germany but most significantly in India, where it was produced as the Premier Padmini from 1964 right up until 2000. Padminis peaked in sales terms at 3400 per month, but by the end of the century that had declined to just 120 per month, and probably in excess of one million Padminis were made in all.



**Fiat 500**  
**1957-1977 (20 years)**  
**3,790,000**



The car that defined entry-level motoring for a generation is also one of the most loved of all time. After getting off to a rather slow start, it became hugely popular, and remains so today. Probably the reason why the 500 doesn't feature higher up our sales list is the fact that – with one exception – it was only ever made in Italy. Factories in Italy churned out 3,432,266 saloons and 326,950 Giardiniera estates, the final 500s being estates badged Autobianchi in 1977. What was the exception? A small number of 500s were made in Austria by Steyr-Fiat.



**Fiat Punto Mk1**  
**1993-1999 (6 years)**  
**3,429,000**



Like the Uno before it, the Punto ranked as the best selling car in Europe for many years. For instance, in 1997, some 581,070 were sold in Europe alone, comfortably ousting the VW Golf at the top of the listings. Ah, if only such days had continued for Fiat... Almost all examples made were hatchbacks (brilliantly designed by Giugiaro), although there was a Bertone-made convertible too. The Punto Mk1 was manufactured not only in Italy but also in Poland, although not in South America (where the Uno reigned supreme).



## Fiat Ritmo/Regata

1978-1995 (17 years)  
3,250,000



Fiat's ad line for the Ritmo was "hand built by robots" and the robotic hands were certainly full to match the new car's extremely buoyant sales. Known as the Strada in the UK, it never really caught on here but in its home territory, it slotted in as the number two best-seller behind the Fiat 127. In all, the Ritmo sold over two million, and while the exact number of Regata three-box saloons and estates made is unknown, it was probably over a million. Seat in Spain also made hundreds of thousands, while Argentinian production lasted until 1995.



## Fiat 131

1974-2010 (36 years)  
3,200,000



Italian sales charts are dominated by small cars but the Fiat 131 was a middle-class success story. As a rival for the Ford Cortina, it did it all with more style – and more substance, come to that. The 131 lasted from 1974 until 1984 in Italy, where 1,513,800 were made. In Spain, a further 412,948 examples were made with Seat badging. Tofas in Turkey built it as the Murat, Dogan, Sahin and Kartal, lasting from 1986 to 2002, during which time 1,257,651 were made. Remarkably, Egypt carried on making the 131 until 2009 and Ethiopia until 2010.



## Fiat Punto Mk2

1999-2013 (14 years)  
2,960,000



As the 21st century dawned, the Fiat Punto was selling comfortably in excess of half a million units a year in Europe – a truly dominant presence. By 2003, Fiat celebrated the rollout of the 5,000,000th Punto (both generations); by 2005 production had exceeded six million. But the second-generation Punto slowly waned in popularity, selling barely more than quarter of a million units in Europe in its final year on sale (2010). The Mk2 died at that point in most markets but it hobbled on in production in Serbia until 2013.

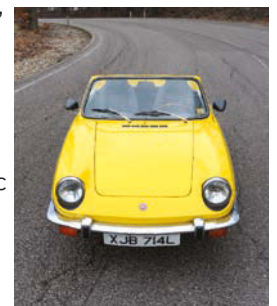


## Fiat 850

1964-1974 (10 years)  
2,910,000



Unassuming it may have been, but the likable little Fiat 850 really did define the heart of family car motoring in Italy for a decade. As the rear-engined successor to the Fiat 600, albeit with an expanded 843cc engine, it was a notable success for the Turin giant. Some 1,780,000 saloons were made in total. To this can be added 342,873 850 Coupes and 124,600 850 Spiders, as well as some 664,346 Seat 850s which were made in Spain from 1966 to 1974.





**Fiat Tipo/Tempra**  
1988-1999 (11 years)  
2,900,000



The Tipo celebrates its 30th anniversary this year. Considering how few you see around these days, you might be forgiven for thinking it never existed at all. But this Car of the Year, which spawned so many other Fiat Group models (Alfa Romeo 145/146/155, Fiat Coupé and Alfa 916 Spider/GTV, among others), was hugely popular in period. Italian production stopped in 1996 after 970,740 were made, but the Tipo (and its Temptra saloon/estate derivatives) continued in Brazil until 1998, and in Turkey till 1999. Around 1.9 million Tijos and one million Temptras were built.



**Fiat Punto/Linea Mk3**  
2005-date (13 years)  
2,670,000



The Punto Mk3 was launched in 2005 as the Grande Punto, and it took a mere three years to notch up its first million. This was Europe's best selling car, an accolade it still retained when it was renamed the Punto Evo in 2010. Over nine million Puntos of all generations had been sold globally by the time Italian production ceased in 2018. The Punto Mk3 is still made in India, intriguingly also as an Abarth with five doors. The Linea saloon is also still built in Brazil, Turkey and India (over 315,000 made to date).

**Fiat 125**  
1967-1991 (24 years)  
2,240,000



The successor to the Fiat 1300/1500 arrived in 1967, shortly after the Fiat 124, whose centre bodywork it actually shared. Overall, though, this was a bigger car pitched further upmarket. Its Italian production lifespan was short: from 1967-1972, Turin made 603,877 units. But it had far greater impact in Poland, where the Polski-Fiat 125p was made right up until 1991, selling 1,445,699 units. Add on production in Argentina, Chile, Colombia, Egypt, Yugoslavia, Thailand, Indonesia and Korea (by Kia – yes, really) and this was a major world car. The FSO Polonez was also made on the 125p platform, surviving until 2003.





**Fiat Brava/Bravo/Marea**  
1995-2007 (12 years)  
2,200,000



I remember attending the lavish world launch of the Brava/Bravo twins in Turin in 1995, and it was a very big deal for Fiat. However, by then the days of high-volume medium cars for the brand were already on the wane. Between 1995 and 2003, the Brava five-door hatch and Bravo three-door reached the 1.2 million sales mark. Add in the Marea saloon and estate (1996-2007) – of which one million were made in Italy, Turkey and South America – and this was the last of Fiat's mid-sized big sellers.



**Fiat 500**  
2007-date (11 years)  
2,200,000



In 2017, some 10 years after the retro-themed Fiat 500 was first launched, it celebrated a big milestone: it became the first Fiat since the Panda Mk2 to break the two million sales barrier. In the light of Fiat's stated future as a niche city car maker, that barrier might well never be repeated. The 500 has also done something that very few models ever do: notch up ever-increasing sales year on year; indeed, 2018 is shaping up to be its best year yet.



**Fiat Panda Mk2**  
2003-2012 (9 years)  
2,168,491



Tardis-like packaging, great pricing, economical engines and – in 100HP form especially – a go-kart of a handler, the Panda Mk2 really was small car heaven. And it proved heavenly for millions of buyers, too, notably in Italy where it established itself as the number two best-selling car behind the Punto in every year it was on sale. Its life was extended, remaining available in some markets as the Panda Classic for one year after the launch of the Panda Mk3 in 2011.



**ITALY'S BEST SELLERS BY BRAND**

**ABARTH 500/595/695**  
2008-date  
130,000 (est)

**ALFA ROMEO Alfesud**  
1972-1989  
1,017,387

**AUTOBIANCHI A112**  
1969-1986  
1,254,178

**BIZZARRINI GT 3500**  
1965-1969  
149

**BUGATTI EB110**  
1991-1995  
139

**CISITALIA 202**  
1947-1952  
170

**DE TOMASO Pantera**  
1970-1991  
7260

**FERRARI 360**  
1999-2004  
17,667

**GHIA 1500 GT**  
1962-1967  
925

**INNOCENTI Mini**  
1965-1976  
450,000

**INTERMECCANICA Italia**  
1965-1971  
1000

**ISO Rivolta**  
1962-1970  
797

**LAMBORGHINI Gallardo**  
2004-2013  
14,022

**LANCIA Ypsilon**  
1995-2003  
750,000

**MASERATI Biturbo**  
1981-1994  
38,000

**PAGANI Zonda**  
136



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# MUSSELS & CURVES

This rare right-hand drive Alfa Duetto is a curvaceous 'cuttlefish' classic like no other. We get behind the wheel of a fabulously restored car for a taste of the magic

Story by Peter Nunn  
Images by Michael Ward





**T**he owner of this lovely 1967 Alfa Romeo Spider 1600 'Duetto', Gary Plumb, can recall the exact moment he first laid eyes on his car. Responding to a classified advert, he stood watching as the seller's garage door slowly rose up and the curvaceous tail end of the Duetto came into view. Right there, Gary admits he was smitten. With a sheepish smile, he recalls: "Within the first 30

seconds of physically seeing the car, I said to myself, I'm buying this."

seconds of physically seeing the car, I said to myself, I'm buying this."

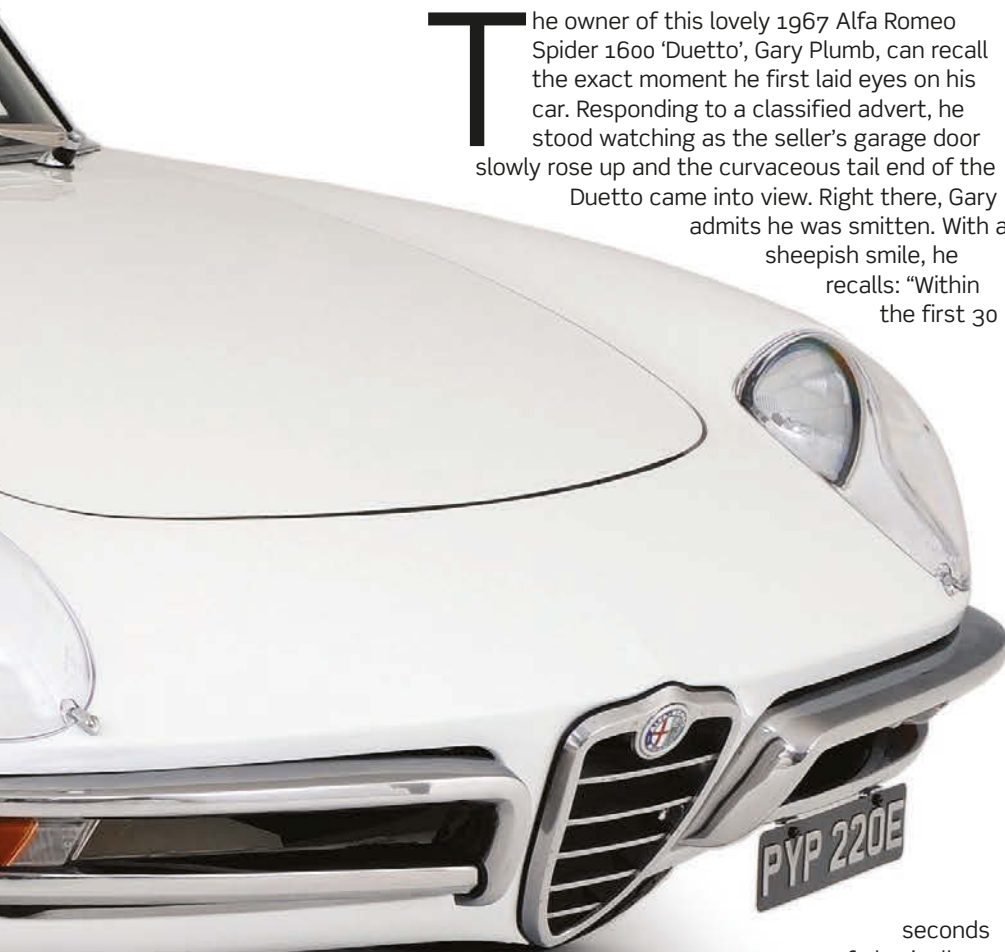
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on its books, of which perhaps 20 are in current circulation. Gary then estimates that when it comes to 'white over red' cars, there appear to be just three, with only one of these actually being on the road.

We should remember of course that the Duetto was a highly rarified buy when new, priced at only £150 less than an E-Type Jaguar which had six cylinders and far brawnier performance. Records reveal Alfa Romeo built

April 1967 and date of sale in England of 5 May 1967.

Something strange then happened because the original owner in Christchurch, having bought a highly specialised Italian sports car painted white, then decided to change the colour to blue! Some years passed, then the car was taken off the road in 1981 as a result of a blown head gasket, further compounded by a failed attempt at a repair which resulted in the

## “ Which parts went into the car depended on what was around at the time ”

just 380 RHD 1600cc cars between 1966 and 1967, so the chances of seeing another one coming the other way, let's say, are not high.

Everything changed for Gary when he spotted this white Duetto for sale in Swindon. He went to see the car and his spirits soared as the garage door went up, which is where we came in. It turns out the vendor was an aircraft engineer into restoring cars, not just Alfas, and along the way the Duetto had been rebuilt to the last nut and bolt. "Yes, the car was fundamentally there," recalls Gary, "restored to a good standard. He'd done the hard work." So a deal was done and Gary became a Duetto owner.

On the day we meet, Gary turns up with a big ring-bound folder full of correspondence on the car, including one of the new-style 'Certificato di Origine' statements from Alfa Romeo in Arese. This confirms the car's AR 710154 chassis number, build date of 29

timing chain accidentally dropping into the sump.

Two friends (one of whom had a 1300 Junior of his own) then came on the scene to assist. Eventually, the Duetto passed from one friend to another, ending up in Swindon with owner number three, a serial car restorer. Starting in 2012, he undertook a full 'back to bare metal' ground-up restoration. As soon as it was completed, he put the Duetto up for sale to fund his next project, which is where Gary Plumb came in, buying the car in September 2016.

Of his Duetto, Gary confesses with a smile: "I love the design and the complexity of that shape, it's so flowing with not a straight line on it. True to form, it feels just like a 1960s car. For me, the whole system of it, the driving experience is very special. I also like the comments you get. I'm not looking for praise but both guys and girls love it."

Gary, who is an IT engineer, bravely keeps the

*White-on-red is a rare colour combo. This example has parts sourced from across the globe*





## ALFA ROMEO SPIDER 1600 DUETTO



*Original Duetto 'cuttlefish' round tail is more highly sought-after than the later Kamm-tail treatment*

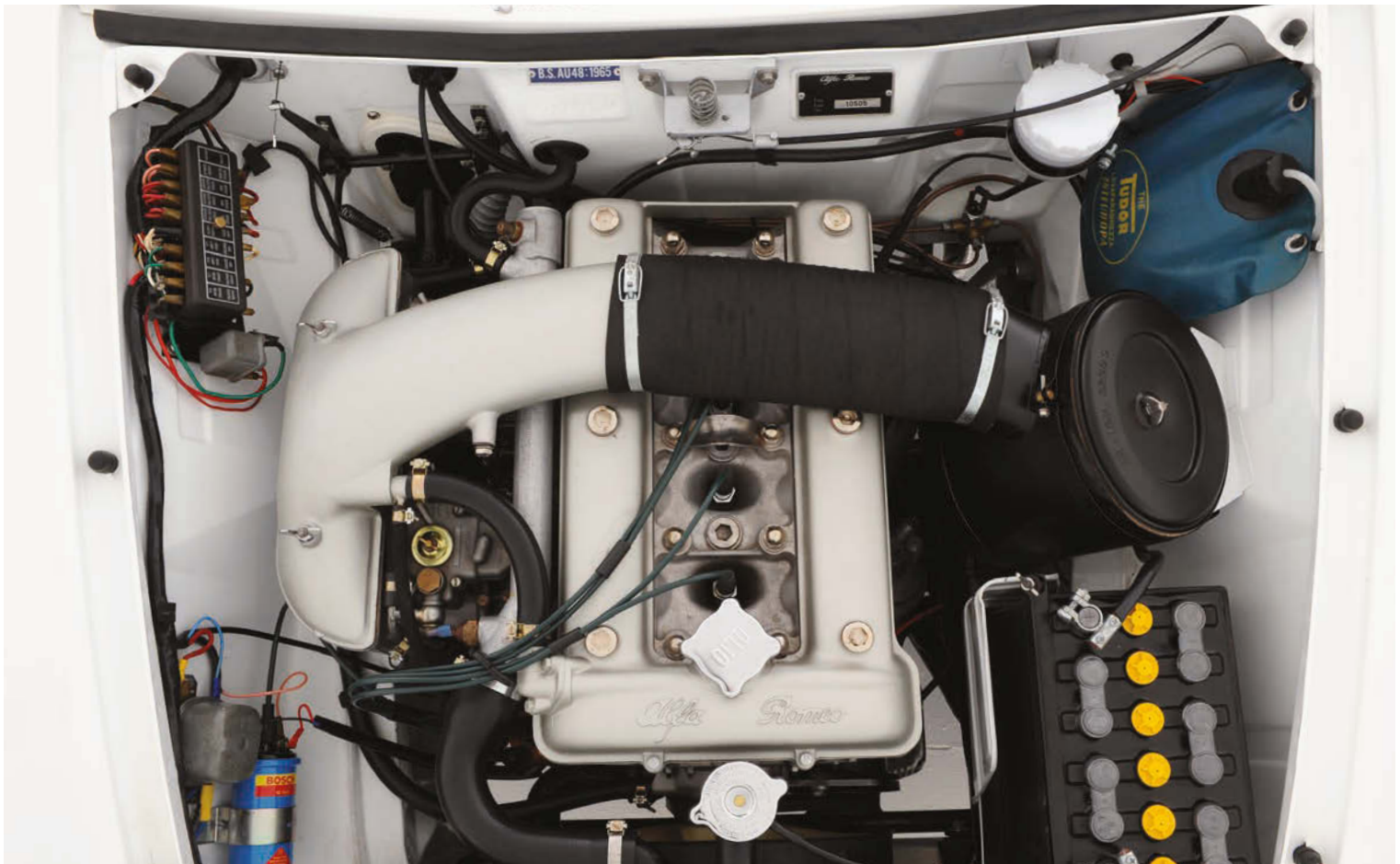
Duetto in an unheated lock-up and says he does about 1000 miles a year in it. He's done Cotswolds Alfa Day and the Goodwood breakfast meeting, as well as the *Auto Italia* Brooklands Italian Car Day. He won Car of the Show at the 2017 MITCAR event, after which the Duetto was displayed at the 2017 NEC Classic Car Show, so its fame is spreading.

For Gary, another fascinating (if perplexing) side to the car is the way it was originally built. That's to say, Pininfarina made the bodies and assembled the model at its Grugliasco plant but which parts went into the car depended on what was around at the time. "The spec was changing all the time when it came to things

like carbs and brakes," notes Gary. "There's no official record of what went on the car."

Gary's 1570cc twin-cam is running Webers but other Alfa 105s of that era could easily have had Solexes or Dell'Ortos. Brakes might be Dunlop or ATE. However, Gary's quest goes deeper than that and it's the finer details he's keen to finesse. Through a global network of Facebook friends, he enjoys the chase of tracking down small detail parts, all of which of course have to be period-correct.

Oil/radiator caps have come from the Netherlands. America has provided a heater control panel and rare rubber tool kit boot strap. Replacement light lenses



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO SPIDER 1600 DUETTO

ENGINE:	1570cc 4-cyl twin-cam
BORE / STROKE:	78mm x 82mm
COMPRESSION RATIO:	9.0:1
INDUCTION:	2 x Weber 40DCOE carbs
POWER:	109hp @ 6000rpm
TORQUE:	139Nm (103lb ft) @ 2800rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive
SUSPENSION:	Double wishbones/coil springs (front), live axle/coil springs (rear)
TYRES:	155 x 15
DIMENSIONS:	4250mm (L), 1630mm (W), 1290mm (H)
WEIGHT:	990kg
MAX SPEED:	111mph
0-62MPH:	10.3sec



have been found in Germany. An accelerator stop came from Denmark. Italy, Israel, Canada, Slovenia and of course the UK have provided other myriad parts for this fastidious Duetto project. Even radiator hose clips come under scrutiny.

All of this become understandable when you see the Duetto in the metal because it does look fabulous both inside and out, no question. The styling is, of course, what makes the Alfa such a show-stopper yet the cabin also catches the eye in all the right ways. In particular, the artful simplicity of that original metal dash, those beautifully calibrated Jaeger Italia instruments, that evocative view over the seductively sloping bonnet – features like these haven't aged and some arguably weren't improved in later versions of the 105 Spider.



The Duetto comes over as a genuine Italian exotic – sophisticated and desirable. Just imagine what it was like when new on the Italian Riviera. Gary's car comes over as fundamentally well sorted, very wieldy and easy to place on the road. During an hour's drive over scenic back routes, the Alfa felt reassuringly solid, scuttle shake conspicuous by its absence. As with all 105 series Alfas, roadholding isn't the car's crowning glory and the tail end can become lively over indifferent tarmac. It's only the stiffness of the pedals that's a slight cause for concern here; otherwise, we can imagine it must be pretty darn close to how it was when the artisans at Pininfarina built it.

Ah yes, but we can live with its foibles. It's the accuracy and response of the steering, the precision of that celebrated five-speed gearshift, the eagerness of that rumbly twin-cam – it all comes together to create a wonderfully intuitive drive experience. *Bella macchina* indeed. 🇮🇹

*Some say the original 1.6-litre twin-cam engine is the sweetest ever fitted to the Alfa Romeo 105 family*





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### Auto Italia - September 2018

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# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
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## AROC National Alfa Day

Well over 500 Alfa Romeos returned to  
Weston Park for this year's NAD

Story & photos by John Griffiths





**O**n 1 July, the Alfa Romeo Owners Club National Alfa Day returned to Weston Park in Shropshire after an 11-year absence. The 2007 event there will forever remain in people's memories as a virtual wash-out, with two Alfa Motta 'jeeps' pressed into service to tow scores of cars out of the deep mud. This year, however, could not have been more of a contrast, as well over 500 Alfa Romeos

basked in scorching temperatures of over 30 degrees in the shade.

The Club's organising team arranged the Alfas in smart rows by model, with several special display areas including the AROC Modified Alfas Register, the Concours d'Elegance and new Show & Shine contest, plus dealer and racing car displays.

A star turn was the superb HMS Racing BTCC Giulietta with its huge fully liveried support lorry, the team being sponsored by

the Club. Sadly driver Rob Austin and team owner Simon Belcher couldn't be present but the team engineers were and they allowed people to get really close to the car, with several even getting to sit directly in the hot seat. Four BRSCC Alfa Romeo Championship race cars were also close by, immaculately presented and causing much interest among the show-goers.

The Concours contest and Show & Shine were both well supported with some superb





cars on display. Among other special cars was the 1929 1500 6C belonging to Mark Longmore. It's a James Young-bodied car, and Mark has recently removed its top layer of red paint to expose the original black with smart green coachlines – a delightfully clever transformation.

Such was the heat of the afternoon sun that, by the time of the awards, a number of people were drifting away. Many had picnicked under the parkland's trees or taken advantage of the Italian Market's extensive fare. The overall winning car in the Concours was Gary Orchard's immaculate 1982 Alfasud TiX, which was just beautifully presented. The separate team on the Show & Shine judging also chose an Alfasud as the winner, an earlier Series 1 Ti belonging to Keith Appleby. There were a host of other age-category winners in the Concours which covered cars as diverse as a Giulietta Spider through to a 156 GTA Sportwagon.

Part of the joy of AROC is the range of cars it covers and this was fully reflected in the display park, with more than 40 new Giulias and Stelvios, ten 4Cs, a sea of Giuliettas and MiTos, the highly popular 916 series GTVs and Spiders, GTs, 939 series Breras and Spiders, plus 159 saloons and Sportwagons. Then, of course, were the older machines. The 105 series cars incorporated a special line of

Berlinas, the model celebrating its 50th anniversary this year; transaxle machines covering Alfettas, 116 series Giuliettas, 75s plus ES30 SZs; then a couple of lovely 2600s. Let's not forget the numbered machines, some now sadly becoming 'endangered species' – 164, 166, 147, 156, 145 and 146. It's great to see so many in club members' hands being carefully looked after.

Will 2018 banish those distant memories of mud? Probably not, but Weston Park showed a wonderful side to its character this year that all Alfisti enjoyed.







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# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
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## GOODWOOD FESTIVAL OF SPEED

25 years of Goodwood's fabulous festival were  
celebrated with plenty of Italian flavour

Story by Richard Heseltine  
Images by Goodwood





**W**hen a 1950 Ferrari 166 MM became the first car ever to ascend the 1.16-mile course during the inaugural Goodwood Festival of Speed back in 1993, few people could have envisaged it becoming an annual fixture, let alone one of the biggest motoring events in the world. And how. The same scarlet *Barchetta* appeared during the 2018 run, driven by Sally Mason-Styrron in front of close on 150,000 punters during Goodwood's silver jubilee event. The thing is, this is no longer a historic car meeting. It hasn't been for years.

The July 2018 event made headlines for a whole variety of reasons. The autonomous Roborace 'racing car' made it to the top of the hill unaided, which made for a glut of

headlines in the mainstream media, as did the 'progress' of another driverless car: the Siemens 1965 Ford Mustang, which moved along at the rate of tooth decay before gently connecting with a hay bale after its steering failed.

Then there was the Top Ten shootout which, for the first time ever, saw electric cars battle for supremacy, with Roman Dumas somehow guiding his Volkswagen IDR Pikes Peak up the hill in an incredible 43.86 seconds. Throw in drifters steering their cars on their bumpstops and a whole lot more besides, there was something for everyone, even if there was much harrumphing from those who miss the intimacy of the early events. That, and the increasing change of emphasis away from just the old stuff.

Nevertheless, there was a wealth of

historic Latin icons, as well as latter-day exotica. Predictably, Ferrari featured strongly, with Formula 1 machinery to the fore. These ranged from Jason Wright's 156 'Sharknose' recreation driven by the irrepressible Arturo Merzario and the American-entered 158, via a flat-12-engined 312 B3 and 312T. Scuderia Ferrari test driver Marc Gené also put on an entertaining - and smoke-filled - display aboard the works-fielded, ex-Kimi Räikkönen F60 from the 2009 season.

It wasn't all single-seaters, however, with a mouth-watering array of sports cars and GTs taking to the hill. These included Philippe Cornet's sublime 250 GT SWB/C SEFAC 'Hot Rod' and Nick Mason's 250 GTO (plus his ex-Derek Bell 365 GTB/4 Competizione, for that matter). Then there was contemporary machinery such as the Sam Bird-driven 488



LEFT: Stefano Agazzi in the Alfa GTAm. ABOVE: Ex-Lauda Ferrari 312 B3. RIGHT: Andrew Beverley in Lancia Delta S4



GTE Evo Le Mans weapon.

Ferraris also made their presence felt during the Michelin Supercar Runs, with eight cars entered by the factory. These spanned such syntactically-challenged fare as the FXX K Evo and 599XX via a LaFerrari Aperta and the very latest Portofino.

The Supercar class also encompassed a

raft of vowel-laden exotica from Lamborghini and Maserati, not to mention a Pagani Huayra Roadster. Perhaps of greater interest, if only to those who like the strange stuff, were several 'boutique' offerings. These included the Italdesign GT-R50, based on the Nissan GT-R, and the Italian-made Apollo IE.

Among the more intriguing sports-racers to

tackle the course was the Scuderia del Portello Alfa Romeo Tipo 33/2 'Fléron' and Engelbert Moll's Abarth 3000 V8 Prototype Vergaser, which won the Group 5 class in the 1971 European Hillclimb Championship. Rather better known, but no less spectacular, were Stefano Macaluso's crowd-pleasing Lancia Beta Montecarlo Turbo and Jaime



ABOVE: Maserati 'Eldorado Special'. ABOVE RIGHT: Ferrari 126 C4/M2. RIGHT: Nick Mason's ex-Derek Bell Ferrari Daytona Competizione





Bergel's Ferrari-engined LC2 Group C car, both in Martini warpaint.

Appropriately, Alfa Romeos starred in the various touring car classes. Tom Andrew's ex-Italian Superturismo Championship Alfa 155 in Gabriele Tarquini BTCC livery had us misty-eyed, while the factory museum's 1750 GTAm, which was pedalled with gusto by Stefano Agazzi, had us salivating. Away from the action on the hill, Tony Graham's Lancia Fulvia 1.3S looked at home on the Forest Rally Stage, as did Stephen Rimmer's gorgeous box-arched Fiat 131 Abarth.

So where to from here? The Festival of Speed isn't on the must-attend list for many historic racing types anymore, but it continues to grow in stature with fans of mainstream motorsport and high-end supercars. It might not be to all tastes, but the Festival of Speed is unlike any other motoring event we can think of, and it has true global reach. The question now isn't whether or not it will remain a permanent fixture, but what will be the major talking points in 25 years' time? We're going with gravity-defying cars that teleport themselves from the bottom of the hill to the top... You read it here first.



# Silver Flag 2018

Italy's showcase hillclimb for historic cars didn't disappoint

Story by Phil Ward

Photography by Phil Ward, Matteo Grazia and Alfa Romeo





It's hard to believe that the Silver Flag hillclimb has been running for 23 years. *Auto Italia* has been most years since 1995, firstly to report on the activities then later as participants. I have been fortunate to attack the 8km course driving a variety of modern Maseratis and Ferraris, most notably the blisteringly quick 458 Speciale. This year, *Auto Italia* management suggested that a classic Italian car would be more appropriate to blend in with the historic nature of the entry.

It's not everyone who would be happy to make their cherished car available for someone else to drive in a hillclimb event but Museo Alfa Romeo Historico graciously obliged. Not only that but I would be sharing the collection's unique 1900 Sport Spider with none other than racing legend, Arturo Merzario.

I met Stefano Agazzi, Director of Museo Storico Alfa Romeo, and his team in the paddock at Castell'Arquato. Merzario was on hand and very popular with the spectators, happily signing autographs, photographs and books. The group also included Roberto Giolito, Chief Designer at Fiat, and the man responsible for the Fiat Multipla and current 500. Giolito admitted to being an *Auto Italia* reader and keeps his issues locked in his desk, "to keep my colleagues from stealing them!"

#### OUR CAR

'Our' car was the museum's Alfa Romeo 1900 Sport Spider. Parked next to it was a red 2000 Sportiva Coupe. Both these cars were designed by Franco Scaglione while at Bertone, in theory there were two Coupes and two Spiders built, or so the story goes because what happened to the other Spider remains a mystery. Both the 1900 SS and the silver 2000 Sportiva Coupe are part of the Arese collection, while the red coupe at Silver Flag is owned by Alfa Romeo collector, Axel Marx.

These cars were part of a post-war project that never got off the ground. Back in 1952 it was Alfa Romeo's intention to build a limited-edition sports car that could be driven on the street or raced competitively in the emerging 2.0-litre sports category. The design, known as the 2000 Sportiva, was a hybrid,



combining elements from contemporary road- and track-going Alfas. The cars shared a version of the 1997cc twin-cam from the 1900 C52 Disco Volante, which was also designed by Scaglione.

The four-cylinder engine had an iron block with an aluminium cylinder head, fed by twin side draft Weber carburettors. The power output was 136hp with a top speed of 137mph. The all-aluminium bodywork was mounted on a spaceframe chassis based on the Disco Volante. The suspension combined front dual-transverse arms and coil springs at the front with transverse rods and coil springs and a De Dion axle at the rear. The Sportiva project was set aside to make way for the state-of-the-art Giulietta Sprint with its modernised production techniques and wider appeal.

### THE RIDE

It is a tribute to Stefano Agazzi's team that the museum's cars like the Sportivas are kept in excellent running order. Looking superb under its canopy in the paddock, the 1900 SS had just completed the



*Axel Marx, owner of the Sportiva 2000 Coupe pictured below, with FCA design chief Roberto Giolito (second from right)*

gruelling Mille Miglia intact. As our start time approached, I placed my helmet on the passenger's seat while the mechanic placed padding on the driver's seat, as the slightly built Merzario needs extra height to have a clear view over the screen. As Merzario climbed into the car, he said to me: "No need for helmet, today is holiday."

As our hillclimb group was being assembled, the support crew pushed the Alfa along to the paddock exit. Merzario fired up the old Alfa amid the crowd of spectators, drove down to the start line, had a brief word with the commentator, and we were off.

The long 4km run down to Lugagnano is straight and fast, punctuated by a couple of chicanes. I had to take my cap off to avoid it being blown away by the airflow coming over the low screen but Merzario's famous cowboy hat remained firmly in place throughout the run. I am convinced that it was stapled to his head.

My driver was not out to set any records; after all he had nothing to prove. With a grin he shouted over the bellowing engine: "This is not my car, it is from the







**THE DRIVER**

Born in 1943, Arturo Merzario began his career with Abarths in GT racing and hillclimbs. He won the 1963 Sardinia Rally in 1963 in an Alfa Romeo Giulietta. In 1969 he won the Mugello Grand Prix in an Abarth 2000SP, which attracted Ferrari's attention leading to third place in the 1970 Daytona 24 Hours and fourth in the Monza 1000km driving a Ferrari 512S. His 512S was a DNF at Le Mans with Regazzoni in 1970, but further wins followed at Imola and Vallelunga for Ferrari and Abarth, respectively.

In 1972, Merzario won the Spa 1000km with Brian Redman in a Ferrari 312PB and the Targa Florio co-driving with Sandro Munari. In 1973 he was second at Le Mans in a 312PB sharing with Carlos Pace. In the same year he took second places in the Nürburgring 1000km and in 1975 the Targa Florio driving an Alfa Romeo 33 TT 12.

Merzario's F1 debut was with Ferrari and in his first race he finished sixth in the 1972 British Grand Prix. He also raced for Iso-Marlboro, Williams, Fittipaldi, March, Wolf-Williams, Shadow and lastly his own 'Team Merzario'.

His career continued in sports cars and GT racing into the 1990s and he won the 1985 Italian Prototype Championship, and later campaigned successfully with a Centenari M1.

Merzario is perhaps most renowned for being prominent among the drivers who saved Niki Lauda from his burning Ferrari during the 1976 German Grand Prix. Niki Lauda is quoted to have said: "Arturo Merzario... jumped into the fire and, alone, pulled me out of the wreckage so I survived... so he really saved my life there, because a couple of seconds more I would have never made it."



museum." Nevertheless, he was quick out of the go-degree left at Lugagnano and onto the hill proper. Highly experienced racing drivers make everything look easy and Merzario's composure remained relaxed all the way to the top. Each corner was approached without drama, using the brakes on entry and holding a high gear until the apex before using the engine's torque to power through. How I wish I could have seen him in the 33 TT 12 on the Targa Florio.

**THE ENTRY**

The main man from Club Piacentino Automotoveicoli D'Epoca, Claudio Casali, arranged another superb entry for 2018. The efficiency of the organisation saw the 211 cars assembled, launched and run in a 90-minute window. At Vernasca the glittering collection of cars congregated in the town square. After brief refreshment, the convoy ran back down the course to do it all over again. There were two runs on Saturday and one on Sunday.

Although the theme this year was 'Vitesse en Bleu' (mainly Bugattis and Renault Alpines), there was plenty of Italian machinery to enjoy. Lancia was well represented with three Group 4 Stratoses, the Chardonnet car driven by Darniche and a rare Group 5 car. There were six Deltas, including three ex-Biasion cars, one ex-Alen and one ex-Auriol. The icing on the cake was Giovanni Rosi's Lancia LC1. The 'big stuff' included a glorious Ferrari BBLM, Bizzarini A3C and the unique Serenissima Jet Competizione Coupe. Notable Alfa Romeos were the ex-Nannini 155 GTA and, appropriately, the ex-Merzario 33 TT 12. 🇮🇹

# CLUB ITALIA

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## Panda at Pandino

Celebration of the Fiat Panda at Pandino Castle was the biggest gathering of Pandas ever



**N**ow in its second year, *Panda a Pandino* has become a fixture in the calendar. This international gathering of Panda owners from all across Europe is held in front of Pandino Castle, a 14th century hunting residence of the Visconti family.

The event started life in 2017 as little more than a joke, when a young Panda owner from the south of Italy announced on Facebook that she'd be driving with her friends to Pandino in the north of the country.

No fewer than 365 Pandas met up in 2018, making it the biggest Panda gathering ever. Among these cars, some 200 spelled out the words 'Panda Waze' in honour of the fact that the new Panda Waze made its debut at the event (which integrates the well-known navigation app into its infotainment system).

A procession of Pandas left the castle to parade 27km through nearby towns and villages. Some 11 prizes were up for grabs, including the best-equipped Panda, the oldest car at the show, the longest

distance travelled and the most extravagant Panda. All proceeds from the event were used for recreational spaces for people with disabilities.

The Fiat Panda continues to inspire enthusiasm, based on its simplicity and affordability. The Panda was the first city car with four-wheel drive (1983), the first car in its segment to win the Car of the Year title (2004) and the first in its class with autonomous city braking (2013). It has been Europe's best-selling city car since 2003.





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## Abarth Historic Track Day

A day of action at the Varano circuit in Italy saw dozens of historic Abarths perform at high speed

Story & images by Matteo Grazia



**N**ow in its eighth year, the Abarth Historic Track Day is an international event that celebrates the story of Carlo Abarth who, at the beginning of the 1940s, collaborated with Porsche and Cisitalia and then evolved not only as a tuner on small Fiat cars but also as a successful manufacturer of sport cars prototypes.

Around 40 cars took part from across Europe, including Austria, Germany,

Switzerland and Spain. All showed on the bonnet the legendary scorpion badge. Following previous years, the event was organized by Anthony Berni, manufacturer and seller of spare parts for historical Abarths, and owner of Berni Motori in Maleo and Franzoni Auto in Brescia, a dealership specialising in the sale of Fiat, Lancia and Abarth cars.

The aim is to bring together enthusiasts, owners and friends to keep the brand's

memory alive and fully enjoy the performance of the cars. On a June day at the Varano de' Melegari racetrack, the atmosphere was rich with 1960s and 1970s Abarths. In action were models such as the 695 SS, 850 TC, 1000 CSA and 1000 TCR, plus prototypes like the 1000 Cuneo, 1300 OT, and 2000 SP, to name just a few.

Also here was the T140 'Big Abarth', recreated on the basis of drawings, scale models and photographs. Originally



conceived with a 12-cylinder engine formed by the union of two six-cylinder engine blocks, making a 6.0-litre displacement, the recreation uses a 5.4-litre BMW V12. This would have been Abarth's weapon in the World Constructors Championships in the late 1960s, clashing with Ferrari, Porsche and Ford. The story, however, ended due to a sudden change of regulations, when in 1967 the authorities decided to limit engines to 3.0 litres in the 'prototype' class.

Dedicated laps of the track were not lacking, even for the Formula Abarth and Formula Italia, breeding ground for so many young drivers in the 1970s, who later became champions, such as Michele Alboreto and Riccardo Patrese.

Congratulations to the organisation and participants. A track day entirely dedicated to the 'Scorpione' is surely the best way to keep alive the memory of one of Italy's most renowned manufacturers.





# COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END ITALIAN CAR

## Ferrari 275 GTS

Understated elegance, Colombo V12 power and extreme rarity: small wonder the Ferrari 275 GTS is now rated as one of Maranello's all-time greats. But what is it like to drive and to own?

Story: Chris Rees  
Photos: Michael Ward

**W**e are taking the ferry across Poole harbour for our photo shoot and the crowds are already starting to gravitate towards one particularly valuable item of cargo on board. The dark grey convertible certainly has allure aplenty. It's also a sight very few people will ever witness again, for this Ferrari 275 GTS in one of just 14 right-hand drive examples ever made.

With understated beauty, Colombo V12 engine, usable performance and extreme rarity on its side, the 275 GTS is one of Ferrari's most desirable 1960s products. No analysis of the GTS can be made without also mentioning its sister model, the 275 GTB. The closed-roof 'berlinetta' version is, however, very far from being a near-identical twin of the 'spider' – they are almost entirely different cars, at least body-wise.

They were both launched at the same time and place: the 1964 Paris Motor Show. The 275 GTS marked the return of an open-topped model to Ferrari's range after an absence of almost two years (the 250 GT California having departed in early 1963).

Pininfarina was behind the design of both the 275 berlinetta and spider. While the GTB was actually quite controversial at the time with its long nose, raked windscreen and kicked-up tail, the GTS's softer, less showy lines appealed to a more conservative clientele. The nose had hints of the 250 GT California, with its recessed egg-crate grille, full-width bumper and headlights in shallow recesses. A subtle rise in the bodyline into the rear wings then fell towards a curved tail panel with wrap-around lights and quarter bumpers. A subtle change in early 1965 concerned the 11-louvre front wing vents, which were swapped for a triple-louvre design.

The folding soft-top sat in a recess behind the cabin when lowered, with a clip-on cover keeping it hidden. A

hardtop was an option but few people ordered one. Inside, very early cars had a 'twin' passenger seat – essentially a wide passenger seat that was designed to fit two people, but this was quickly dropped in favour of a standard two-seater layout. The Connolly leather seats were less heavily bolstered than the GTB's. The lovely teak veneer dashboard had several minor switchgear differences over the GTB, too.

In mechanical terms, this was classic front-engined V12 Ferrari, with one significant new development: both 275 models featured independent suspension all round – the very first Ferrari road cars to have all four wheels independently suspended. The chassis' short 2400mm wheelbase was the same size as the 250 GTO's.

The GTS's rear-mounted gearbox was the same five-speeder as in the 275 GTB, mounted in unit with the rear differential – making this the first road-going Ferrari with a transaxle. The GTS never received the GTB's later rigid torque tube arrangement (the GTB's updated Tipo 563/66 chassis arrived in January 1966, but that was then nearly the end of GTS production, so Ferrari never bothered with it).

The Colombo-designed single overhead camshaft per bank V12 had wet sump lubrication. However, in the GTS power was detuned by 20hp compared to the GTB (developing 260hp at 7000rpm). This decision was made in consideration of the car's target clientele, with engine flexibility favoured over raw power. The 3286cc unit was fitted three twin-choke Weber carbs (either 40 DCZ/6 or 40 DFI/1), with a twin coil and distributor ignition system.

While the 275 GTB typically wore alloy rims with centre knock-on hub nuts, the GTS was fitted with classical-looking Borrani wire wheels. Even then, these differed from the 72-spoke wires available for the GTB; they had only 60 wires.

The bodywork was in steel with alloy doors, bonnet

and boot lid. While the Pininfarina-designed berlinetta body was built by Scaglietti of Modena, the spider was constructed at Pininfarina's own works in Turin, then shipped over to the Ferrari factory, fully trimmed, for the mechanical components to be fitted. Production ran from late 1964 to early 1966, when the 4.0-litre 330 GTS replaced it. With a chassis number range of 06315 to 08653, just 200 examples of the 275 GTS were made, most going to the United States, so it's much rarer than the GTB (970 of which were made over four years). Only 14 were right-hand drive. Famous customers included Jayne Mansfield and Eric Clapton.

We should also make mention of the very different 275 GTS4 NART Spider, an aluminium-bodied roadster built to order by Scaglietti at the behest of the US Ferrari importer, Luigi Chinetti. Only 10 such NART Spiders were made, and their rarity makes them extremely valuable today, worth as much £20 million.

### ON THE ROAD

Despite having a milder engine than the GTB (20hp less, produced 600rpm lower down the rev range), the GTS is no slouch. Its top speed is 147mph and it can do 0-60 in just 7.2 seconds, all the while being very tractable.

The noise from the V12 engine is gloriously mechanical: it whirrs, chatters, rumbles. Cogs mesh, belts thrash and carburetors gulp, all overlaid by a cultured snarl from the Ansa quad-pipe exhaust.

First gear is down and left on a dog-leg and benefits from a firm hand, easing as the mechanicals warm up, the lever vibrating gently in your hand. The V12 really starts to come alive beyond the 4000rpm mark; keep it

in these upper reaches and the drive is exhilarating.

The seats are wide and waftily comfortable, and the ride quality is every bit as good as you'd hope for a grand touring convertible. The view out is magnificent in all directions – as is the view for onlookers admiring its lines.

All the controls are weighty. The unassisted worm-and-roller steering feels slightly ponderous at low speed but it's surprisingly user-friendly at higher speeds. It feels so composed to drive – arguably a more relaxed and sweeter tourer than the 275 GTB. At 100mph, it's ultra-smooth. The brakes inspire confidence, too.

Admittedly the GTS is more of a tourer than an out-and-out sports car. Still, cornering turn-in is more eager than you might expect, considering the compliant suspension and high-profile 205 Michelin XWX tyres on 14-inch Borrani wires. There's also very little body roll for a car of this era. This is not a big car by modern standards, so you can really hustle it through bends if you wish, but its forte is fast, undulating tarmac and sweeping A-roads.

### OWNER'S VIEW

The car in our photos belongs to Clive Bate, Team Principal at Emblem Sports Cars. His passion for Ferrari started when he was a marshal at Castle Combe and he's been a Ferrari owner now for over 20 years. Clive's cars, prepared by his son Tim, have won a number of concours awards – and this GTS is among them, with appearances at Salon Privé, Autoglym and Ferrari Owners Club events. However, these days, the car's tiny detail differences from new





## COLLECTORS' GUIDE: FERRARI 275 GTS

mean it's rarely entered in concours. Clive also has a Ferrari 550 and 250 GTE to enjoy...

Supplied as a right-hand drive car in 1965 to Antony Molins of London, it was originally painted a lighter silver (Grigio Fumo) than its current shade (Grigio Argento). The interior came out of the factory in 'naturale' colour but the owner had it retrimmed in black at huge expense by Scagiletti in Italy back in 1966.

13 years ago, the car was showing signs of rust, so bad that it might fail its MOT. Clive made the bold decision to have it completely restored. The bodywork was entrusted to Kevin O'Rourke, who also did a Ferrari 250 GTO at the same time.

Originally this car had Cromodora wheels fitted but had been swapped to wires at some point. "Someone stole my unique 60-spoke Borrani's," rues Clive, "and they're so hard to find. I eventually tracked down five in the USA, all date-stamped 1964 or 1965. Luckily Borrani agreed to rebuild them."

Another difference from original is the dashboard binnacle, which originally had a veneer finish that Clive didn't like; it was retrimmed in leather over the original veneer so it could be returned to original. A specialist called Kevin Baggs restored the leather interior, changing it from black to red. He also created a new soft-top for the car, which needed screws and bushes to be specially made from scratch. Clive is very proud to own one of the very rare factory GTS hardtops. "It's very heavy and difficult to install, though," he says, "Because the soft top frame has to come off first, I've only done it once! The hardtop needed extensive restoration, too."

The V12 had had some below-par work done to it



## TECHNICAL SPECIFICATIONS

### FERRARI 275 GTS

ENGINE:	60-degree V12 four-cam
CAPACITY:	3286cc
BORE X STROKE:	77mm x 58.8mm
COMPRESSION RATIO:	9.2:1
INDUCTION:	Three Weber 40DFI carbs
POWER:	260hp @ 7000rpm
TORQUE:	202lb ft (274Nm) @ 6000rpm
TRANSMISSION:	Five-speed rear-mounted manual
BRAKES:	Solid discs all round, Dunlop four-pot callipers
TYRES:	185 HR14
DIMENSIONS:	4370mm (L), 1675mm (W), 1250mm (H)
WEIGHT:	1120kg
MAX SPEED:	147mph
0-62MPH:	7.2sec





*This is one of 14 right-hand drive cars ever made. Exquisite cabin and understated styling are strong attractions*

before in its life and, at the time it was restored, some difficulties presented themselves. Luckily the pre-eminence of the 250 GTO has since changed engine parts supplies for the better. The engine was leaking oil but by skimming the block by a minute amount, this was cured. Tim at Emblem makes sure he stays on top of engine maintenance, fettling the triple carbs to keep it sweet.

The car benefits from four bulging files of paperwork from new – invaluable for any classic Ferrari. Another invaluable item is the toolkit; Clive's is a GTO Engineering replica set. "Original toolkits are ultra-rare. One sold recently for £19,000, and that one was knackered!"

## RESTORATION GUIDE

It is very important that you enlist the help of a Ferrari specialist such as Emblem Sports Cars if you are serious about a car. Restoration can be very tricky indeed, but once the car is in a good state, it's actually



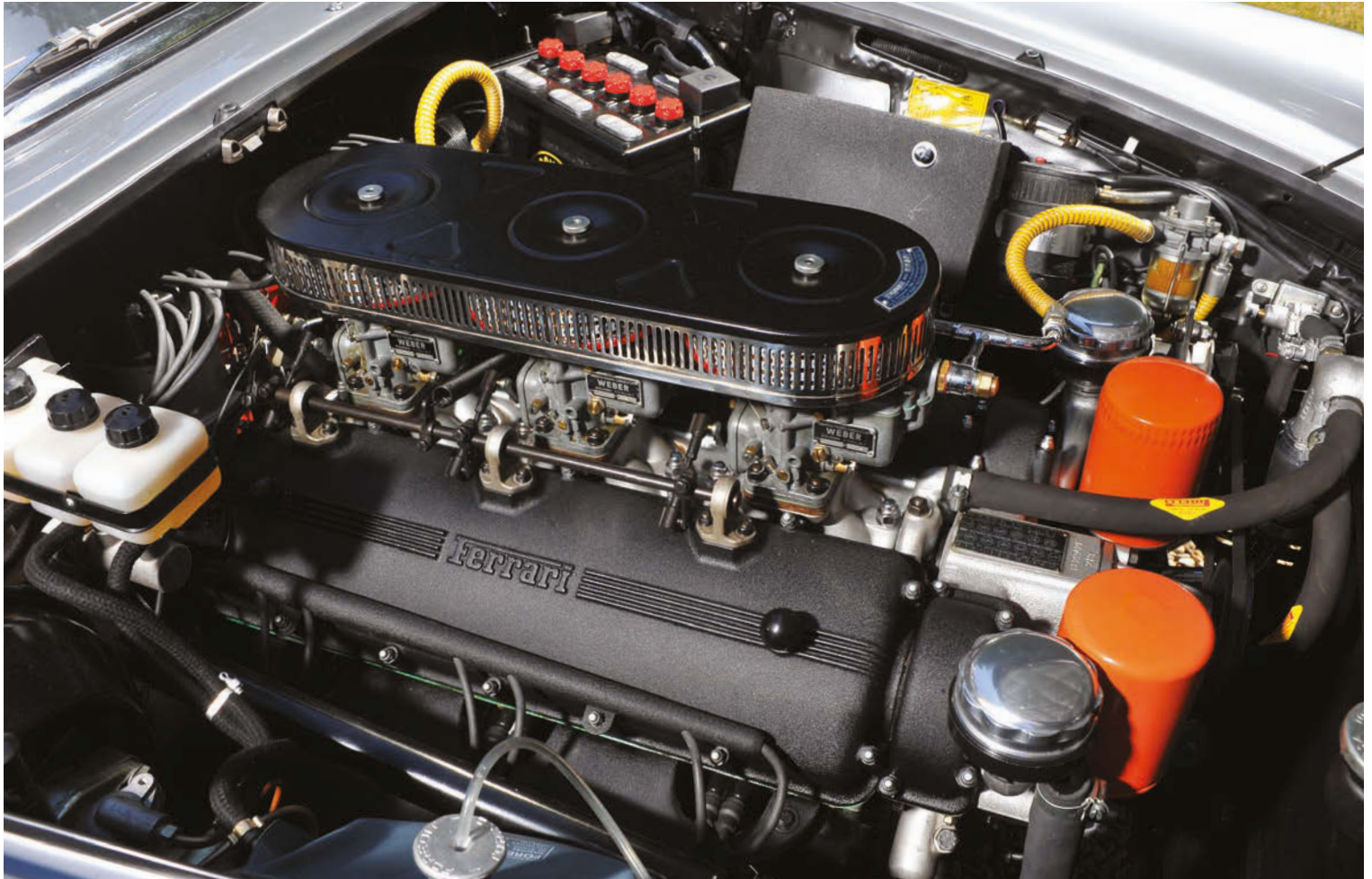
fairly straightforward to keep on top of. Ferrari Classiche certification is also becoming more and more important to buyers.

It's crucial that the 275 GTS's chassis is solid. This consists of a tubular framework attached to the outer sills. The chassis can be viewed easily from underneath but there should be special focus on the floorpan and chassis outriggers. The independent suspension and transaxle should be OK if cared for properly, but check for general wear and tear.

Original factory replacement body panels are essentially non-existent. You should budget for panels being made by hand if damaged. Consistent shut lines are vital to any restoration. Many trim items are unobtainable, like the rear lights and bootlid badge, while even the column light stalk is unique to the GTS (though a repro item is now available). Lots of the cabin is unique, too, including some gauges and the clock.

Whilst robust, the engine needs regular maintenance, so check its recent service history. Also





#### SAMPLE AUCTION PRICES

1966 275 GTS, LHD, blue, £1,204,000  
 1966 275 GTS, LHD, black, £1,320,000  
 1965 275 GTS, LHD, black, £1,562,000

listen for noisy tappets, indicating worn adjusters. Three-carb V12s are not as highly-strung as six-Weber versions. There's less space in the engine bay to work on than the 275 GTB, as the car is smaller overall.

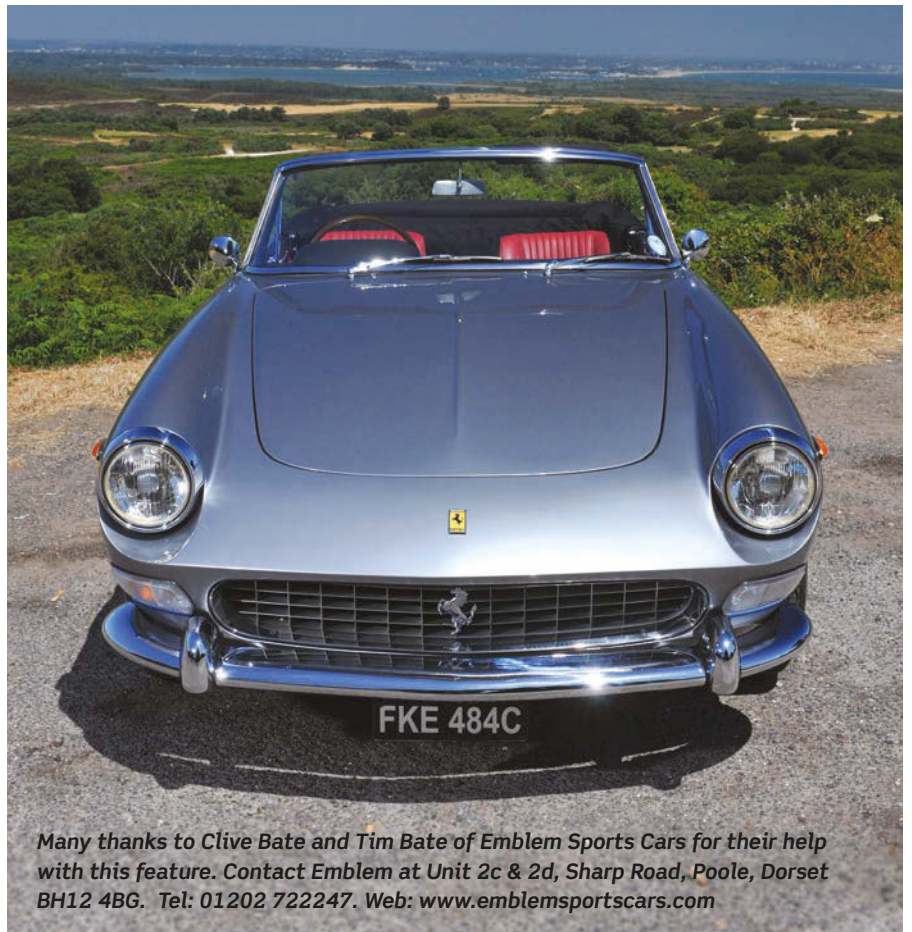
The hand-built nature of the GTS means that some parts can be troublesome, reckons Tim Bate of Emblem: "Ferrari were still trying things out, so brakes, servos and clutches can be a problem."

#### COST & VALUE ANALYSIS

In a market that's not always been easy recently, the Ferrari 275 GTS remains in healthy demand. As with most older Colombo V12 cars, it's widely seen as an investment and the relative rarity of the GTS will always keep values high.

Auction prices have been in the region of £1.2 million to £1.6 million in the last couple of years. Project cars are rare and tend to find owners off-market and under the radar. Prospective buyers should always seek out a 'matching numbers' car. Employing a good specialist is always a good idea.

Originality is king in terms of value. Right-hand drive carries a premium because of its rarity – only 14 RHD cars were supplied new to the UK. That said, left-hand drive isn't hard to sell because of the model's popularity in left-hook markets like the USA. 🇮🇹



Many thanks to Clive Bate and Tim Bate of Emblem Sports Cars for their help with this feature. Contact Emblem at Unit 2c & 2d, Sharp Road, Poole, Dorset BH12 4BG. Tel: 01202 722247. Web: [www.emblemsportscars.com](http://www.emblemsportscars.com)

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## ALFA ROMEO



**Alfa Romeo Spider 105 2000.** 1971, 96,200 miles, yellow, fully photographed frame off restoration in 1989, been in the same family since 1989. Needs minor cosmetic work, such as interior fixings and small paint chips, eg choke cable needs correct knob. Full current MOT and MOT history, always garaged, taken for short drives every few weeks, hood in good order with small crease on rear window, underside cleaned and treated. Included in sale are spare centre console, rear light cluster, rear bumper, engine block, £11,500 ono. Email: black.markie@gmail.com (North Yorks). A272/014



**1992 Alfa Romeo Spider S4.** 147,500km, Broom Yellow, converted to RHD by Bell & Colvill, period Zender alloys and Nardi wooden steering wheel, MOT to June 2019. Stainless steel manifold and exhaust and Harvey & Bailey handling kit, car appeared in Classic Cars magazines twice - August 2010 and April 2017 editions, reverse gear temperamental, £12,500. Tel: Peter, 020 8979 1347 (SW London/Surrey). A272/034



**105 Alfa Romeo Spider Veloce S4.** 54,000 miles, black, this car USA spec. We are in NZ, shipping is around £1600 to the UK, I am a UK AROC member. 2.0l injection, power steering, power windows, colour coded bumpers, leather seats and chrome trim. Imported to NZ in 1994 from the USA and converted to RHD using OEM parts, the original USA sales and owner's info is included, two sets of keys, £10,500. Email: jon.everitt69@gmail.com. A272/041



**Alfa Romeo Spider S4 RHD Seaking.** 1991, last edition of this classic Italian timeless design, 2000cc, fuel injection, LSD, power steering, electric windows, CD, full leather, rare Seaking RHD edition, hard top included. Dossier full of files for service records and history of the car, completely rust free due to warm Greek climate and extensive renovation work in 2010, more than 10 years in my collection, very useable, enjoyable, reliable every day classic with great combination of lightness and responsive accurate steering, and quite powerful engine for weight. Huge file of receipts for work done over the years to keep it in really excellent working order and overall condition, £13,950. UK registered on SORN, transport back to the UK can be arranged at very competitive price if no time for driving back through scenic European roads with a great car, free hospitality for weekend if choose to visit for viewing in Athens, Ryanair flights start from £85 if advance booked. Tel: Andreas, 0030 6938 132311 (Greece). A272/035



**1986 Alfa Romeo 115 Spider 2 litre Series 3 QV.** 61,000 miles, red, this has to be one of the best examples of the most iconic Italian Spiders... excellently maintained in its original spec. A large file of work over the years with invoices and MOTs, retrimmed upholstery, garaged all year, but only used in summer months, full MOT included, £11,995. Tel: 077186 74371. Email: billbakeruk@yahoo.co.uk (southern Hampshire). A272/036

**1972 2000 Alfa Berlina.** Blue, excellent condition, imported last October from Italy, never been extensively restored. Original doors and sills, wonderful shut lines. Drives and performs excellent, no crunching gears or whining diff, £9995. Celebrate the 105 Berlina's 50th anniversary! Tel: 07813 203727 (Essex). A272/042



**Alfa Romeo 2000 GTV.** 1972, 47,000 miles, tax and MOT exempt, receipts for all work carried out and MOTs for the last 15 years during which time it has been garaged and has a tailored dust cover. Modifications comprise Harvey Bailey type modified suspension, replica alloys, electric fan and fuel pump, some spares available, garage space means reluctant sale, £19,500 ono. Tel: Peter Lloyd, 01264 860686 (Hampshire). A272/016



**1971 Alfa Giulia 1750 GT Veloce Mk2.** Blue, imported from South Africa 2001 and owned by me since. Professionally maintained, two owners, 84,500 miles, new MOT, unmolested and rust free, AROC valuation of £25,000 in 2017, which is now the price, stunning sports car. Tel: 01665 714413 (Northumberland). A272/040



**1967 Alfa Giulia Sprint GTV Veloce.** 90,000 miles, Muschio Verde with Skai interior Giulia Sprint GTV in overall excellent condition. Original RHD, a very rare car now, fully reworked over the last 5 years, £49,500, please contact me for more information. My price includes shipping to UK port but not UK taxes (approx £2500), car is in NZ but I am ex-UK and an AROC UK member 15+ years. Email: jon.everitt69@gmail.com. A272/033



**Alfa Romeo 33 P4 (permanent 4).** 1991, 99,000 miles, red, front cover Auto Italia magazine 2017. Reputedly best example on the road in the UK, MOT July 2019, £6000. Garage stored near Newcastle-upon-Tyne. Tel: 07738 984826. A272/009



**Alfa Romeo 75 3.0 V6 Cloverleaf.** MOT to June 2019. Recent cambelt, new rear discs and pads with refurbished callipers, Koni shock absorbers, Eibach springs, CSC exhaust back box, 15" OZ Racing wheels just refurbished with new tyres, a joy to drive and handle, £9,995 ono. Email: chris.cousins@hotmail.co.uk. A272/039



**Alfa Romeo Alfasud Ti 1.7 Trofeo Tribute.** 1983, 92,000 miles, red. Rare Sud Ti with 1.7 litre Sprint engine, full mechanical overhaul in 2017, new BBS style wheels and tyres, full leather interior, paintwork presentable due to Trofeo bodykit, MOT till April 2019, original service book and manual, reluctant sale, £7500. Tel 07775 607698. A272/010



**Alfa Romeo 75 Twin Spark.** 1988, 48,000 miles, red. 9 years ago had new brakes modified suspension, 15-in alloys and Zender bodykit fitted. New water pump last year and 9 months' MOT, garage space means reluctant sale for £5950. Tel: Peter Lloyd, 01264 860686 (Hampshire). A272/015



**Alfa Romeo GTV 2.0.** 1982, 76,000 miles, Gun metal, original RHD, 3 previous owners, 12 months' MOT, 6 months' tax, 4 brand new Pirelli tyres, amazing service history including original service folders, instruction book and service coupon book, all MOTs from new, cream cloth interior, the car has had recently had a full engine service and overhaul by Alex Jupe and is ready to be enjoyed, £12,000 ono. Tel: Sam for further details, 07808 571583. A272/013



**Alfa Romeo 147 Collezione 1.6 TS.** FSH, Autodelta remap (130+bhp), Powerflow dual exit silenced exhaust, 85K miles, FSH, new front Goodyear F1s, mint tan leather, superb condition, drives perfectly and 35+ mpg, £1995. Tel: 07745 750603. A272/002

Next issue on sale 3 Oct



**2001 Alfa Romeo 146Ti Turismo Internazionale.** 114,000 miles, red, registered by Autoworld Alfa Romeo Chesterfield and supplied to 1 private owner. Complete with full service history and including all original driver's documents and owner manuals, original sales invoice, 2 red and 1 brown key, MOT May 2019. 5 speed manual with 2.0 TS engine, air con, unused spare, nice original and clean condition, becoming a rare sight and is one of the last Alfa 146 models registered, AROC member reducing collection, £1595. Tel: 07761 235180. Email: redalfaromeo146ti@gmail.com. A272/038

**2008 Alfa Romeo 147 JTDM 1.9 Q2 Ducati Corse.** 89,000 miles, white. Very nice example of this rare Alfa Romeo Ducati Corse, 6 speed manual, 200hp, MOT Oct 2018, recently serviced May 2018, Q2 diff, red brake calipers, rear spoiler, climate control, electric windows, alarm, ABS, PAS, trip computer, cruise control, multi airbags, front fogs, £4250 ono. Tel: 07869 686956 (Reigate, Surrey). A272/043



**2002 Alfa Romeo 147 1.6 Lusso.** 93,000 miles, silver, 1 lady owner from new, full service history, good condition. AROC member, never missed a beat in 16 years, 11 months' MOT, £950 ono, call for details and to arrange viewing. Tel: 07971 650647 (Berkhamstead, Herts). A272/037



**2002 Alfa Romeo 156 Sportwagon Veloce 2.5 Quad Cam V6.** 112,000 miles, black, this car has just had fitted: cambelt, crank wheel, tensioners, rollers, water pump and aux belt, front suspension, upper, lower plus d bushes and drop links, rear shocks and springs, reconditioned calipers f&r, new pads f&r, new front discs, new Avon ZV7 205/55/16" tyres x4. Viewing highly recommended, the 2.5 litre Alfa engine is fantastic! £3795. Tel: Dustin, 07817 842443. A272/032



**Alfa Romeo 156 2.0 litre Twin Spark Lusso.** 130,000 miles, great condition. W-plate, dark red with black velour interior. Owned since 2002, FSH, Alfa member over 20 years. Well maintained, vgc for age, goes great, will be a classic soon, run five cars must reluctantly sell. Spent over £600 recently, fully serviced and all belts done including new exhaust, includes over £1000 worth of Alpine car stereo equipment fitted, this comprises of a head unit, door speaker upgrades, amplifier in the boot and small bass sub unit, £950, a real bargain for an Alfa enthusiast, can post pictures on request. Tel: Ray, 07886 002482 (Essex). A272/012



**Alfa Romeo 159 JTDM Ti 2 litre Sportwagon.** White, 51,000 m, MOT 10 months, excellent condition inside and out, 2011, £10,000 ono, only two owners from new. Tel: 07816 335474 (Devon). A272/031



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**1973 Lancia Fulvia 1.3S**  
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**Alfa GTV Coupe 2.0 T-Spark.** Collectible classic!! 1998 Phase 1, only 94,000 miles, beautiful metallic Atollo Blue, black cloth interior, MOT'd til April 2019. Amazing condition, recently spent around £1000. Tel: Nick, 07989 608491. Email: alfa@graphic1.co.uk. A272/044



**Alfa Romeo 159 Sportwagon 3.2 Q4.** 2007, 92,300 miles, silver. Reluctantly having to sell my rare and lovely Q4 Sportwagon after a nasty divorce. Large number of upgrades and enhancements, Eibach Pro springs, ECU remap, and much more! £7000. Email: tom@siliconbunny.com for more information. A272/007



**Alfa Romeo GT 3.2 V6.** This Alfa Romeo with low mileage is a real gem to find, while the 156 GTA is more expensive than the 3.2 GTs on offer, are often better value. This example is unmolested and has had all the work carried out, notably the cambelt and clutch. Benefits from road tax than later cars. Owned by Phil Ward, founder of *Auto Italia* magazine, the car is fitted with 17-inch 156 GTA wheels and Pirelli P-Zero tyres. Alfa Workshop and Autodelta service history, MOT Jan 2019, photos are available from the studio photoshoot. Recent service history: 49,372 cambelt and tensioner; 56,651 clutch; 57,601 service; 58,919 upper wishbones; 59,270 quick shift gearchanger; 59,848 clutch master cylinder; 60,316 front discs and pads; 61,340 reg reverted to 'MF05EZR', £7450. Tel: 07870 563657. A272/019

**SOLD VIA AUTO ITALIA CLASSIFIEDS**



**1995 Alfa Romeo 164 V6 Super 24v.** In lovely condition inside and out, showing only 56,000 miles and with 4 former owners, acquired by present owner in October 2009. Metallic silver with blue velour interior, options include: automatic transmission, air conditioning, sunroof and alloy wheels. This has to be one of the best available and very rare in this specification and condition with low mileage, £6995 ono. Tel: 07710 560731. A272/050



**Alfa Romeo GT 2ltr JTS.** 2004, 76,500 miles, metallic dark blue, very good condition member's car, mechanically maintained regardless of cost, just serviced, MOT November 2018, new exhaust and Lambda sensors, 17" alloys refurbished, 2 new front tyres, very good rears, front roll bar bushes done, great steering and handling, all work done as needed including radiator, suspension bushes, front discs and pads, owned five years, lovely pale grey leather interior, ice cold air con, heater is great, Alfa boot liner, new badges and top radiator grille, retiring to Spain, £2350. Tel: 07899 023801 or 01636 659459. A272/018

**2017 Alfa Romeo Giulietta 1750 TBim240 TCT Veloce.** Alfa Black, one private AROC owner from new (March 2017). Showroom condition, less than 6000 miles and just serviced, price includes voucher for the next two main dealer services, but not the private plate, £18,950. Tel: Kevin, 07712 619389. Email: elfisti@googlemail.com (Coventry area). A272/045



**Alfa 166 2.0 Ti Twin Spark (2004) Facelift model.** Metallic grey with full Ti black leather interior and 18-inch Ti alloys, 161,000 miles with extensive service history and receipts, including Alfa specialist engine refurbishment at 85,000 miles and most recent cam belt and water pump changed at 131,000 miles. I have owned this Alfa for 10 years and it is in very good running order with an MOT until June 2019, £1750 ono. Tel: John, 07900 276639. Email: johnpaul.harrison@ntlworld.com (Bedfordshire). A272/051



**Alfa Romeo GT 3.2 V6.** 2005, 55,800 miles, Grigio Stromboli, 2 owner, low mileage, ultra rare phone prep and sat nav. Stainless exhaust, refurbished 18" alloys and calipers, Xenons, belts done, new oil cooler, very recent service, MOT until June 2019, FSH with original bill of sale (30K new!). Full size spare/jack etc, Michelin Pilot Sports all round, sold with extra wheel and unused outdoor custom cover, some minor cosmetic marks/chips commensurate with age, feel free to call with questions, £6399 ono. Tel: Ruy, 07818 078386. A272/008



**1996 GTV TS Lusso.** 113,000 miles, MOT 05.12.18, large history file, cambelt and tensioners replaced December 2014 at 102,000 miles, recent new Varta battery and exhaust front downpipe, Dunlop tyres, black leather interior, drives very well, call for details, £650. Tel: 07854 932595 (Orpington, Kent). A272/006



**Alfa Romeo GTV 2.0 JTS Lusso.** 2003, 75,000 miles, matt red, stunning condition, thousands of pounds spent the last few years, including new radiator, coil packs, timing belt and replacement cats all last year. The interior, leather seats and alloy wheels are virtually unmarked and the tyres have lots of miles left in them, all keys including the all important master are present. Lovely sounding stainless steel exhaust, the car drives superbly in every way, £3000, will entertain sensible and reasonable offers. Tel: 07952 851489 (Iver, Bucks or Farnborough). A272/011



**2002 Alfa Romeo GTV Cup no 133.** 87,400 miles, red, reluctant sale due to medical reasons, recent major expenditure on suspension, driveshafts and brakes. Must be seen to appreciate, £9500 ovno. Tel: Ian, 07432 503045 (Cheshire). A272/052



**2010 Alfa Romeo Brera 1750 TBI.** 59,500 miles, red with black leather, one of only 62 RHD with this engine, 200bhp Turbo. MOT Nov 2018, 2 owners, FSH, extras include Graphite Prodrive wheels 18" with Pirelli tyres, panoramic roof, Ascari tuning exhaust. Unfortunately my work consists of short journeys around town, need smaller car so would consider one in p/x, £10,995. Text: Phil, 07772 785927. Email: funkyphilip@gmail.com (located near Dover, Kent). A272/003



**2007 Alfa Romeo Spider (57) 2.2 Itr.** 63K miles, Nero black/black interior, not perfect but been utterly reliable. FARSH (bar 1), MOT till 03/19, £6500. Tel: Neil, 01494 726523 (Amersham). A272/005



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FERRARI



**2009 Ferrari California 4.3 2+2 convertible.** Rosso/Cream leather interior, 20" diamond cut factory wheels, retractable hardtop convertible, red calipers. Desired colour scheme with an easy resale factor, new boots on the rear. Email: dean@deansfurnishers.com. A272/021

**Ferrari California.** Only used in dry conditions, garaged, black roof factory fitted, black decals factory fitted, Ferrari charger supplied, red Ferrari embossed cover, GTECH complete treatment, Ferrari warranty, service cover until October 2019, 10,200 miles, £114,000. Email: richard.welland@waiglobal.com. A272/027



**Ferrari 355 GTS.** 1994, very collectable and usable iconic '90's Ferrari in superb condition with FSH, 33K miles, red/crema/red. Please call or email me for fully detailed spec and description, £89K with option to buy reg '355 FER'. Tel: Andrew on 07710 909318. Email: andrewbailey@dimatec.co.uk. A272/024



**Ferrari F599 GTB Fiorano F1.** Stunning F599 GTB Fiorano F1, Ferrari Rosa/Cream combination, 11,500 miles, 1 former keeper, recently fully serviced at Gray Paul, air filters and oil changed. Has been part of an enthusiast's cherished collection, looking to rehome to another enthusiast, genuine offers considered. Email: f599ff@gmail.com. A272/023



**1985 Ferrari Mondial QV Coupe.** For sale is my beautifully restored 1985 Ferrari Mondial QV Euro Coupe, in the best factory Griogio metallic body colour and tan leather interior. Just completed a 2+ year extensive refurbishment, complete with full service history and original manuals, in superb condition. Only serious offers considered, no time wasters or brokers, for more photos and details please email me: mikesmith12345@gmail.com. A272/022



**Ferrari 355 F1 GTS Fiorano.** Concours winning Ferrari 355 F1 GTS Fiorano Edition, 1998, 21,000 miles, 1 of only 15 UK Fiorano Edition cars. Very rare, not another one currently being offered for sale, car comes complete with 3 piece 355 luggage set. Full main agent service history, the car is perfect, all the leather is like new, in crema with factory red piping to the seats. Full service and belts just done plus many other extras, this has to be the most desirable and rarest 355 currently for sale in the UK. POA. Tel: Nick, 07770 870156. Email: nick.ineson@btinternet.com or nick.ineson@icloud.com. A272/026



**Ferrari 430 F1.** 2007, 24,700 miles, just serviced, immaculate, original and full Ferrari dealer history. Black, black Daytona seats, yellow calipers, yellow rev counter and wing shields, original Becker sound with telephone module and subwoofer. Shadow lacquer wheels, carbon dash, summer use only, paid for winter care by Ferrari dealer, all books, tools and tyre kit, indoor cover and a file of dealer service bills in my five year ownership, £87,500. Tel: 07595 260824 (Essex/London border). A272/025

LAMBORGHINI



**Lamborghini Espada series 2.** 27,600 miles only, totally original in every respect, 3 owner, detailed eng. Tel: 07737 174200. A272/004

MASERATI



**2000 Maserati 3200GT Nero.** Previous injuries forces sale of beautiful car, Maserati 3200GT Nero with grey interior (odometer 59,399 miles). Jersey registered car on 02/03/2000, first registered in UK 01/05/2002, owned since 01/12/2005. Regretfully I find this difficult to drive now as a result of old sporting injuries forcing sale, under 1000 miles per year for the past 5 years! Extensive history, very recent MOT (18/04), classic and very desirable Maserati Nero paintwork with beautiful light grey colour interior. Stainless steel sports exhaust (amazing V8 sound), upgraded Alpine Bluetooth stereo with hands free phone, battery isolation switch, (very desirable plate by separate negotiation), £16,250. Tel: 01494 723743. Email: tw\_lloyd@mac.com. A272/055



**2009 Maserati Quattroporte V 4.7S.** Immaculate and low mileage Quattroporte for sale - near offers considered. I have decided to sell my beautiful and immaculate 2009 Quattroporte 4.7S, it has done only 16,000 miles from new. It is in the relatively rare and lovely Bordeaux Pontevecchio, and has an Avorio leather interior with Bordeaux piping and Avorio stitching, the car has 20-inch Sport Design alloy wheels, Nero brake calipers, GTS grille, mahogany wood interior trim, trip computer, active suspension, multi-zone climate control, electric seats with driver memory, front and rear park distance control, Xenon headlamps, electro-chromatic rear view mirror, rain sensitive wipers, Nero headlining and electric sunroof. The car has a full service history (main dealer and Maserati specialist independent), £30,950. Email: robertcrooks@mac.com. A272/057



**2002 Maserati 3200GT.** A superb and very low mileage example of this classic design and one of the last 3.2L Turbo V8s with the boomerang rear lights to be produced before it was dumbed down to meet American regulations, finished in Blu Nettuno with blue leather interior, this car has covered only 32,400 miles and has been in my ownership for 12 years, having had one owner prior to that following registration by the dealership. The 3200GT is starting to appreciate in value and being a 2002 model, this example benefits from the significant modifications to the engine management, steering and suspension introduced in 2001 to improve driveability and handling. The car has only been driven during the summer months, has always been garaged and is Waxoyl sprayed underneath, the carpets and upholstery are unmarked, as well as the usual very comprehensive standard list of accessories it has electric memory seats, Becker in-car entertainment and is fitted with a Tracker (not currently registered), it has new tyres, new front discs and stainless steel rear exhaust boxes, the cambelts were replaced 2000 miles ago, £19,450. Tel: 01480 464553. Email: dougscott@flagholm.co.uk. A272/056



**2007 Maserati GranSport Coupe.** Immaculate condition, mileage 24,600, regularly serviced by Autosshield, MOT to May 2019. As well as the regular GranSport features it also includes cruise control, spare wheel, new tyres all round, new clutch. Owned since 2014 and only two owners from new, Anniversary Blue with black leather interior, £39,500. Tel: 01244 674439. Email: dickpole@zcl-uk.net. A272/054

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**2006 Maserati 4200 F1 with all Grandsport updates.** A really excellent modern classic Maserati supercar, with style and Ferrari engineering additions to the already fabulous package, gleaming metallic black (Nero Carbonio) with mint oyster leather and benefits from later edition of Cambiocorsa software, plus carbon clutch and late skyhook suspension, electronic management, Larini sports exhaust that sounds amazing, 20-in alloys, new style aluminium centre console, mint condition leather and all switch plastics,

full navigation, climate, sound system, Xenons, alarm, full electric heated seats with memory. Rust free as spent most of its life in Greece, Waxoiled for extra protection, maintained regardless of cost with all original books, 2 sets of keys, alarms and receipts, manual books all present, an undervalued option of a great GT classic. Car in Athens, Greece, had summer yearly service at 86,000 miles, all miles only on European motorway cruises, hospitality is included and assistance with transport if needed, £24,995. Tel: Andreas, 0030 6938 132311 (Greece). A272/046

PARTS



**Fiat Coupé 2.0L 20V Turbo** 1998 model, complete fuel tank and electronic pump for sale, £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk

(Carmarthenshire). A272/059  
**Ferrari F430 sunscreen.** Reflective sunscreen to fit windscreen of F430 and I think will fit a 360 too. It's a great way to protect your dash and interior in the bright sunshine, looking for £50 which is less than half what it cost - only used twice. Email: dmw.dmw@hotmail.co.uk. A272/028

**F430 Becker stereo.** BE 2112 Becker stereo removed from 2008 F430 which was replaced with a modern unit. Unit is in working condition and is in great shape and I have the code, looking for £500 for the unit which is much cheaper than those on eBay. Email: dmw.dmw@hotmail.co.uk. A272/029

**Borrani 4075 wheels 15 7.5.** Four original Borrani wire wheels to suit all 365 series cars, good original condition, £4,000 ovno. Tel: Theo Winstone, 07540 845902. Email: theowinstone@googlemail.com. A272/030

**Fiat Strada Abarth parts for sale.**

Front grille, tailgate, rear lenses and some other items, open to sensible offers, call Martin after 19.30 please. Tel: 07941 851991 (Essex). A272/047

**Classic parts for sale. Shamal:** stainless steel sports exhaust system complete with engine chip, made by Maserati specialist Amendola of Modena. 1 pair front side/indicator lights complete good condition. *Ghibli 1968* 4.7: 1 knock-on Campagnola wheel; 1 knock-on splined wheel centre; 1 knock-on R/H front wheel hub; a pair of original rear brake discs; good set of rear brake pads; pair of rear side windows with chrome surrounds; LHS door glass; rear anti roll bar; track rod with good ball joints; steering box not power; heater tap; heater blower unit; petrol filter body; petrol flap. *Khamsin*: 1 stainless main mid silencer almost new; 1 original Maserati mid main silencer, good condition no rust. *Bora*: 1 new clutch master cylinder still in box; 1 nearly new clutch slave cylinder; 1 new brake master cylinder seal; 1 new water pump seal. For further details of any of the parts listed please contact John Betteridge on 01993 898431. Email: annajohnbetteridge@btinternet.com. A272/048



**Ferrari brochures and books from an enthusiast's collection.** Excellent condition, need more space, so open to offers, photo only shows a small selection. Please email for full list to: myggquestion@gmail.com. A272/060



**Alfa Romeo Quadrifoglio Alfa Corse** cloverleaf rear badge, size 65mm, enamel finish, £30. Tel: 020 8399 7541 (Surrey). A272/058



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WANTED

**Wanted: Fiat X1/9 VS.** Red over Charcoal, must be in excellent order. Email: julian1@tvsound.demon.co.uk. A272/001

**1976 Alfaetta GTV plastic fuel filler cap wanted.** Will pay market value, thanks. Tel: 07880 504935. Email: damon.sutton@btinternet.com. A272/020

MISCELLANEOUS

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**September 7-9**

**Goodwood Revival**

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

**September 14-16**

**Best Of Italy Race**

Castell'Arquato to Morfasso

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

**September 14-16**

**Gran Premio Nuvolari**

Mantova, Italy

Classic rally

[www.gpnuvolari.it](http://www.gpnuvolari.it)

**September 22**

**Passion Alfa Romeo**

Hinwil, Zurich

[passione-alfaromeo.com](http://passione-alfaromeo.com)

**September 23**

**AROC Southern Alfa Day**

Winkworth Arboretum, Surrey

[www.aroc-uk.com/events-diary](http://www.aroc-uk.com/events-diary)

**October 6**

**Autumn Classic**

Castle Combe, Wiltshire

[autumnclassic.co.uk](http://autumnclassic.co.uk)

**October 14**

**Autumn Motorsport Festival**

Brooklands, Surrey

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

**October 25-28**

**Auto e Moto d'Epoca 2018**

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[autoemotodepoca.com](http://autoemotodepoca.com)

**November 8-11**

**Eicma Moto**

Milan, Italy

Motorcycle Exhibition

[www.eicma.it](http://www.eicma.it)

**November 9-11**

**NEC Classic Motor Show**

Birmingham

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

**November 23-25**

**Milano Autoclassica**

Fiera Milano, Italy

Classic Car Show

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

**December 6-9**

**Bologna Motor Show**

Bologna Fiere, Italy

[www.motorshow.it](http://www.motorshow.it)

**2019**

**January 10-13**

**Autosport International**

NEC Birmingham

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

**February 14-17**

**London Classic Car Show**

ExCeL London

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

**May 4th**

**Auto Italia Italian Car**

Brooklands Museum, Surrey

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



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ISSUE 273 ON SALE 3RD OCTOBER 2018

# DINO AT 50 FERRARI'S GOLDEN CHILD



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## GHIA COBRA GT

**THIS SMOOTH-LOOKING ROADSTER COULD HAVE BECOME A MODERNISED, ITALIANATE SHELBY COBRA**

Story by Richard Heseltine

It's a car that appeared out of nowhere and vanished from sight almost as quickly. Who, precisely, commissioned the construction of this Ghia-bodied AC/Shelby Cobra remains open to conjecture, as does the identity of the man who shaped it. As to what happened to the car following its one and only public appearance at the 1965 Turin Motor Show, your guess is as good as ours. The internet is a goggle with theories. And if you can't trust the internet, who can you trust?

The Cobra famously formed a cornerstone of Ford's 'Total Performance' programme; the one initiated after Enzo Ferrari famously rebuffed the advances of Henry Ford II at the eleventh hour. The Blue Oval was all set to acquire the Ferrari marque, only for Il Commendatore to get cold feet. Carroll Shelby, former Le Mans winner and motorsport's

answer to P.T. Barnum, initiated the Ford-backed, AC Ace-based Cobra which, for all its on-track success, was never a big seller. What's more, there was a certain enmity on Ford's part. Which is where this car purportedly came in. There had been prior internal attempts at clothing the Cobra chassis with contemporary styling, but this was something else entirely.

At some point in 1965, a Cobra 427, complete with big-block V8 engine, was dispatched to Carrozzeria Ghia, the story being that the entrepreneurial Alessandro de Tomaso sniffed an opportunity to build a second-generation Cobra in series. Several books state that the Ghia principal hoped to impress Shelby and the suits at Ford. The thing is, de Tomaso didn't assume control of Ghia until 1967. However, that wouldn't necessarily stop him using the once-revered

coachbuilder as a subcontractor, as he had with the manufacture of the pretty De Tomaso Vallelunga.

Save for the fat Halibrand wheels with their huge three-eared spinners, and equally stout Goodyear tyres, there were no obvious signifiers that the car was Cobra-based. The prototype's outline was attractive, if a little stumpy due to the donor car's short wheelbase. *Style Auto* magazine ran an exclusive feature on the car in period, and referred to it as the Cobra GT. It reported, not altogether coherently: "The sides sport a hint of dihedron below which, between the front wheel and door, there is a slit for engine compartment air exit. The door handle is replaced by a recessed pushbutton, thus the complete side surface results perfectly smooth. The moderately wraparound windscreen could

perhaps do with more rake. Very successful, too, is the tail in typical Ghia style, lightened by the bumper which cuts it exactly in the middle, dividing the large round taillights according to their function." Quite.

It was resplendent in dark blue with orange/brown leather upholstery, the all-new dashboard appearing to be something of an afterthought. Giorgetto Giugiaro had been credited with styling the car, but he doesn't list it on his massive résumé. There is also the question of a second car which was supposedly made, an assumption based entirely on photos showing a car with round rather than rectangular headlights behind Perspex lenses. Following the big reveal in Turin, though, all went quiet. There was no clamour for manufacture by Shelby or Ford and the show car disappeared into the ether.



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# Martini Racing Special



# Cheers, Martini

The story of Martini's involvement in motorsport

Story by Chris Rees

Photography by Peter Collins and Michael Ward





**T**here's no doubt that Martini & Rossi, the Turin-based company behind the Martini vermouth brand, has one of the most striking graphics treatments of any company. When applied to the racing cars the company sponsored, it became an iconic look that characterised success. The distinctive stripes in dark blue, light blue and red, applied over white, red or silver bodywork, could be seen on everything from rally cars to Formula 1.

Martini's CEO, Count Metello Rossi di Montelera, decided to enter motorsport sponsorship as early as 1958 (as Martini International Club). Martini then sponsored two 'Coda Tronca' Alfa Romeo Giulietta SZs at the Daytona 3 hours in 1962 with some very subtle 'Martini & Rossi Racing Team' script on the front quarter panels. From 1968, when advertising was permitted on racing cars for the first time, Martini stickers made their debut in April 1968 on a Porsche 910.

The Martini Racing team was formed in 1969 to enter Porsche 907s in sports car racing. The connection with Porsche was enduring, peaking with works cars winning the 24 Hours of Le Mans in 1971, 1976 and 1977. Being an Italian company, it was only logical that Martini Racing should support an Italian racing effort. So it was that from

1981, Martini threw its weight behind Lancia's efforts in endurance racing, first with the Group 5 Montecarlo, then the Group 6 LC1 and the Group C LC2. This was a high-octane period for the team, as it was able to attract many ex-Formula One racers, such as Michele Alboreto, Teo Fabi and Riccardo Patrese. Martini's association with sports cars lasted until the 1986 24 Hours of Le Mans.

Martini Racing was integral to Formula 1 from as early as 1972 when it sponsored the Italian team, Tecno. Martini switched to Bernie Ecclestone's Brabham team in 1975, the Italian connection for which would be the Alfa Romeo 12-cylinder engine that powered the Brabhams from 1976. From there, Martini's sponsorship switched to Team Lotus but by the end of the 1970s it had quit F1, famously returning in 2014 with sponsorship for Williams (which, however, is in its final season in 2018).

It is Martini's rally car efforts that shine out above all other forms of motorsport, though. Its first rally effort was with Porsche in 1978, with Björn Waldegård and Vic Preston Jr in the Safari Rally. Martini flirted with BMW race cars in the early 1980s but the momentous switch to Lancia came about in 1982 and would last a full decade until 1992.

Having signed with Lancia in 1981 on the

sports car side, Martini Racing sponsored the new Group B Lancia 037, driven by Attilio Bettega and Markku Alen. The Constructors' title was won with the 037 in 1983.

Martini's famous stripes were then applied to the Group B Delta S4 and Group A Delta integrale. The high point for Martini Lancia was the integrale winning the WRC Constructors title six years in a row from 1987 to 1992. The Drivers' title was also won in 1987 and 1991 with Juha Kankkunen, and 1988 and 1989 with Miki Biasion.

After 1992, Martini continued to sponsor cars in the Italian Rally Championship, with Gianfranco Cunico winning from 1994 to 1996 in a Ford. From 1999 to 2002, Martini was also involved in Ford's World Rally Team.

In 1992, Martini Racing became involved with touring car racing, sponsoring the works Alfa Romeo 155 in the Italian Touring Car Championship, in which Nicola Larini secured the title. The German DTM touring car series saw Martini Alfa Romeos race from 1995 with Larini and Alessandro Nannini in the driver's seat. Martini also raced powerboats with great success (see story on page 144).



# The John Champion Collection

How did a lad from Ireland come to own the world's greatest collection of Martini Racing Lancia competition cars?





**H**ow has an Irish-born rock-and-roll roadie ended up with one of the world's best collections of Lancia racing cars? It's a story that reads like an improbable pitch for a movie script.

John Campion recalls precisely where it all started. "In Killarney in the 1970s, at the age of 13, I went to see the Circuit of Ireland race go through. It was seven o'clock in the morning and the mist was rising off the road. Then out of nowhere we hear this screaming sound. A Lancia Stratos flies out of the mist, sideways, in the air. I never forgot that. It was like it came from another world. It was Billy Coleman in the Chequered Flag Stratos – an unbelievable sight. The fact that a farmer from Ireland could become British Rally Champion really got me going."

A spark of passion for rally cars – and Lancia in particular – started right there. And with Lancia dominating so many branches of motorsport from 1981 to 1992, with seven world rally championship wins, the passion was intense.

But it would take many years for John to realise his dreams. John's working life started as a backstage





crewman on rock music tours for the likes of Michael Jackson and the Rolling Stones. Having devised ways to provide the power for high-energy shows for bands such as U2, Kiss and AC/DC, he used his skills to set up an energy business. Today, he is executive chairman of APR Energy based in Jacksonville, Florida, which specialises in the rapid deployment of temporary power plants in parts of the world that have been affected by natural disasters or energy shortages.

Based in the USA, John went through an inevitable Ferrari phase, owning 14 cars from Maranello, including a 250 GT Lusso, 330 GTC, F40, Testarossa, 599 and more. But the Lancia bug never left him. In fact, he even tried to track down the very Stratos he'd seen as a kid but it had crashed so badly that there was nothing left of it. When the chance came along to buy another Lancia Stratos – an original Group 4 racer – he leapt at the opportunity. Gradually he accumulated more and more Lancia competition cars, starting with an 037 and then a Delta S4.



## THE JOHN CAMPION COLLECTION

Today he owns what is said to be the world's best collection of Lancia motorsports cars, and it's hard to argue with that. His stable includes a 1981 Lancia Beta Montecarlo Turbo, 1982 Lancia LC1, 1983 Lancia 037, 1983 Lancia LC2, 1985 Lancia Delta S4 and 1988 Lancia Delta Integrale. Oh, and – as you can find out in next month's issue – he's also got a Lancia Fulvia HF rally car, Lancia Stratos and Fiat 131 Abarth. This is without doubt a 'greatest hits' collection of Lancia racing legends, not just from rallying but from sports car endurance competition, too.

Everything car in his collection has been fully mechanically refurbished. Everything has been factory certified by the team from Abarth Classiche. Everything in the collection runs and drives, too. "These cars are meant to be used," says John. "If not, they just go off. I often hire tracks for the day to extend my cars."

Today, John is heavily involved in motorsport; CJJ Motorsports and Team Ireland logos adorn his trucks. But he loves nothing more than to drive his Martini cars – both on track and on the public highway.

One example was getting his three Lancia endurance cars to Daytona for the Heritage Exhibition and '24 Minutes of Daytona' demonstration run ahead of the 24-hour race. John drove the LC2, the Beta Montecarlo was piloted by veteran driver Tim Prendergast and

Andy Green was in the LC1. John recalls: "After the formation lap, we came out of turn four to cross the start/finish line together. That was the scariest thing I have ever done!"

John Campion and his wife Suzanne then took all of the Martini cars to the 2018 Amelia Island concours competition, where a special Martini class celebrated a whole gamut of racers, including Porsches. John's Delta S4 and integrale were among the favourites of the judges but it was probably his Martini-liveried Fiat van with a Lancia 037 front end perched on top that won the hearts of the public (see page 142 for the low-down). 🇮🇹



*It's not just Martini Racing cars that John owns – we'll be taking a close look at his 1970s cars next month*



### NEXT MONTH

The CJJ Collection also includes a 1969 Lancia Fulvia, a 1975 Lancia Stratos and a 1979 Fiat 131 Abarth. We'll be featuring these historic rally classics in next month's issue of Auto Italia – don't miss out!





# Martini Magic

The story of Lancia's four-wheel drive rally programme is neatly encapsulated by this trio of rallying legends. These Martini-liveried slices of magic – including the 1988 WRC championship-winning integrale – are all owned by one man

Story by Chris Rees  
Images by Michael Ward



**A**s you'll have read from our introduction to John Campion, his heart lies with rally cars. From the moment when he first saw a Lancia Stratos career past him as a child on a rally stage in Ireland, that's where his dreams have lain. Today, he's slowly making those dreams come true with a collection of superb Lancia rally cars. He owns a Stratos – as well as many other classic rally machines – but on these pages we're going to concentrate on his Martini-liveried Lancia greats of the 1980s.

This was the glory decade for Lancia's rally programme. The company started off in a winning vein with the Rally 037, reached a peak of Group B development with the amazing Delta S4 and was ready for the 4x4 era with the superlative Delta HF integrale, which proceeded to win six consecutive World Rally titles from 1987 to 1992. Many of the greatest moments in Lancia's rallying history came with cars liveried in Martini colours. They certainly look the part laid in front of us. John Campion calls over: "Gentlemen, start your engines!"

## RALLY 037: ON A CHARGE

By the end of the 1970s, Fiat was beginning to reassess its rally car programme. Having swung its weight behind the 131 Abarth, a new car was needed that, according to new Group B regulations, could be homologated with a run of 200.

A new project was created that was, until the last minute, referred to as the Abarth 037 (no one at Fiat could agree what it should be called). It is fitting that it was eventually badged as a Lancia, though. The Stratos was long out of production by this stage but Lancia had another mid-engined car with potential on its books: the Montecarlo. Fiat had considered other possibilities but using a Montecarlo centre tub mated to subframes front and rear was considered the easiest option. Work on the new rally car started in May 1980.

Lancia's team, headed by sport director Cesare Fiorio and technical director Gianni Tonti, wanted a turbocharged rally car. After all, the Beta Montecarlo Turbo was doing rather well at the time in the World Sportscar

racing. However, at Abarth, Aurelio Lampredi favoured supercharging, a view shared by test driver Giorgio Pianta, who didn't like the effects of turbo lag in rallying scenarios. The arguments for supercharging won the day.

Fiat's 2.0-litre four-cylinder block was mated to a 131 Abarth head and an Abarth-made supercharger. The powerplant was placed longitudinally behind the passenger cell. The gearbox was a ZF unit for road cars but Abarth developed its own for competition. Pininfarina's wind-tunnel tested bodywork was built by Viberti of Turin.

The new chassis was developed by Dallara and Abarth. One particular area of development was the suspension. Originally the plan was to use Fiat 131 struts, but wishbones were deemed more suitable for rallying. At the front, the set-up was conventional, while the rear had a coil spring flanked by twin dampers on either side.

037 chassis 001 was ready for shakedown trials in December 1980 but it wouldn't be until November 1981 that the first official pictures appeared. The 037 got its track test inauguration in February 1982, just ahead of a

“ Lampredi favoured supercharging, a view shared by Pianta who didn't like the effects of turbocharging in rallying ”



## MARTINI LANCIA RALLY STARS

March 1982 debut at the Costa Smeralda rally in Sardinia (one car driven by Markku Alen and one other by Attilio Bettega).

May 1982 saw the car's WRC debut at the Tour de Corse but the 037's first competitive win would have to wait until October 1982 when Markku Alen and Ilkka Kivimaki won the Pace National Rally in Wales.

Evo models were homologated in August 1982 (carrying 300-series chassis numbers), while a second evolution (with 400-series numbers) arrived in late 1983 with a 2111cc engine that boasted 325hp.

With Röhrl and Alen signed as drivers in 1983, the 037 won the Monte Carlo rally and proceeded to dominate that season, despite a certain four-wheel drive contender unleashed by Audi, taking the 1983 World Championship manufacturers' title. 037s also won the European Rally series and Italy's National Championship. Despite its essentially stop-gap nature, the 037 continued to produce excellent results through into 1984.

The story of chassis number 411 is that it was first registered in November 1983,





making it an Evo 2 spec from new. For the record, 037 rally cars were serial number 001 to 220, Evo 1 cars 301 to 320 and Evo 2s 400 to 420. Number 411 first competed in the 1984 WRC as a Works Martini car, finishing second in New Zealand, driven by Markku Alen. In 1985, it competed in the European Rally Championship, now in TOTIP colours, while at the 1985 Targa Florio (driven by Gianfranco Cunico and Pierangelo Scalvini) it was in blue-and-white 'Starter' livery. Its first win was the 1985 Rally Cì'a di Mantova, driven by Graziano Rossi (Valentino's father).

It continued racing in 1986, despite having been superseded by the Delta S4, as a factory-supported 'rent-a-ride' machine and privateer car. In 1987, it took part in the Mille Miglia, driven by Orleh, but did not finish, a similar fate awaiting rallies in Cesena, Torino, Tre Laghi, Monte Maddalena, Due Valli and Prato.

The 037 sure looks the part, with its low, dramatic shape punctuated by four Ciem rally spotlights and resplendent Martini livery. On its Pirelli P7 Corsa tyres (235/45 16 front and 290/660 16 rear), it's wonderfully poised.

The 037 engine howls at full chat, overlaid with supercharger scream. It does require sensitivity around corners, as the high weight over the rear axle can cause slight power

understeer. The best technique is to arrive at corners at high speed, brake at the very last moment, manage the line and then, halfway around the bend, accelerate hard.

According to the men who raced the 037, it was an extraordinarily fast machine. Henri Toivonen said of it: "Really, this Lancia is like a Group C racer on tarmac; it is absolutely the fastest thing and the feeling is incredible." Small wonder that for many people, the 037 is the best Group B rally car of them all.

#### SPECIFICATIONS

##### Lancia 037 Evo 2

**Engine:** 2111cc 4-cyl DOHC supercharged  
**Power:** 330hp @ 8000rpm  
**Torque:** 320Nm (236lb ft) @ 5500rpm  
**Transmission:** Five-speed manual, rear-wheel drive  
**Weight:** 960kg





## DELTA S4: 'B' IS FOR BEAST

In Group B rallying, it was clear to Fiat HQ that four-wheel drive was going to be king once the format had been allowed by new rules in 1982. The 037 was essentially a stopgap model – albeit a highly successful one – but 4x4 was needed, and fast.

Sergio Limone set about creating the Abarth SE038 that was to become the Delta S4, beginning work on the project as early as April 1983. Rally drivers were keen to retain the 037's supercharged spread of power. But it was thought that turbocharging would give better top-end power and improved acceleration on tarmac. In mid-1983, Abarth strapped a turbocharger to a rally-prepared 037 and it showed tremendous promise.

The engineering team created a new all-alloy 1759cc engine with four valves per cylinder and Weber Marelli injection. With both a supercharger and a turbocharger strapped on to the engine, Abarth claimed

440hp at 8000rpm.

The new chassis was made of aluminium and steel tubes, with Kevlar and glassfibre panels attached. The S4 inherited the 037's coil-sprung wishbone suspension and outboard disc brakes. Essential to the package was 4x4 – indeed, this was the very first Italian 4x4 seen in competition. Power went forwards from the engine to a five-speed gearbox which had a transfer box alongside it, with open propshafts running fore and aft from this to separate front and rear differentials (the driver having a centre diff lock lever to play with). Although the car was called a Delta (for marketing reasons), in fact it only used the Delta's windscreen, headlights and column stalks.

The Delta S4 was launched in December 1984 but at this stage it was still being developed. It appeared in occasional events; for instance Markku Alen took a win in July at the 1985 Mille Pistes Rally. It was only in

September 1985 that the road-going homologation Delta S4 Stradale was launched on the Isle of Elba (200 needed to be built for homologation). November saw homologation being carried out and the rally car could finally make its WRC debut at the 1985 RAC Rally. A pair of S4s ran and came home with a storming 1-2, with Henri Toivonen in front.

Toivonen did it again at the 1986 Monte Carlo rally, followed by second in Sweden. Then at the Tour de Corse came the tragic, infamous accident that would force the end of Group B. Toivonen was in a commanding position when he went over the edge of a cliff and hit some trees. There was no chance for the driver or co-driver, and their deaths forced Lancia to withdraw immediately. Markku Alen might even have been 1986 World Rally Champion in an S4 had not petty politics intervened, and the S4's career came to a close at the end of the '86 season.



The Abarth supercharger and KKK turbocharger proved a devastating combo, offering huge power. That made the S4, in John's eyes, "the most advanced car in the world in 1986." When John saw this car for sale, initially the Italian seller didn't want it to

the test car for the Finnish WRC Rally, this time driven by Markku Alen. Re-liveried in Totip Jolly Club colours, it went on to win the 1986 Mille Miglia in the Italian Championship, piloted by Dario Cerrato and Giuseppe Cerri. After the Rally Costa Smeralda in 1986, it

which is was fully restored. It then competed in a number of historic rallies in Italy, scoring many first places, and also won the 2008 RAC historic rally and the 1000 Miglia Memorial Busseni rally in 2009.

The engine has been rebuilt and treated

**“ It feels so strong but also like it's ready to kill you ”**

go the USA. But eventually he came around; John sold his Plexiglas Ferrari Daytona to make space for it.

This car is serial number 208, built as a factory mule and used as a snow test car at the San Remo rally in the World Rally Championship. Painted in Martini colours, it was driven by Biasion and Pianta. It was also

was shown at the Turin Show in its Totip Jolly Club colours. The following year serial number 208 was sold on to the racing driver Augusto Cesari. He campaigned this car in the Italian hillclimb championship and took a memorable victory in it in 1988. In 2001, it passed into a collection of works rally cars, before changing hands again in 2006, upon

to the final step of Evolution (as per the last six chassis), with 550hp seen on the dyno. "The engine really didn't need much setting up as it was so well treated by its former owner – it's been used as a working rally car," says John.

Since this car enjoyed so much success in Totip colours, John has kept this livery

## MARTINI LANCIA RALLY STARS



intact; to match his Martini collection, he's had the car covered in a removable Martini wrap. This is fitting since it did start its life in Martini colours.

At the 2018 Amelia Island Concours, the crowds were reportedly highly impressed by the five-foot flames coming from its exhaust. It certainly looks bristlingly moody with its four headlamps, four spotlights, roof-mounted flaps and big air ducts behind the doors.

In the cockpit, your left leg braced by a carbonfibre door trim piece, you snuggle into the Sparco Cerrato seat and grasp the Abarth steering wheel. Turn the engine on and its brutality is already evident in the soundtrack. To say that the supercharged/turbocharged S4 is quick is like saying the core of the sun is a tad warm. In its current guise it has 550hp, reputedly

giving it a 0-60mph time of under 2.5 seconds on tarmac and 3.2 seconds on gravel. As soon as you're past 3000rpm, the turbo kicks in to deliver insanely fast acceleration, accompanied by a brutal whoosh-crack from the wastegate. Currently it's not geared too shortly – it maxes out at around 100mph – but you still have effectively no time to settle into any gear before you're clawing for the next cog to keep on top of the power curve.

Luckily the conventional gear lever is very easy to use. The S4 is currently in tarmac spec with low-set suspension and just goes where you point it, its 255/16 front and 290/16 rear Pirelli P7 Corsas providing immense grip and scarcely believable turn-in.

"I call it The Beast," says John. "It feels so strong but also like it's ready to kill you." We wouldn't argue with that.

### SPECIFICATIONS

Lancia Delta S4	
Engine:	1759cc 4-cyl DOHC supercharged/turbocharged
Power:	550hp @ 8000rpm
Torque:	490Nm (361lb ft) @ 5000rpm
Transmission:	Five-speed manual, four-wheel drive
Weight:	970kg



## DELTA HF INTEGRALE: WINNING WAYS

**T**he story of the Delta HF integrale's birth is one that's been told a million times. Group B having been axed in advance of the 1987 season, the less sophisticated (and supposedly safer) Group A was to be the new main class. Lancia was well prepared, though, as a rally version of the four-wheel drive Delta was already in development (project SE043).

The Delta HF 4WD Group A was the first of the line, to be followed by the eight-valve and 16-valve Delta HF integrale, and the integrale 16V Evolution, nicknamed 'Deltona' (Big Delta) because of its extended bodywork. The Delta was competitive from the start, allowing Lancia to win six World

Championships in a row, from 1987 to 1992.

Switching from a Group B Delta S4 with over 500hp to a Group A Delta HF with 300hp may have been disappointing for some rally drivers but its pace in the new era was irresistible. The early Delta HF 4WD had front-wheel drive handling characteristics, with significant understeer around bends, but by working on weight distribution and torque management between the differentials, it became sensationally good.

What we're looking here is 1988 Group A integrale eight-valve. This car has the chassis number ZLA 831 ABO 417 887, and campaigned as a Works Martini Car in the 1988 World Rally Championship.

Rally fans know off by heart that Miki

Biasion won the 1988 Drivers Championship by winning five out of ten rallies that year, in four different cars. This example is the only one in which Miki won two races, leading John to claim with every justification that it's *the* 1988 WRC Championship car. Those two rallies were, incidentally, the 1988 Portugal Rally and the 1988 Olympus Rally in the USA.

Following its WRC victories, it was purchased by Australian Rally Services direct from Fiat in Italy, whose principal was a woman "who thought she was a rally driver," says Campion, "but it quickly became apparent she was not." The car was then prepared and run by Fiatorque and raced by Greg Carr with Iain Stewart as navigator.





Down under it achieved a third placing in the 1988 Rally Australia, followed by wins in 1989 at the Rally Tasmania, Alpine International Rally, Forest Rally, Festival State Rally and Rally of Queensland.

It was leading the Rally of Indonesia Asia Pacific until forced to retire with mechanical problems, and in seventh place outright and the first privateer in the 1989 Rally Australia until again forced out with mechanical problems. Its final competitive outing was at the 1990 Rally of New Zealand, where it retired after an off-road 'adventure'.

It returned to active duty in 2011, when it demonstrated running 20 laps of the Wakefield Park circuit. For most of its life, though, it has been stored away. John



Campion recalls its state when he bought it: "It was in a shed in Sydney in what could be politely termed chaotic circumstances. There were Fosters cans inside the car and all sorts of parts thrown on top of each other. Inspecting the car was difficult, to say the least."

The car was restored, "sympathetically, not like new," says John. "The interior is exactly as it was back in the day." It's even got the signatures of Miki Biasion and Tiziano Siviero on its original plates. It's exactly as per factory specifications. The 1988 spec consists of an eight-valve 1995cc turbocharged engine pumping out the best part of 300hp. Tickover is rough but purposeful and when you rev it, it

snarls like an angry dog through its single-exit exhaust. There's plenty enough power to provide extremely rapid progress, in part thanks to the closely stacked ratios of the six-speed gearbox.

The cabin retains a surprising amount from the road-going Delta – the trim and window winders front and rear, for instance, while the full FISA/FIA/CAMS approved rollcage routes around the back of the dashboard. A brown 'lawn' on top of the dash and 'sun visor' lip over the instruments minimise glare.

On its OZ Sparco wheels and Michelin tyres, the steering and turn-in feel ultra-direct. With its adjustable coilover suspension set the way it is, the 'teg is so

sure-footed through bends. The steering wheel sits close to your chest and the feel is sensitive and fast. It's pretty heavy, though, so you need to deploy the power assistance switch at low speeds. As for the Brembo competition brake system, it's extremely strong, as you'd expect – although I didn't get the chance to sample the hydraulic handbrake. I'm still pinching myself; how often do you get to say you've driven a WRC championship winning car? 🇮🇹

#### SPECIFICATIONS

Lancia Delta HF integrale 8V GrpA  
 Engine: 1995cc 4-cyl DOHC turbocharged  
 Power: 280hp @ 6500rpm  
 Torque: 380Nm (280lb ft) @ 4000rpm  
 Transmission: Six-speed manual, four-wheel drive  
 Weight: 1120kg





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# Keep On Going

Le Mans, Daytona, the Nürburgring... names that conjure the very spirit of motorsport. For a company to compete at any is an achievement; to win them must be counted as a triumph. And Lancia won on multiple occasions at these endurance events with a trio of brilliantly conceived Group 5, Group 6 and Group C racers

Story by Chris Rees  
Images by Michael Ward



**W**hile Lancia's dominance in world rallying grabbed most of the headlines in the world's motorsport press – justifiably – the Italian company enjoyed an almost parallel success in endurance racing through the 1980s.

These ferocious racers were designed to go as quickly as possible over hugely long distances and for up to 24 hours in a single race. That meant they had to be tough. The fact that Lancia went toe-to-toe with the might of Porsche and, on many occasions, successfully challenged that German dominance shows the fundamental rightness of the cars – their design, construction and the execution of the races.

That was in no small measure down to the efforts of Martini Racing, the team that fielded so many Lancias in endurance events. Together, championships were won and, over a series of iconic races, many eyebrows were forced to be raised.

John Champion's love affair with Lancia sports cars is understandably intense. It's the perfect extension of his attraction to Lancia rally machinery; and now, having driven some of these mighty machines, we can see why he enjoys taking them on the track so much today.

## BETA MONTECARLO TURBO: LE MANS VICTOR

When Lancia launched the Montecarlo Turbo in 1979, the newcomer was the company's first circuit racing machine for many years. Designed to compete in Group 5 against the mighty Porsche 935, the Montecarlo Turbo made its debut in May 1979 at the Silverstone Six Hours race.

The MCT was a sensationally successful endurance racer. It won the 1979 World Championship for Makes (under 2.0 litres), before securing both the 1980 and 1981 World Championship titles outright. That

was despite a lack of power compared to the Porsche.

The Montecarlo Turbo was a 'silhouette' car so it only kept the body centre section of the road-going Montecarlo intact; there were tubular subframes front and rear to support the suspension and powertrain. The engine was mid-mounted transversely (unlike the later Rally 037 car, which was longitudinal). It was always a four-cylinder single-turbo unit but several types were used: the initial 1.4-litre engine developed up to 470hp, while the later (post-1981) 1.7-litre unit had up to 520hp. In all cases, a Colotti manual five-speed gearbox was fitted.

This 1981 car was bought from a collection in Italy where it had been for quite a long time. It's a highly significant machine: chassis 1009 is the last of just nine examples made. It first raced at the 1981 24 Hours of Daytona with Michele Alboreto, Beppe Gabbiano and Piercarlo Ghinzani doing the stints. Sadly it dropped a valve around midnight and was forced to retire.

After appearing at the 1981 Mugello 6 Hours, it led the Monza 1000km until fuel pump failure struck. At the 1981 Nürburgring 1000km, driven by Riccardo Patrese and Eddie Cheever, it finished 11th overall and 6th in class.

Then came the 24 Hours of Le Mans, where the drivers were Cheever, Alboreto and Facetti. Here the car gained its most significant result, finishing 8th overall and first in the 2000cc class, beating Porsche 935s.

The following year, at the 1982 Le Mans, it came 12th overall and second in Group 5. The same year, none other than Mark Thatcher took to the wheel at the Monza 1000km, and he reappeared at Silverstone (where the car came second in class).

John bought the car from Italy and sent it to Andy Greene in Savannah, Georgia to receive some fettling, including changing the fuel cell. The engine had been replaced around nine

years ago, so it was in good shape.

John changed the livery back from its red-and-white scheme to Martini colours, as it had been raced at Le Mans in 1981. He actually based a lot of the livery on decals from a scale model, replicating the look exactly. With its shovel nose, hulking great air intakes ahead of the rear wheels, big diffuser behind the axle and flame-shooting exhausts, it certainly has presence.

Since John is based in the USA, and his Beta Montecarlo has US racing history (in the 1981 Daytona 24 Hours), it was natural that he should be invited to drive his car at the '24 Minutes of Daytona' Heritage event in 2017 – which turned out to be a very spirited parade. So what was it like to drive the Montecarlo at Daytona International Speedway? "Awesome," says John. "I'm the one in our team with the least talent for driving cars – and this was my first time ever on a race track!"

Sadly the engine had been removed from the Montecarlo when we visited, so this was one car we couldn't experience first-hand. But with 780kg and 400hp of turbocharged grunt – that's a mighty 280hp per litre – this would be a very quick car. Depending on gear ratios, it has the potential to reach 185mph and do 0-60mph in 3.5 seconds. John is still considering exactly which gearing he'd like; the current long first gear means it can reach 70mph in first!

Isn't the Kugelfischer injected 1.4-litre single-turbo lump a bit peaky to drive, we asked John? "The power doesn't really kick in until the turbo wakes up above 4500rpm. Below that, it feels like a lawnmower engine but when the turbo is alive, you certainly know about it."

### SPECIFICATIONS

Lancia Beta Montecarlo Turbo Group 5  
**Engine:** 1425cc 4-cyl DOHC turbocharged  
**Power:** 400hp @ 9500rpm  
**Torque:** 529Nm (390lb ft) @ 5000rpm  
**Transmission:** Colotti five-speed manual, rear-wheel drive  
**Weight:** 780kg





## LANCIA LC1: KNIGHT OF THE NÜRBURGRING

After three seasons and two world championships with the Beta Montecarlo, Lancia's Cesare Fiorio created the LC1 to compete within the new Group 6 'gap year' rules for the 1982 season. The LC1 was meant to compete in Group 6 in the World Endurance Championship and at Le Mans, but in the event, Group 6 morphed into Group C. This swap meant that points could not be earned in the Manufacturers Championship, but Lancia could still fight for the Drivers' Championship.

Martini Racing was the team behind the race programme. At the LC1's very first race, the 1982 Monza 1000km, two cars were fielded, and they qualified first and second. In its debut season, the LC1 scored three overall race wins, with Riccardo Patrese remaining in

contention for the Drivers' Championship right up until the final round, just missing out to Jacky Ickx in his Porsche – remarkable considering the LC1 wasn't a Group C racer.

Lancia would develop the LC2 as its Group C racer for 1983, but LC1s still competed in 1983, modified with a closed cockpit so that they could meet Group C regulations. But by the end of 1983, the LC1's racing career was over.

The LC1 was an open-cockpit racer using a chassis built by Dallara. It basically shared its 1425cc single-turbo engine with the Montecarlo, and was good for 430hp.

John Campion's LC1 is the second of only four built and it contested the whole 1982 World Championship season. It was driven by some of Italy's best drivers: Patrese,

Alboreto, Fabi, Ghinzani and Nannini. It qualified second at the Monza 1000km and Silverstone Six Hours but in both cases it recorded a DNF. At the 1982 Nürburgring 1000km, Alboreto, Fabi and Patrese qualified second and then won the race, beating all the Porsches – the car's most notable victory. A couple of second placings at Mugello and Brands Hatch cemented a very successful year. This example would return to action in the 1984 Italian hillclimb championship.

Chassis 002 was stored away from 1990 onwards. In John's care it's been left totally standard and as it was, battle scars and all. John bought the car for \$850,000, forcing himself to part with a pair of Dinosaurs to make space for it. That's one of the things that's



## MARTINI LANCIA ENDURANCE STARS



in the forefront of my mind as I climb aboard for a drive; the other is John's subtle reminder that only four LC1s were made and this is number two.

The engine sounds surprisingly like a road-going Lancia unit at tickover, with just a touch of rortiness. The gear lever (mounted to your right) is snicky in the extreme, and while the clutch is very sharp, the gear changes are lightning-fast. The car has been geared down after its last track outing, when John found that the car was doing 50mph in first gear before the turbo boost kicked in.

My first run is tentative: the front end is so low that you have to take care on any surface that's not ultra-flat. Once on to the smooth surface of our test venue, it turns out to be fantastic to drive – actually very easy to handle. That means in no time, I'm having a ball. Boy, does this engine love to rev. Driving at speed with no helmet on, the LC1 feels like a beach buggy that's somehow managed to escape on to the Le Mans circuit. It's an utterly unforgettable experience.

### SPECIFICATIONS

#### LANCIA LC1

Engine:	1425cc 4-cyl DOHC turbocharged
Power:	430hp @ 8500rpm
Torque:	N/A
Transmission:	Hewland five-speed manual, rear-wheel drive
Weight:	670kg





# MARTINI LANCIA ENDURANCE STARS





## LANCIA LC2: 'C' IS FOR COMPETITIVE

In 1982, it was all change in Group C. Out went the old open-roof format and in came a requirement for a coupe top. So it was that Lancia, under the direction of Cesare Fiorio, developed the LC2 specifically for Group C.

The old 1.4-litre Lancia turbo wasn't capable of reaching the format's new fuel economy rules, so an all-new engine had to be constructed. Lancia turned to Ferrari, whose newly launched 3.0-litre quad-valve V8 from the 308 GTBi QV was ideal as a basis. This was reduced in capacity to 2.6 litres (Lancia had an eye on CART racing in the USA, whose rules this would fit) and two KKK turbochargers were strapped on to it. The result: 700hp. In 1984, the displacement went back up to 3.0 litres to increase horsepower (to 800hp) and reliability. Initially a Hewland five-speed gearbox was used, replaced by an Abarth unit in 1984.

The chassis was created jointly by Abarth and Dallara, the latter making the aluminium monocoque and Kevlar-and-carbonfibre body. The LC2's look is dominated by large cooling intakes for the radiators in the nose (which also fed the turbo intercoolers), inlets behind

the doors to cool the rear brakes and a huge rear wing with diffusers underneath.

The LC2 was more powerful and faster than the Porsche 956, gaining many pole positions, including at Le Mans in 1984 where it was 11 seconds ahead of Porsche. But the LC2 was plagued by engine reliability issues, with overheating a big problem due to leaking heads.

But the main issue was tyres. The car had been developed around Pirellis, one of which exploded in the LC2's debut race, the 1983 Monza 1000km. When Pirelli withdrew from endurance racing, Lancia was forced to try Dunlop and Michelin tyres, but the car was never as quick. Historian Peter Collins comments: "The unreliability issues attributed to the model were, in my opinion, entirely down to constantly having to over-drive the cars because Fiorio was always wrong-footed by the rubber he was forced to run the cars on. There was nothing wrong with the LC2's design."

For 1984, the LC2's engine, suspension and electronics were all fettled. The 3.0-litre engine now produced over 800hp and the car

recorded 240mph on the Mulsanne Straight at Le Mans. Reliability problems persisted, however, and in three years of racing and 51 starts, the LC2 won on only three occasions. In mid-1986, the factory team quit.

In contrast to Porsche – which made 28 examples of the 956 and 91 of the 962 – Lancia only made seven works LC2 chassis, plus two continuation cars. John's car is the very first of those seven chassis. When he bought his LC2, he was aware it had enjoyed a chequered racing career. It debuted in April 1983 at the 1000km of Monza, but crashed in practice. It then ran at the 1983 Le Mans 24 Hours with Alessandro Nannini, Jean-Claude Andruet and Paolo Barilla at the wheel; it qualified 13th but failed to finish due to a turbo failure.

It then competed in the 1985 Japanese Endurance Championship, piloted by such drivers as Henri Pescarolo, Alessandro Nannini and Lucio Cesario. But its record in Japan wasn't brilliant: a string of DNFs and even a few DNSs.

But then John's team discovered an FIA scrutineering sticker on the car, dating



from the 1984 Kyalami 1000km. It turns out that this was the car that Bob Wollek and Paolo Barilla took to second place at Kyalami – previously it had been thought it was a different LC2.

In terms of ownership, this car has certainly been around. From 1985 to 1996, it was in the Hayashi collection in Japan, then passed through the hands of a Guatemalan banana and coffee millionaire and a French collector, as well as forming part of the Blackhawk collection in Las Vegas.

It hadn't run for 20 years when John acquired it, but it was in exactly the same state as when it raced – and it still is today. It's been very little used, in fact. The engine builder's signature is still on the car. It's got a set of original gold wheels that have never been used, but for our photo shoot it's on BBS wheels that were made from scratch, and took six attempts to get right. It's running on Avon slicks (265/600 R16 fronts and 365/720 R18 rears) but if it were ever to run in the wet, it's got a set of Speedline wheels with 270/590 16 front and 350/700

19 rear tyres, although since they haven't been changed since the car last raced, that may not be such a great idea...

I'm so delighted to be able to sit in this LC2. A couple of years ago, my name was down to drive FCA's own LC2 up the hill at Goodwood but on the day, starting issues prevented it. What was that about LC2 reliability...?

The cabin is super-tight on space. You sit in a laid-back driving position with extremely offset pedals, presented with an array of orange-lettered buttons which require a degree in Italian to understand – 'Azzeramente Consumi' and 'Retro Nebbia', for instance.

Cranking it up, John explains that the alternator runs off the driveshaft, so it doesn't charge the battery until very high revs (he's now fitted a second battery in the car). The turbos were rebuilt one month previously; as the engine splutters to life accompanied by smoke from the turbos, I'm reassured that it apparently takes 20 minutes for the turbo seals to warm up.

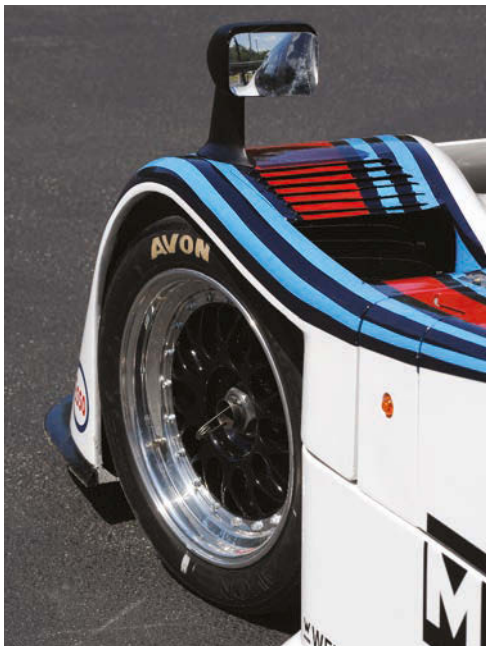
Once up to temperature, the LC2's V8 is

actually very tractable. The V8 is loud but very smooth – so smooth, in fact, that John has actually driven his car on the Florida freeway. The phrase 'lucky blighter' springs to mind. **IT**

#### SPECIFICATIONS

##### LANCIA LC2

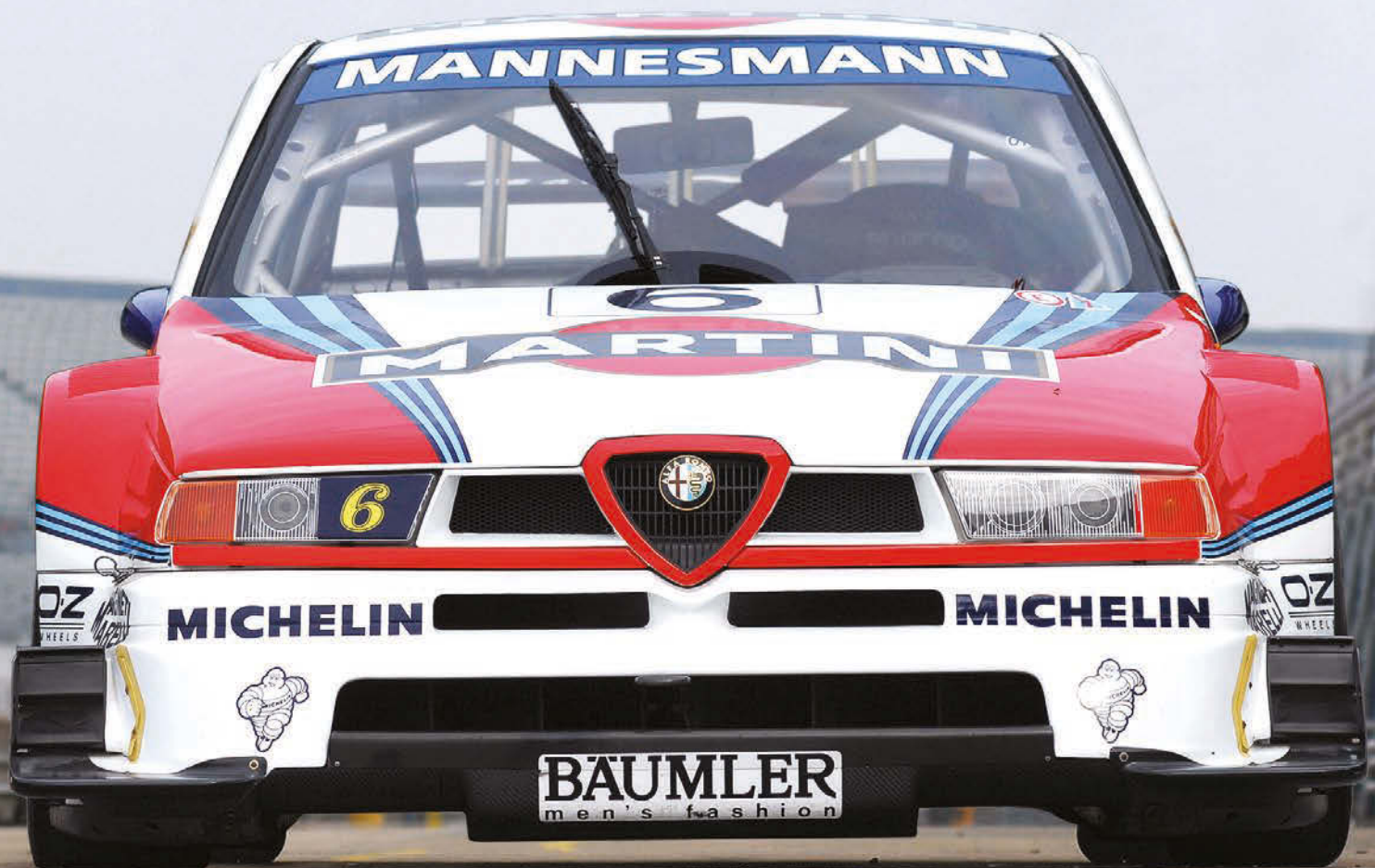
Engine:	2644cc DOHC V8 twin-turbo (later 3014cc)
Power:	700hp @ 8800rpm (later 800hp)
Torque:	510Nm (376lb ft) @ 4250rpm
Transmission:	Hewland (later Abarth) five-speed manual, rear-wheel drive
Weight:	850kg



# DTM: Deutsche Touring Martini

Alfa Romeo's 155 V6 Ti was the very last Italian car  
to wear Martini's iconic livery

Story by Peter Collins  
Photography by Peter Collins and Michael Ward





**P**aolo Cantarella, Managing Director of Fiat Auto, 1993: “We embarked on this new adventure to prove to ourselves that we could succeed in an endeavour that many people considered risky and perhaps even too much for a newcomer to take on at all.”

Sergio Limone, head of Alfa Corse: “The development and competition of the 155 GTA in 1992 was really only a training job for all the team in view of the target of the 1993 Deutsche Tourenwagen Meisterschaft”.

Alfa’s decision to join in the Deutsche Tourenwagen Meisterschaft resulted in an initial glorious championship win in 1993, but development of the DTM 155s, to maintain their position at the top of the tables became almost a race against time. For 1995 it was a case of too much to do, too late. It was all change for the new season. The rules allowed considerably more leeway and Alfa Corse decided to incorporate as much technology into the new cars as possible.

Sergio Limone: “For 1995 the technical rules were modified in two main points. The first was that the suspension was free and the second allowed the addition of shields under the car. These two points ensured that the ’95 cars would be completely new.

“The front and rear subframes could be disposed of, allowing the double wishbones to be connected directly to the front and rear differential units. The servo-assisted steering box would now be on top of the front differential. Both the front and the rear differentials were bolted directly to the roll-cage and the whole was dressed with the original parts of the 155 bodyshell.

“So the semi-automatic gearbox was now in the middle of the car and separate so that it was possible to remove it from the car to change a full unit in a few minutes.

The target here was to reduce the time taken to change ratios during practice sessions to a minimum.

“A new chassis was also designed, the exhaust being situated down the right side of the car, with enough room for the muffler (the noise limit of 98db was a nightmare for everyone) and the catalytic converters.

“The main development of the bodywork was on the underside of the car. A lot of development work was done on models in wind tunnels, firstly using the Fiat Orbassano establishment, but also making use of the facilities at both Dallara and Williams F1 for a full evaluation of the results. The main results were also evaluated in full scale directly on a car which was equipped for aero data acquisition, using the flattest-possible tracks available. These were the Michelin Ladoux test track and the *Quattroruote* magazine test track at Vairano, near Milan.

“It was a huge amount of development and the result was a modular system solution for the bottom part of the car by which it was possible to modify the aero balance of the car by adding or removing parts of the underside/bottom.” A huge Airfix kit then and now to be in Martini livery.

At the beginning of April, the first picture of a new 1995 specification 155 V6 Ti in Martini colours appeared and a stunning looking car it was too. If it went as quick as it looked, Alfa would have few problems during the season. ‘If’ being the operative word. Only the factory-run 155s of Larini and Nannini – designated the Tipo 95/2 – would be resplendent in the iconic Martini colours.

The new season was due to kick off at Hockenheim on 23 April but the cars suffered a dismal showing there. Next to a picture in *Autosport* of a Martini-liveried

155 captioned “Visually stunning, technically problematical” was text headed “German title a lost cause” and a report that Giorgio Pianta had written off the whole of the rest of the year.

“Our problems are many and very bad,” said Giorgio. “We owe it to the fans to be competitive again but it will take too long so we leave it to Opel to take the fight to Mercedes-Benz.”

It was an astonishing admission but Norbert Haug of Mercedes wasn’t so sure: “This is the same trick they’ve played before to make us complacent,” he said.

Nannini stated that “At the moment it is not possible to go any faster with this car,” and when someone suggested the 155’s strength was wet circuits, Giorgio countered that, in that case, Germany should be covered by a huge watering device!

But Alfa’s fortunes changed so often during 1995; by the end of a new event in Helsinki, Nicola Larini was in the lead of the new International Touring Car championship by taking seventh and fastest lap in the first leg and winning the second.

Electronics engineer Chris Cooney: “The newer [95/2] car was more frequently raced as the year moved on. Nannini, Modena, Alboreto and Fisichella all raced versions. The latter’s was ‘fully loaded’ with all the servo systems and thus used as a guinea pig against which to compare the performance of the other cars thus helping Alfa engineers to gauge any benefits of the applied technology. Various permutations of ‘active’ and ‘passive’ differentials were tried and the favourite solution seemed to be fitting the active diffs at the front and rear but leaving the central one passive.”

Nannini’s decision to work with the 95/2 car from the outset of the season was



All sorts of chicanery was involved in persuading the authorities that Alfa's V6 engine was based on a production unit





beginning to bear fruit as he drove a 'brilliant' race to third at the Norisring. Not enough for a win, but encouraging all the same, was the fact that in the second leg Larini, once into second place, was able to match the times of Schneider's leading Mercedes but sadly not able to catch him.

Then it was back to square one. It all fell apart at Donington for the next round of the ITC. Poor Nannini never even got as far as the first leg, having crashed his 95/2 car in practice beyond immediate repair. It had been a strange accident, as it was heralded by his rear window blowing out. It was a weekend to forget but the topsy-turvy rollercoaster of a season moved on to the temporary circuit of Diepholz, and Alfa convincingly won both legs. It was all becoming impossible to call.

Despite all the gloom and doom, Giorgio Pianta announced, at the following Magny-Cours ITC round, that the 155 would continue to be Alfa's basis for its Class 1 racing for at least a further two years. These French races, in fact, served to prove that the 95/2 cars were finally a good match for Mercedes by taking an unassailable 1-2 in final

qualifying. In addition, Alfas annexed fourth, ninth, eleventh and twelfth making them the most numerous marque on the grid.

Sadly, it was another bad day for the Martini 155s, when both the front-row cars of Larini and Nannini failed before the first corner with locked gearboxes. The fact that this was caused by a software glitch was no compensation to anyone.

So although the cars looked fabulous, it had been a disastrous 1995 season for the Italians, whichever way it was viewed. Updated '94 cars alone saved the results from being totally negative. Said Sergio, when asked as to what his opinion was, he talked about the new cars being "Too much, too late", then, half-jokingly, said: "We were still building them in the pit-lane at Hockenheim!" It wasn't so much that Mercedes won all the titles as the fact that Alfa seriously managed to lose them.

For 1996, the DTM series had been absorbed under the new ITC banner. Some substantial mechanical changes were planned for the cars – to be known as Abarth SE065.

Sergio: "For 1996 the [Martini] cars were to

be derived from the '95 model, but with some big differences. These were concerned with the arrangement of the monocoque at the rear and the relocation of the gearbox. The use of twin tanks was abolished in favour of a composite monocoque tank housing, bolted directly to the rollcage. This supported the rear differential housing that, in turn, also carried the rear suspension. The overall result was a reduction of weight and only one fuel tank.

"The gearbox for '96 would be supplied by Xtrac in the UK with the hydraulic actuators made by Abarth and the electronic control made by TAG. The gearbox itself was moved forwards and would now be bolted directly to the front differential and no longer be in the middle of the car. Gear ratios could be easily changed by removing the gearbox."

Engine modifications were reckoned to add an extra 20bhp to maximum power but there was also being developed a new engine – more about that later. In complete contrast to the development of the '95 cars, the first '96 car took to a track at Fiorano in early February and stalwart test driver Giorgio Francia was at the wheel.



At Hockenheim, Larini and Nannini were the class of the field in qualifying, then headed off into the lead of leg one for 20 laps before succumbing to what appeared to be tyre problems.

Nannini: "In 1996 the change to the Xtrac transmission was a huge improvement. It was more reliable and efficient and allowed us to make optimal exploitation of the power available."

Nürburgring was a disaster involving disqualification for stupid reasons but, as so often in Alfa's roller-coaster DTM/ITC experience, after a fall it all came good again at Estoril. 1-2-3 in qualifying in the order Nannini, Larini and Fisichella, then 1-2 in the first leg with Nannini leading Fisi over the line, followed by Alessandro taking a second win in leg two. Surprisingly, it was turning out to be Opel, with its Calibras, that was the team Alfa needed to be aiming for.

A lack of power was hampering Alfa's efforts to regain its competitive edge and a new version of its V6 featuring heavily revised cylinder heads, that was said to develop an extra 12bhp at 11,000rpm, had been developed. Fisichella ran the engine all weekend while Larini tried one for the races only. *Autosport* noted that: "Alfa still lags

some way behind the Opel and Mercedes engines on power."

At Silverstone, qualifying also saw the debut of a new engine that was not entirely in keeping with Fiat's wishes.

Giorgio Pianta: "Martini is the central element of Alfa Corse, because it is the official team. JAS cars are one step behind, but this season is much better than before because JAS (A semi-works Alfa team) are also our partners."

Giorgio's enthusiasm seemed unbounded, especially when, after their race win in leg two, I watched him gleefully ribbing the Mercedes team manager Norbert Haug. This second leg had been convincingly won by a JAS 155 in the hands of an overjoyed Gabriele Tarquini.

Tarquini said: "I succeeded in setting a pace unapproachable by the other Alfa drivers. The last to succumb was Ludwig's Opel. It was an immense joy for me as it was my first ITC victory and the first for JAS in 1996."

Sergio: "The big step in '96 was in engine design. Beside the 60-degree version of the V6, a totally new 90-degree unit was built by Ing. D'Agostino."

The rules of ITC merely stated that the cars must use an engine that shared its

vee-angle and bore-spacing with a production engine. Back in 1986, when the Lancia Thema had been introduced, one of its engine options was the 6V, a V6 motor that had originated as a cooperative design by Peugeot/Renault/Volvo. With an aluminium block and 90 degree angle, it was used as the basis for a new Alfa Romeo ITC motor. Sadly, Fiat politics being what they were, top management in Turin frowned upon this development and shunned it so its development had to be undertaken in some secrecy.

Sergio: "The engine, which was named 690RC, was lighter and more powerful than previously and its improvements were a big step but use of this engine was opposed by Fiat management for political reasons. We even had to design and homologate a special Montreal-based 90-degree V8 to confuse the press."

Sandro Nannini: "In '96 I lost the ITC overall by a few points at the end of the year. These were all lost in the early part of the season when, for marketing reasons the management [at Fiat] would not allow us to use the new 90-degree V6 engine, which was more powerful and reliable. Once we had it, we were in a winning position every race from





The costs and challenges of developing such an extreme car as the 155 V6 led to Alfa's withdrawal from Touring Car racing



then on." The irony is palpable.

The pundits actually fell for the Montreal ruse. *Autosport* stated that the new unit was based on this 90-degree V8, although Giorgio was at pains to suggest that it didn't actually exist!

Sadly, it was reported that intense pressure from certain members of Fiat's management were pushing for Alfa's total withdrawal from ITC, despite the fact that it was committed until the end of 1997. The blow fell just before Mugello when, as a surprise to all, Alfa decided that it was going to pull out and was joined by Opel. Both cited lack of media and TV coverage relative to the costs of the series. The man responsible for this, Bernie Ecclestone, inevitably denied that he had a case to answer.

Giorgio finally conceded that Alfa wasn't going to win the ITC at Hockenheim when Nannini only managed one sixth place. The circuit had never suited the Italians and for

them the whole Class 1 story was turning into something they just had to get through. The cars still used a mixture of the new 90-degree engine and the 'old' 60-degree version with updated heads.

It was an Alfa weekend at Interlagos in Brazil with Martini cars winning both legs, and while Modena and Danner followed home in the first leg to complete a 1-2-3, it was local invitee Max Wilson who helped the team to a 1-2 in the second leg.

And so to Japan for the final race of the first and only complete season of ITC racing. Both here and in the previous Brazil round, Fiat Corse ran a third car in Martini livery but with a red base instead of white. That this last round should also see Alfa driver Danner deprived of a race victory by what the team considered doubtful tactics by Mercedes driver Franchitti, was also somehow a reflection of the times. Mercedes also made certain that Danner wasn't going to feature in

the second leg either, so the net result was that FAC and JAS finished the season just six points adrift of the makes championship with 343 points against Opel's 349.

It is not the intention here to discuss the politics and reasons for the ITC's demise but, looking through period reports and reviews, I would have been less than happy with the value for money I was getting from the promotion of the ITC if I were Alfa Romeo.

Lastly though, a few words of amelioration from Sandro Nannini: "My best memory of DTM and ITC and its environment was that there were a lot of really great people and girls with time for fun and jokes. In 1996 I met my wife through ITC in this environment because I married Roberta Cambiaghi who, at the time, was working for JAS, which was a satellite of Alfa racing."

To borrow a line from a recent TV advertisement; you never expected that from a modern race series, did you? 🇮🇹

# AFRICAN QUEEN

Stray zebras, insane speeds, often zero visibility and hidden rocks – Africa's Safari rally defined 'tough'. Yet Lancia pulled off two historic victories here. Miki Biasion is your guide to the Martini Lancia in which he won the 1988 Safari

Story by Ruoteclassiche / Saverio Villa  
Photography by Paolo Carlini



**W**ere yesterday's rally cars better than today's? That's an impossible question to answer definitively, even after a few proseccos, but most experts would agree that rallying was a completely different game in the past.

The phrase 'a completely different game' would be a good description of the East African Safari Rally – even from regular rallying, let alone other forms of motorsport. Known since 1974 simply as the 'Safari', it involved rallying over 4000km of highly challenging Kenyan tracks.

Miki Biasion is one of the heroes of the Safari, and his 'big game' machine was a unique version of the Delta integrale, as he recalls. "In the Lancia team, we used three

Group A Delta HF Integrale configurations: asphalt, gravel and very rough gravel (like the Acropolis Rally). Then we had a fourth version, tailored specifically for the Safari."

Miki was one of the fathers of the Delta Safari, playing a decisive role in development of a car that was quite different to the regular rally car. The project was a indisputable triumph: the Delta integrale brought Miki two wins in the Safari Rally, in 1988 and 1989, with his co-driver, Tiziano Siviero. That was quite some era for Miki: he also won the World Rally Drivers' championship in those two years.

Before him, another great rally driver, Sandro Munari, had desperately attempted to scoop a victory in Kenya, but never bettered second place in 1975 in a Lancia

Stratos. Before 1988, the Safari Rally had been something of a trial for Fiat: it had had several attempts with the Lancia Fulvia HF, Lancia Stratos, Fiat 131 Abarth and Lancia Rally 037.

"Our cars were light and fast but totally unfit for the jumps, fords, mud and high temperatures typical of the Safari Rally," says Miki. Not to mention the wildlife: close encounters with local animals along the route represented some of the toughest dangers. The noise of cars and helicopters patrolling the tracks a few metres ahead of the race cars would frighten the animals and cause the most unexpected reactions. For that reason, the 1988 Safari Delta HF integrale featured on these pages (now part of FCA's Heritage division) was equipped with



beefy protection front and rear. A very powerful set of ancillary headlights illuminated the roads during night stages of the competition, and helped keep wild animals at a safe distance.

“One of the most dangerous situations,”

Delta, although this would mean extra weight and less potent performance. The team used feedback acquired during the 1987 Safari, when a Delta HF 4WD was driven by Vic Preston Jr and John Lyall to 14th place. As a result, the integrale received a sturdier

The Safari was also given a more reliable five-speed gearbox derived from the earlier Delta HF 4WD in place of the six-speed version. Longer gears prevented the engine from straining on the very long straight stretches across the savannah. “Although it

“ Hit the legs of a giraffe and it could collapse on to the roof of the car and squash it flat – these animals weigh up to 800kg ”

continues Miki, “was a close encounter with giraffes. Hit at the legs, they could easily collapse on to the roof of the car and squash it flat. We’re talking about animals that weigh up to 800kg.”

Learning from the past experience, Abarth decided to go for sturdiness with its Safari

chassis and raised suspension, making it 11cm higher off the ground than the road-going version of the Delta. The 2.0-litre eight-valve turbo engine (the 16V integrale would not debut until 1989) was detuned from 280hp down to 265-270hp, using a Garrett T3 turbocharger with intercooler.

had less urgent acceleration,” recalls Biasion, “the Safari Delta could easily go beyond 135mph, as compared the 110-125mph of a standard rally version.”

Other changes included additional fuel pumps and coils, while the 140-litre fuel tank was twice the size of the standard version



## LANCIA DELTA HF INTEGRALE SAFARI



and was filled with aviation spirit (the poor quality petrol available in Kenya was inadequate for race engines). A large water tank washed away the huge quantities of dust that would black out the headlights and windscreen. 15-inch rims replaced the 16-inch ones to accommodate larger, puncture-proof, more flexible tyres to overcome sharp stones and deep holes. "That decision," explains engineer Vittorio Roberti, one of the designers of the Delta, "led us to use slighter smaller brakes, as they would be under less stress than on tarmac stages."

The remaining changes were minor. Coloured strips held the fuses in place in case of impact against stones and holes. Before the air filter box, there was a movable flap (operated by a cable in the dashboard) which would be deployed when crossing fords, to prevent water from flooding into the inlet area.

"The Safari was heavier by around 100kg than the off-road Delta versions," says Roberti, "and the weight was skewed backwards to accommodate the larger petrol tank, giving it a 50/50 weight distribution. As a consequence, the torque distribution (normally 40/60 for asphalt and 45/55 for off-road) became 50/50."

How was it to drive Safari Delta? Miki Biasion: "It was a little harder and more stressful compared to the other HF integrales, but most of all it required different skills, because it was taller and heavier, with so not such good handling. The difference between a today's SUV and a saloon, let's say." Lancia's ahead-of-its-time 'SUV' literally killed the competition in Africa in both 1988 and in 1989. Juha Kankkunen and Juha Piironen did just as well in 1991, while also gaining second placings in the 1990 and 1992 editions of the rally.

## 1988 SAFARI CHAMPION

The 36th edition of the Safari Rally was run from 31 March to 4 April 1988, but the Lancia-Martini team had already started working on the project in November 1987 by carrying out advance test sessions in Kenya. Lancia rented a large shed and around 100 technicians, drivers and co-drivers, who took two-month turns to test and develop everything sent over from Italy.

The tests were carried out on roads open to general traffic, just like the real race. Human beings and domestic animals, however, represented a serious problem traversing villages. "In those years," recalls Miki Biasion, "the locals saw the Safari as a big public road event. On race days, they were well prepared for fast cars

speeding through. But when it was not the race period, the level of danger increased. The test sessions helped us plan on-the-spot replacement of mechanical parts at risk, such as dampers and axle shafts, to guarantee maximum reliability during the race."

During one of these tests, while speeding on a muddy stretch of road, the bottom of Biasion's Delta hit a huge hidden stone. "The car and my co-driver Tiziano Siviero were seriously affected by the impact," he recalls. "Siviero had

compression of the spine and had to fly back to Italy for medication. But he was so determined to race the Safari that he flew back to Kenya in a corset and gave up racing the Portugal Rally." Miki ran the Portuguese race in the HF integrale's debut event without Siviero as a co-driver, teaming up with Carlo Cassina to win the first of the five rallies that brought him the World Championship in 1988.

Lancia showed up at the Safari with a huge support team and two official cars, although it was certainly not the favourite for the race. Among the contenders were several Japanese manufacturers, and Japan had won 12 of the 18 Safari races up to that year. There were plenty of high-calibre drivers racing, such as Mike Kirkland and

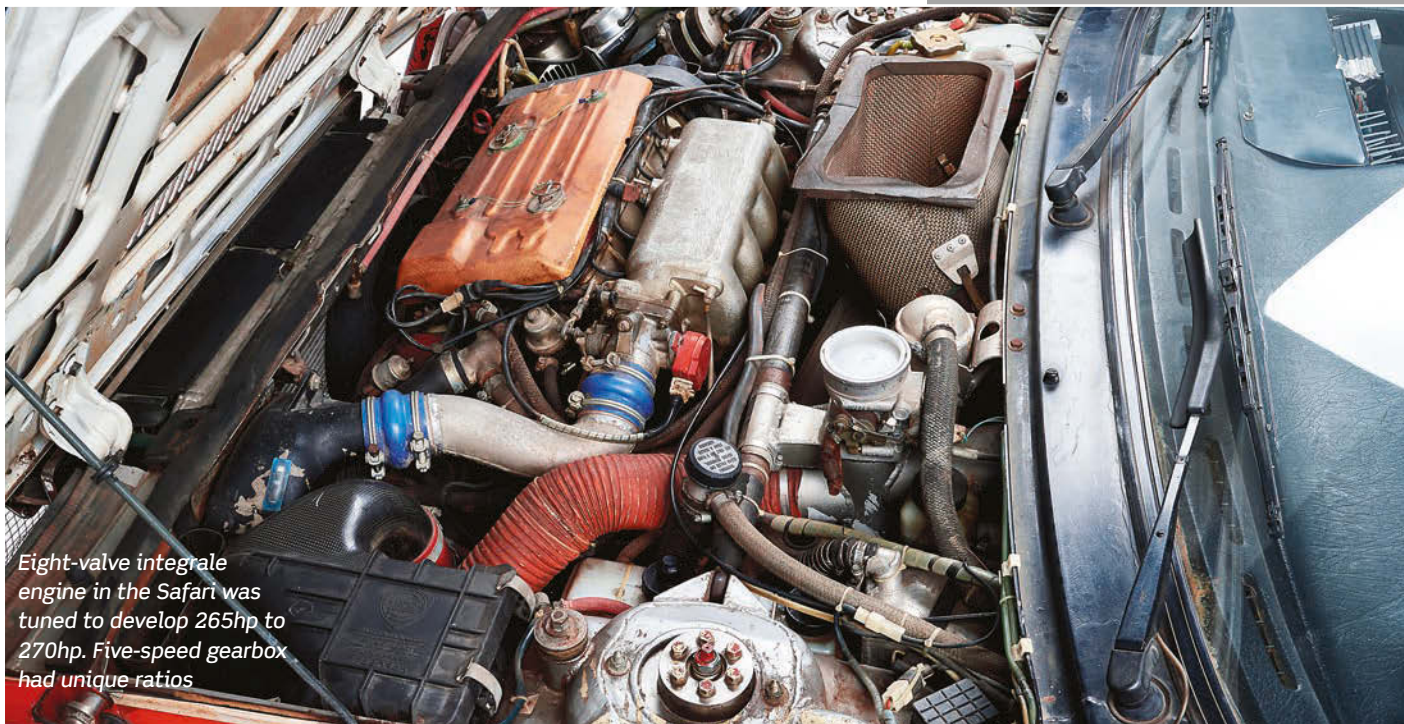
*RIGHT: Miki Biasion and Tiziano Siviero celebrate their 1988 Safari victory. LEFT: Biasion is clearly delighted to be reunited with his winning car today!*







*Marlboro Safari Rally  
Kenya*



*Eight-valve integrale engine in the Safari was tuned to develop 265hp to 270hp. Five-speed gearbox had unique ratios*

## TECHNICAL SPECIFICATIONS

### DELTA HF INTEGRALE SAFARI

ENGINE:	1995cc 4-cylinder DOHC turbo
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	7.5:1
POWER:	265-270hp at 6500rpm
TORQUE:	382Nm (282lb ft) at 4000rpm
TRANSMISSION:	ZF/Abarth five-speed, four-wheel drive
SUSPENSION:	MacPherson struts, hydraulic dampers
BRAKES:	Self-ventilating discs
WHEELS:	185/15 to 325/17
TYRES:	6.5x15 and 7x16 (off-road) 7.5x15, 9x16 and 9x17 (tarmac)
DIMENSIONS:	3900mm (L), 1685mm (W), 1470mm (H)
WEIGHT:	1250kg
MAX SPEED:	136mph



# LANCIA DELTA HF INTEGRALE SAFARI





Per Eklund (Nissan 200 SX); Kenneth Eriksson, Juha Kankkunen and Björn Waldegård (Toyota Supra Turbo); and Hannu Mikkola (Opel Kadett GS).

54 cars arrived at the start line, but only 14 crossed the finish line after five days and 4200km of racing. Unluckily, the Delta driven by Preston/Lyall was not among them, due to wrecking its differential over a stone allegedly put in its path by some drunken villagers. Biasion also had a bad accident himself, running into a zebra. Scared by the noise of a helicopter, the wild animal had left its herd and crossed the track. The front of the Delta-Martini number six was damaged (still visible on the right-hand bumper today) and was forced to stop to allow the technicians (a helicopter landed immediately after the impact) to check the state of the radiator and suspension.

During the first part of the race, a faulty turbine was replaced in 40 minutes by the helicopter repair service. "We lost time during the repair and ended up 45 minutes behind schedule," remembers Miki. "But the following night stage happened in thick fog. I didn't mind the fog because I relied on a very precise notebook, so I kept running and made up that significant time gap and got back in the lead.

"Just as we were nearing the finish line in Nairobi, with victory seemingly ours, a heavy lorry on a very dusty stretch of the track slowed us down and blocked our way. Overtaking the lorry would normally have been easy, but we could hardly see in the

dust. I quickly made some calculations. We were a long way ahead of the Kirkland/Nixon Nissan, so I decided not to overtake. And I was right, because the Nissan crossed the finish line 13 minutes after us." To give an idea of the harshness of the 1988 Safari, the last car (Khoda/Panesar's Subaru) finished some 14.5 hours later.

Miki Biasion had become the first and only Italian driver to win the Safari Rally, and won

the following year's race as well. If you ask him what victory he takes most pride in, he will answer that, although the World Championship is a much more significant achievement, the only two sports trophies he displays at home are the two bronze elephants from the Safari Rallies in 1988 and 1989. All the other cups – including the Monte Carlo rallies of 1987 and 1989 – are in his office instead. 🇮🇹



# Thanks go to...

This supplement could not have been put together without the invaluable help of John Campion, the owner of CJJ Motorsports, whose collection of Martini racing cars is second to none worldwide. Many thanks also to Scott Merritt of Dalton Agency and to the assistance provided by Andrew Schwab (John's shop manager of seven years' standing), Ben Kruidbos (John's race engineer and projects overseer) and Drac Conley (mechanic, fabricator, negotiator and race engineer for over 30 years with John).

Thanks also to the University of North Florida for the provision of the excellent photographic venue. In particular, we'd like to thank Joanna Norris at UNF and police officers John Kane and Michael Townsend.

The UNF campus is situated virtually on the Atlantic seaboard in Jacksonville and its 'Eco Road' tarmac snakes along the

Sawmill Slew Preserve, providing the perfect 'rally stage' look we were seeking for our images.

We were joined on our shoot by Osprey Racing (pic below), a motorsport team run by the School of Engineering at UNF, for which John Campion is the key sponsor. John's sponsorship provides fantastic opportunities for the team, with many graduates going on to work in motorsports and for major companies such as Ford.

The students showed us their Formula SAE racer they've built to compete at Detroit Raceway, which has a modified Honda CBR 600RR engine and gearbox and self-designed pushrod suspension. The team consists of Dr John Nuskowski of the Engineering Faculty, team captain Quinn Howington, plus Albin Alex, Kaleb Carter, Austin Daniels, Edgar Derricho, Connor MacCollom, Parrish Williamson and Ty Youmans.



# Vantastic!

Isn't this just the coolest rig you've ever seen? A Martini Racing support van with a Lancia 037 front clip strapped to the roof – perfect!

Story by Chris Rees  
Photography by Michael Ward



**W**hen John Campion bowled up to the Amelia Island concours event in his collection of Martini vehicles, which one do you think attracted the most attention? The WRC-winning Delta integrale? The spectacular LC2 endurance racer? Nope: it was a Fiat diesel van.

But no ordinary van. The Martini Racing rally support vehicle that rocked up to one of the world's premier concours events had a Lancia Rally 037 front clip perched on top of its roof. It looks superb, not to say uber-cool – so much so that it was surrounded by show-goers for the whole event.

So what exactly is it? It's a 1983 Fiat 242E

diesel. The Fiat 242 was produced between 1974 and 1987 in a joint venture with Citroën. The van enjoyed huge commercial success (pardon the pun), especially in its homeland market, where it gained a reputation for being extremely robust and reliable – even if the body was rather susceptible to rust.

The loading area is impressively flat and capacious thanks to the front-wheel drive layout, with a very low load height off the ground. A huge number of body configurations were offered, from minibuses to camper vans.

The engines were all Citroën CX-derived diesels, while the braking was inordinately sophisticated: all-round discs with the front

ones ventilated with two-piston callipers. Citroën also donated the LHM hydraulic mineral oil system.

John's superb 242E isn't – as has been reported elsewhere – a genuine works van. It's simply a fun mock-up replica of what the original looked like. Not that John wouldn't desperately love to get his hands on the original works van. "We tried to find it but we couldn't. I would've paid a lot of money for it."

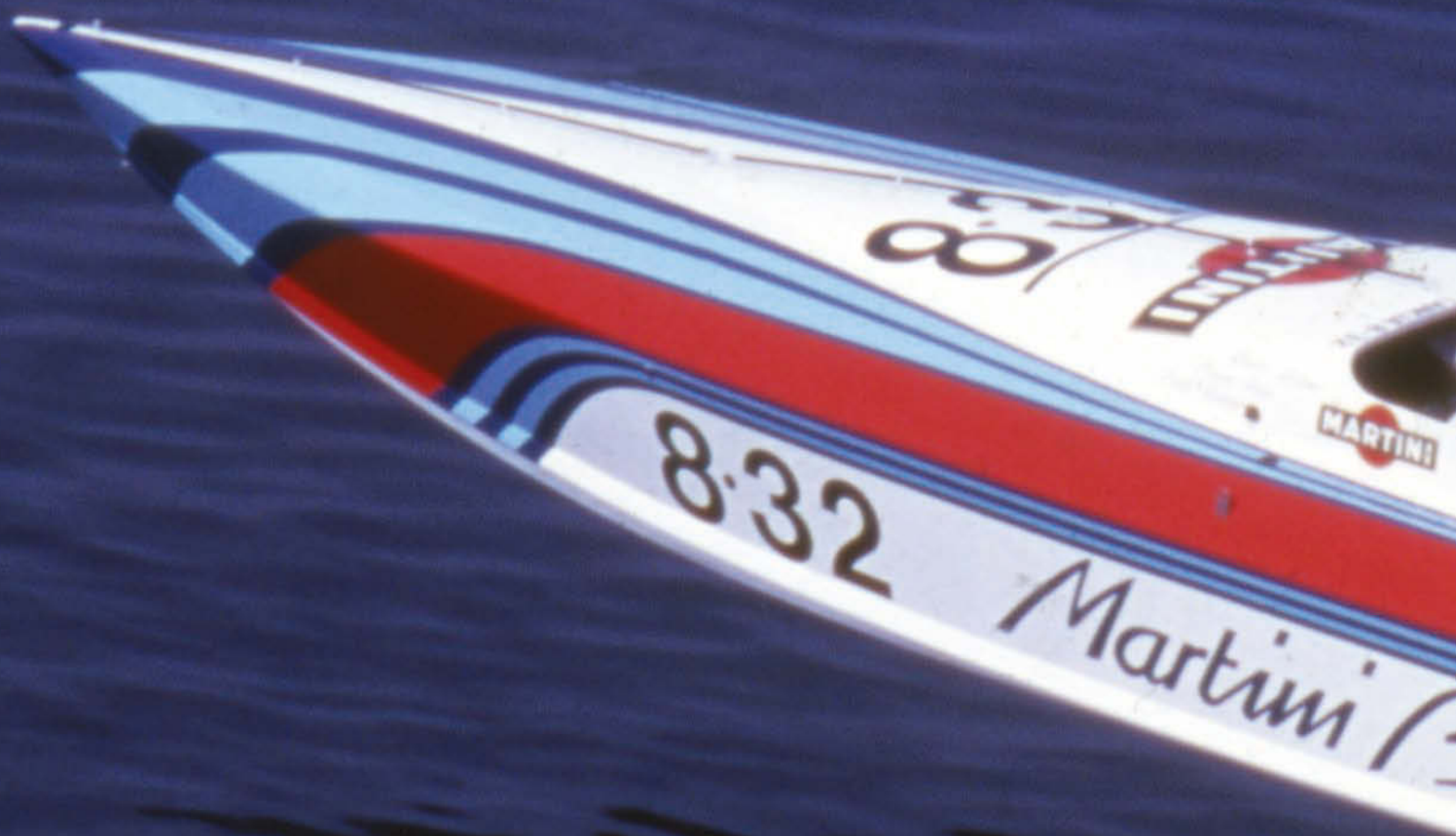
No question, a superb job has been done on the decals, and even the roof straps are precisely duplicated. But it's not quite finished yet. John plans to deck out the interior with a Martini bar in the boot and a 'lounge' in the tool area. Cheers!



# Making a Splash

Martini Racing didn't stick just to road rally cars and endurance racers. It also made waves – literally – on the water

Story by Phil Ward





**M**artini has been involved in offshore powerboat racing on an occasional basis from 1973 to 2014. Its boats won F1 world titles in 1983 and 1984, thanks to Renato Molinari, contributing to Martini's long list of international land-based race track and rallying achievements. The 3.5-litre V8 outboard-engined F1 boats were spectacular, if somewhat dangerous, and a series of fatalities led Martini to withdraw until 1987.

The new offshore boats were even more powerful and spectacular and were powered by some pretty exotic engines. Propulsion for the fabulous, Molinari-designed 'Martini Bianco' 8.32 was provided by no less than four Ferrari-derived Lancia V8s, each developing 575hp. Each row of cylinders was fed by a KKK turbocharger providing the 11,760cc monster with fully 2300hp.

Despite the exotic specification (or more likely because of it), the 8.32 was not a success. After two seasons, Molinari changed to a design with a catamaran hull powered by Lamborghini engines. At the

end of 1989, both Molinari and Martini retired from powerboat racing, although Lamborghini 8.0-litre V12-powered boats continued to compete.

After the mixed fortunes in the 1980s, Martini-sponsored boats eventually began to achieve impressive results. In 2014, the Vector-Martini team crossed the line at the Cowes Offshore Classic over four miles ahead of its nearest rival. The following year, the team won the race more than 19 minutes ahead of the second-placed team.





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