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AUTO **Italia**

Issue 276 February 2019 £4.99

ALFA ROMEO TZ

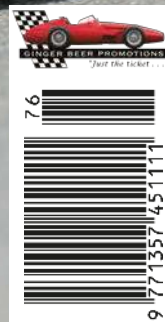
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Printed in England
The MANSON Group Limited, Hertfordshire.
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

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Italy in the 1960s was a glorious melting pot of precocious engineering and design talent. A brief look at the 'ones that got away' in the 1960s confirms this – and this month we have a feature on one of the most glorious lost causes of all.

The re-emergence of three cars from the collection of an Italian aristocrat – Count Volpi – after half a century hidden away in his castle is a truly joyous moment. The Count had designs on challenging Enzo Ferrari, creating both the ATS and Serenissima marques, and it's three of his Serenissima sports cars that have resurfaced after 50 years of not turning a wheel. They're due to be auctioned in February 2019, and you can read the whole fascinating tale on page 20.

Meanwhile, in hot-off-the-press news, we have the first indications of the fresh direction in which new Fiat Chrysler boss, UK-born Michael Manley, is taking the company. His 'Italian Plan' marks the first major changes to the five-year programme elucidated by his predecessor, Sergio Marchionne, just before his tragic death.

We now know that, when the all-new Fiat 500 is launched in early 2020, there will be a fully electric model. There will also be hybrid versions of the Fiat 500X and Panda; the Alfa Giulia, Stelvio, Giulietta, and Alfa's new compact SUV (due in 2020); and the Maserati Levante, Ghibli and Quattroporte.

What we don't know, at the time of going to press, is what's happening with all those exciting new models that Marchionne announced – and which are notably absent from Manley's plan. What about the Alfa Romeo GTV (Giulia two-door coupe)? Or the Alfa 8C supercar? And Alfa's new large SUV? No news. Could that mean delays, or even cancellation? No doubt we will hear more soon. I hope so, because we really need reassurance that Alfa Romeo is to be treated with the respect it deserves.

Chris Rees
Editor

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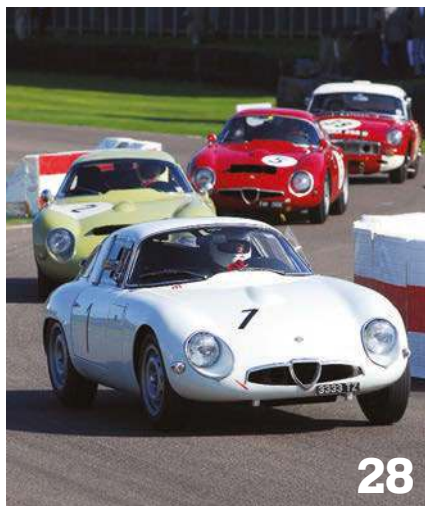
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ITALIAN CAR NEWS

MANLEY'S 'ITALIAN PLAN': YES TO ELECTRIC FIAT 500, ALFA GTV IN DOUBT

Fiat is accelerating its electrification programme under new plans set out by Michael Manley, FCA's UK-born CEO (pictured below). The plan marks the first big changes to Sergio Marchionne's June 2018 five-year plan since he died in July and Manley took over.

The next-generation Fiat 500, due for launch in early 2020, will be based on FCA's first dedicated Battery Electric Vehicle (BEV) platform. But no mention was made in the new plan of the previously announced Giardiniera estate version of the electric 500, leading to speculation that this may have been shelved.

The latest announcements come in FCA's 'Italian Plan' detailing the company's production future in Italy, with more than €5 billion to be invested at home.

Manley has committed to launching 13 all-

new or restyled models between 2019 and 2021, many of them electric hybrids. As well as the 500 BEV, both the Fiat 500X and Panda will be offered as mild hybrids.

As for Alfa Romeo, the facelifted Giulietta will also be made in mild hybrid form. When they are facelifted, both the Giulia and Stelvio will be offered in long-wheelbase and Plug-in Hybrid Electric Vehicle (PHEV) forms. Meanwhile at Maserati, the Levante, Ghibli and Quattroporte will also be made as PHEVs.

Alfa's new small compact SUV will arrive in 2020, in both conventional and PHEV guises, but the big news is that it will not be based on a shortened Stelvio platform, as previously thought, but on that of the Jeep Compass. That means that the new SUV could be

front-wheel drive or four-wheel drive – but definitely not rear-drive.

Several other Alfa Romeos in Marchionne's plan are not mentioned in the latest statement. There's no news on the GTV (the Giulia-based two-door coupe) or the 8C supercar, leading to speculation that they may have been delayed. Nor is there any news on Alfa's third SUV model, slotting in above the Stelvio. Another change is scrapping FCA's plan to ditch diesel power from 2022 – diesel will now continue beyond that date.





FERRARI'S SP3JC ONE-OFF

Hot on the heels of its 812 Superfast-based Monza SP1/SP2 limited production supercar, Ferrari has revealed a new open-topped V12 supercar.

The SP3JC is a one-off designed around the F12tdf. Designed in-house by the Ferrari Styling Centre, the SP3JC was commissioned by Ferrari dealer/collector, John Collins of Talacrest, who asked for a "pure, uncompromising roadster". The project took over two years to complete.

The SP3JC features a more muscular stance, dynamically sculpted flanks, a distinctive front air intake, and a restyled rear end with horizontal slashes. The graphics are inspired by Pop Art and the paint scheme – blue (Azzurro Met), yellow (Giallo Modena) and white (Bianco Italia) – recalls that of a famous 1962 Ferrari 250 GTO. The seats are trimmed in blue leather with white inserts, the blue leather theme extending to the lower dashboard.

The F12tdf has lost its roof in the transformation, with two carbonfibre roll hoops and rear buttresses taking its place. Glass inserts in the bonnet show off the F12tdf's 780hp V12 engine, and there's a brushed aluminium fuel filler cap.



FERRARI BREADVAN 'HOMMAGE' IN BUILD

A new car inspired by the Ferrari 250 GT 'Breadvan' is under construction in the UK. The London-based coachbuilder, Niels van Roij Design, is behind the Ferrari Breadvan Hommage one-off.

Like the 1962 car – which was based on a Ferrari 250 GT SWB Competition – the new car will have a front-engined V12 with manual transmission, but is being built on a Ferrari 550 Maranello.

The entire bodywork and interior of the 550

will be replaced, leaving only the tubular steel space frame, V12 engine and rear transaxle/six-speed manual gearbox from the original car.

"It is a complex task to translate the essence of the legendary original into a contemporary design," says Van Roij. "We intend to be inspired by the original, but will ensure we are not limited by it in our creativity." The ongoing project is being documented on the company's website (nielsvanroij.com) and its social media channels.



URUS TO RACE IN 2020

Lamborghini Squadra Corse has unveiled the Urus ST-X Concept, previewing a new single-make championship in 2020. The series will combine circuit racing and off-roading on FIA-approved circuits in Europe and the Middle East, with an 'arrive and drive' formula.

The Urus ST-X is mechanically uprated compared to the road car and gets a steel roll cage, fire extinguishers and racing fuel tank. It's 25 per cent lighter than the production Urus, has a raised ride height and is torsionally stiffer.

It also adds larger air intakes, a big rear wing, hexagonal-shape racing exhausts and 21in alloy wheels. The concept car is painted matt green Verde Mantis with a plain carbonfibre bonnet.



ITALDESIGN GT-R50 GETS GREEN LIGHT

The Italdesign GT-R50 – a reshaped version of Nissan's GT-R – has been confirmed for production. Pricing of the Nismo-tuned 720hp 'GT-R by Italdesign' starts at 990,000 euros excluding taxes. While the prototype – unveiled at Goodwood in 2018 – was painted grey and gold, customers can specify their own choices. Only 50 cars will be built, with deliveries starting later in 2019. Visit GT-R50.nissan for more information.

ABARTH 124 WINS R-GT CUP

In only its second racing season, the Abarth 124 Rally has won the 2018 R-GT class, recording more than 40 class victories in 12 national championships. Team Milano Racing's 124, driven by Frenchmen Raphael Astier and Frédéric Vauclaire, secured the FIA R-GT Cup by winning four out of five races. They topped a table dominated by Abarth 124s, with an amazing six drivers in the top six places. Meanwhile, Simone Tempestini won the European Championship with victories in Poland and Latvia.



ALFAHOLICS SHIPS 18TH GTA-R 290



Somerset-based specialist Alfaholics has delivered its 18th GTA-R 290 to a customer in the USA. The GTA-R 290 is a 'restomod' version of the classic Alfa Romeo Giulia GT (as featured in *Auto Italia* March 2017).

The 18th example has a fully seam-welded body with carbonfibre doors, bonnet and boot. The glasswork is lightweight and there's an aluminium fuel tank. A 2.3-litre Alfa Twin Spark engine boasts 240hp thanks to MoTeC ECU, ITB injection, sports exhaust and uprated cooling. A lightweight GTA close-ratio gearbox is joined by a limited-slip differential and lightweight propshaft.

The suspension has titanium wishbones, titanium billet geometry, adjustable gas dampers, adjustable ride height, aluminium T-bar and lightweight trailing arms. The wheels are 7x15 GTA Superleggera alloys with 195/55 R15 tyres. Brakes are Superleggera billet aluminium with 300mm vented front discs and 267mm rears, plus an adjustable aluminium pedal box.

Inside are leather Recaro seats with inflatable lumbar support, Alcantara-and-leather dashboard, T45 rollcage with Alcantara trim, aluminium pedals and Momo steering wheel, while air conditioning is also fitted. For more info, contact Alfaholics: tel 01275 349 449, www.alfaholics.com





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STRATOSFERICA: ALFA 4C MEETS LANCIA STRATOS

Italian car specialist Giampaolo Boldrin has revealed a new Lancia Stratos rally car-inspired bodykit – the Stratosferica – for the Alfa Romeo 4C.

Launched at the recent Milan AutoClassica show, it comes eight years after Boldrin first presented his Beta Montecarlo-based Lancia Rally 037 bodykit.

The Stratosferica is a 21st century take on the iconic Bertone-styled Lancia Stratos of the mid-1970s. It follows in the tyre tracks of the modern-era MAT New Stratos and several self-build kit car replicas.

Unlike other Stratos interpretations, Boldrin Auto's new Stratosferica is an interchangeable glassfibre-and-carbon bodykit that's built around the Alfa Romeo 4C. The bodykit replaces the mid-engined two-seater's front and rear body panels with Stratos-inspired bolt-on replacement items. The nose cone includes retractable headlights, as per Lancia's original, with integrated LEDs. Also offered are alloy wheels in the style of the original Lancia's distinctive Campagnolo 'coffin-spoke' wheels.

Boldrin Auto's Alfa 4C transformation has been unveiled in rally-inspired form, including auxiliary front driving lamps and Alitalia-style livery, made famous by the original rallying Stratos in the hands of gifted Lancia Works drivers such as Sandro Munari and Björn Waldegård.

A limited number of Boldrin Stratosferica customisable bodykit conversions will be made, at prices from around £20,000. More details are available at www.boldrinauto.it – **Gary Axon**



MILLTEK'S GIULIA VELOCE EXHAUST

UK-based exhaust manufacturer Milltek Sport has added a new full exhaust system for the Giulia Veloce, joining its existing Quadrifoglio offering.

A variety of cat-back configurations is available, including resonated and non-resonated, the latter boasting "thunderstorm" noises, says Milltek. The pipe is 3in (76.2mm) in diameter, offering improved gas flow properties.

Electronic active valve options include an 'Active Valve' button, which allows the exhaust to be run in fully-open position, or 'Stealth' mode. Milltek claims power and torque gains and an improved engine note. Prices start from £965 plus VAT for a cat-back, non-valved system. Contact www.millteksport.com



FORGE 500 PIPE

Forge Motorsport has launched a new silicone intake hose for the Fiat 500 and Abarth 500/595/695. Designed for the 1.4T-Jet petrol engine, the hose is based on the standard Fiat/Abarth hard pipe, but with the size and flow maximised for improved performance. The intake pipe bore is increased from 70mm to 89mm, and Forge claims power improvements of up to 10hp. The price is £100.63 including VAT – more info from www.forgemotorsport.co.uk

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FERRARI 290 MM MAKES £17M

RM Sotheby's has sold a 1956 Ferrari 290 MM – as featured in *Auto Italia* January 2019 – for \$22 million (approx £17m). The ex-Fangio, Collins, Gendebien, Castellotti and Moss racer was subject to a fierce bidding war between three collectors.

Other highlights from the December 2018 sale included a 1971 Lamborghini Miura P400 SV for \$2,205,000 (approx £1.7m) and a low-mileage 1989 Ferrari F40 for \$1,545,000 (approx £1.2m).



ALFA SPIDER REACHES £47K

A 1969 Alfa Romeo 1750 Spider has reached a remarkable £47,300 at auction. The price was fetched at the recent sale by Classic Car Auctions (CCA), where there was a bidding battle for the rare, right-hand drive example. Reportedly in excellent restored condition, it came with a hardtop, and the final sale price of £47,300 was almost double the lower estimate. CCA's next sale will take place at the Classic Car & Restoration Show at the NEC, Birmingham on 23-24 March 2019.



FERRARI-THEMED AUCTION ANNOUNCED

Silverstone Auctions has announced a new dedicated Ferrari sale. The Dallas Burston Polo Club will host a supercar weekend with Ferraris being auctioned in association with the Ferrari Owners' Club GB. The date is Saturday 21 September.

In the meantime, Silverstone Auctions is selling a rare 1970 Ferrari 365 GT 2+2 – one of just 52 right-hand drive examples made, pictured above – that featured in *Auto Italia*'s August 2018 issue. It's for sale at Autosport International on 12 January at the NEC, Birmingham, with an estimate of £190,000 to £220,000. More information at silverstoneauctions.com

TRANSAXLE TUNING PARTS

Alfetta owners have some new tuning options now that Richard Melvin, Chris Snowdon and EB Spares have come together to offer track-tested upgrades for the Alfetta and 75.

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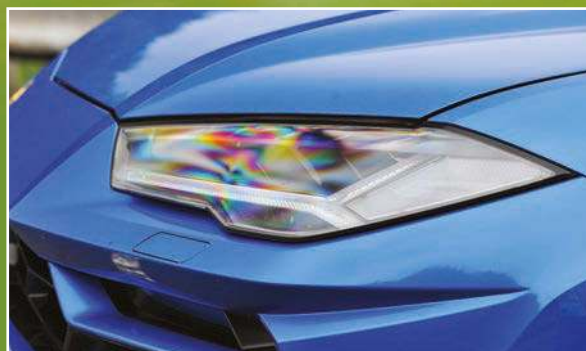
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URUS: ABSURD?

Named after a prehistoric ox, is the Urus a beast of burden or a raging bull? We drive Lamborghini's hyper-powered SUV on and off road – and discover it's a bit of both

Words: Chris Rees
Images: Michael Ward



Absurd! A Scandinavian flick, a tail-out kick and we're sliding around our off-road course in Bedfordshire like a pukka rally car. Close your eyes and you could well believe you're on a 1980s Group B rally stage. Open them, however, and what you see is the lap of luxury.

Driving the extraordinary Lamborghini Urus around the Millbrook test facility – Alpine hill circuit, mile-long straight, 130mph bowl and off-road course – simply amplifies the absurdities with each experience. Let's get this straight: here is a car weighing fully 2197kg that can do 0-62mph in 3.6 seconds – quicker than your average Caterham. And with its throbbingly potent 650hp engine, it won't let go until you've reached 189mph; small wonder that Lamborghini claims it's the fastest SUV ever built. And let's not forget that it's a full-fat, five-seat family function machine.

Lamborghini must surely have been tempted to make the Urus a giant among SUVs, rather like the LM002 of the 1980s was. In fact, it's the least 4x4-looking SUV I can think of. Lamborghini has managed to bestow upon it a low, squat, coupe-like stance, almost like someone's taken a square-shaped SUV and given it a shove at the back to squash the roofline, at the same time pushing the cab forward (the front end overhang is quite substantial, by the way).

The styling manages to keep true to modern Lambo aesthetics, a kaleidoscope of trapezoidal volumes and sharp edges. I have to say you can't really see any of the LM002 in the Urus, which is a blessed relief since the LM was a gawky Tonka tractor by comparison. I really like the rear door handles hidden on the bulging rear wheelarches – what other car has those, huh? – and the frameless doors which enhance the coupe look.



The choice of test cars in front of me is white, blue, grey and the searingly bright Giallo Auge yellow (a colour that I think really suits the car; I'm probably in the minority here). I concede that the subtle Blu Astraeus (dark blue) is probably the best colour for the Urus. I haven't seen one in dialled-down dark green or brown, but these might be right for the country set, perhaps. For the more stereotypically ostentatious owner – that's what Lambo is about, right? – the company hints that a significantly brighter colour palette may well be launched in the near future.

There's no getting away from the sheer size of this thing. It's among the largest hunks of machinery on the road. Despite not being terribly tall, you still need to climb up to get into the driver's seat; a useful but ugly side step is optional. Once inside, things are about as plush as they come: surfaces in piano black, brushed aluminium and leather, all customisable with Alcantara, carbonfibre and wood.

It doesn't really feel like any other Lamborghini, though, with its upright dashboard dominated by a big touchscreen that comes straight from the Audi parts bin. This is a bit clunky to operate, I must say, and rather prone to ugly finger print marks.

You actually sit quite low down by SUV standards but there's loads of space inside, even for six-footers, both front and rear. Speaking of rear passengers, you can opt for two- or three-seat versions; the two-seat option (just over £3000) includes splendidly supportive, adjustable individual seats. However, you can't fold them down as you can with the bench seat version, and there's an obstructive bulkhead behind them. In the five-seat version, the boot can be expanded from a huge 616 litres to an antiques dealer-sized 1596 litres with the seats down.

Enough stats and foreplay. Let's fire this baby – no, this *beast* – up. This is a big moment: can the new 4.0-litre V8 twin-turbo engine do justice to Lambo's loud pedal reputation? It doesn't begin well: it's disappointingly quiet with the mode settings in 'Strada'. It gets fruitier in 'Sport' mode, but more is still happening in the bass register than at upper hertz levels. Switching to 'Corsa' elevates the exhaust note to a much more appealing, cracklingly enticing sound, even though some of the cabin noise is artificially piped, and I really miss any popping noise on gearshifts. Overall, it's no Huracán V10; it's rather less antisocial than that...

Left in full auto mode, the eight-speed automatic gearbox's very short lower gear ratios help to boost acceleration off the line. It feels every bit as quick as its 0-62mph claim of 3.6 seconds, but perhaps the

more impressive stat is 0-124mph in 12.8 seconds. That is very, very fast. The gear changes are smooth, making full use of the fact that 627lb ft (850Nm) of torque is available from just 2250rpm. For the record, peak power of 650hp arrives at 6000rpm. Using the paddles behind the steering wheel is effective and fun for manual-minded drivers, too.

Unlike Sant'Agata's supercars, this is a very refined cruising machine. At 90mph around Millbrook's high-speed bowl, the cabin is all but silent. Wind noise only becomes an issue (from the door mirrors, mainly) at speeds well above 100mph. The ride is also excellent – one of the main reasons for buying an SUV, really – even though you can't hide the weight of the huge wheels, with the occasional rattle over bumps.

Selecting Corsa or Sport mode lowers the ride height from 173mm to 158mm, reducing body roll, and shaving some of the electronic driver assistance off. The steering feel is always chunky, sharp and confidence-inspiring, if not entirely natural in feel. Another surprise: for a car that measures a monster 5112mm long and 2016mm wide, the Urus is wieldy in traffic, thanks to its four-wheel steering system.

All four wheels are driven all the time, with 60 per cent rear drive in most situations. A Torsen centre diff can transfer up to 70 per cent to the front, and up to 87 per cent to the rear. There's also a torque-vectoring rear diff to apportion 75 per cent of torque to either rear wheel. With adaptive air suspension and active roll stabilisation also in the mix, it all helps the sense that the Urus feels like a much smaller car. Yes, the body does roll, but far less than you'd expect of such a huge SUV, partly thanks to the low-set engine keeping the car's centre of gravity down. You certainly do feel the car's heft in corners, with handling precision suffering at speed, but there's a sense of inherent balance front to rear. Benign understeer awaits if you overcook a corner, although on slippery surfaces we did manage to get the tail out to a lairy angle. As I said, somewhat absurd!

The brakes are massively powerful, as I discover during a halt test on Millbrook's mile straight from virtually maximum speed: it takes the Urus just 150 metres to stop from 170mph. Wow! I guess I should have expected this from standard carbon ceramic discs that are fully 440mm across up front and have 10-piston callipers. Discs of such a size require wheels of a minimum 21 inches across to fit. You can select 22in and 23in options, too, the latter being the biggest of any SUV currently on sale. The best choice overall for ride and dynamics is 22 inches, but it'd be hard not to tick the 23in option box and



Urus makes a surprisingly strong case for itself off-road. Over rough stuff, it feels like a Group B rally car



“ On slippery surfaces, we managed to get the tail out to a lairy angle – somewhat absurdly ”





impress your size-obsessed mates. If you want All Season tyres, though, you'll need to go smaller: only PZeros fit the 23in wheels.

The reason for fitting two turbochargers (for the first time ever in Lamborghini's history, incidentally) is that it offers the torque required for low-rev off-roading. And that's exactly what I'm about to do now. Before you scoff, there is genuine interest in the Urus from the 'let's off-road!' community, with British farmers among those already placing orders. Oh, and you can tow 3.5 tons with it...


On all-weather tyres, there's certainly no lack of grip on the rough stuff. As standard, there's a Neve (snow) drive mode but you can order an optional Off-Road Package that adds two extra modes – Terra (off-road) and Sabbia (sand) – as well as reinforced bumpers and extra underfloor protection. These modes raise the ride height by 40mm to 213mm, or as high as 248mm at crawling pace. Standard Hill Descent Control works just like a serious off-roader, keeping the car utterly stable down steep, slippery hills.

As I mentioned at the start, on our

gravelly/sandy/muddy test track, the Urus feels like a Group B rally car: potent yet supremely agile. Few owners may ever experience it, but it's genuinely great off road.

VERDICT

The Urus is absurd. Absurdly fast – faster than many a Porsche 911, both in a straight line and around a track. Absurdly luxurious. Absurdly large and heavy. But also absurdly good fun, and in its own way, every inch a raging bull.

Controversial it may be, but the Urus is definitely not the most conspicuously outrageous SUV on sale (step forward, Bentley Bentayga and Rolls-Royce Cullinan). But it is certainly striking a chord with buyers. There's already a year-long waiting list, and it will likely double Lamborghini's annual production, with 3500 set to be made in 2019. Which at the very least means Lamborghini will have a budget for making ever more extreme supercars. In the meantime, for a select clientele, it's fast and furious; lithe and luxurious; chic and capacious. The car that has everything? Could be. 

Hexagonal design theme is very Lamborghini, but there's less of a fighter cockpit feel to it all

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 ₂ : | 279g/km |
| MAX SPEED: | 189mph |
| 0-62MPH: | 3.6sec |
| PRICE: | £165,000 |



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Serene Triplets

Three beautiful and unique Serenissima sports cars, conjured up by Count Volpi in the 1960s, have been unearthed from a 50-year incarceration in his castle. Their story is curious but captivating

Story by Richard Heseltine
Images by Artcurial





In a roundabout way, the wonderfully esoteric Serenissima marque provided a link between a palace coup that once threatened to devastate Ferrari, and the first faltering steps that helped establish McLaren as a superpower in Formula 1.

Throw in a Venetian nobleman, Stirling Moss' racing mechanic and an American-born designer, and the story becomes even more compelling.

To most punters, even those

who love the strange stuff, mention of Serenissima generally fails to register even trace elements of recognition, but then it isn't as though the marque showered itself in glory. There was barely even a trickle, but the three cars gathered here – all set to go under the hammer at Artcurial's *Rétromobile* sale in February 2019 – captivate because they are so, well, enigmatic.

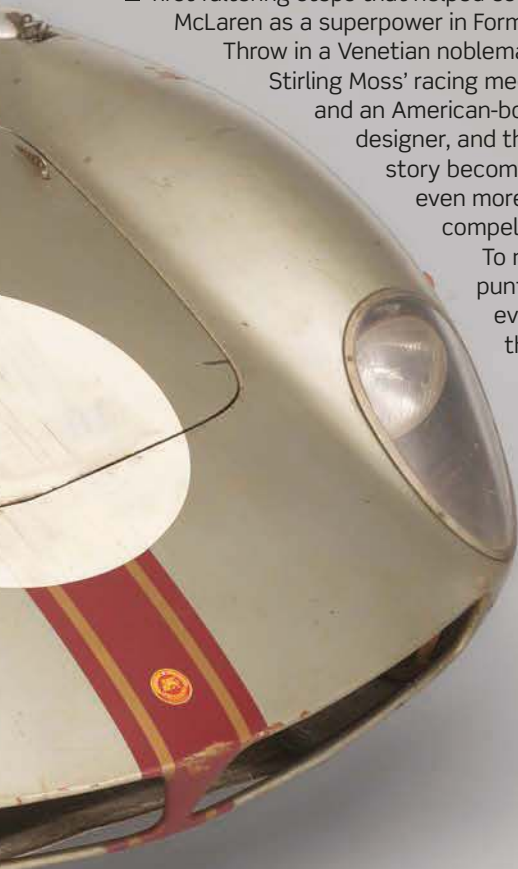
The story kicks off with an argument, or rather several. By the end of the 1950s, Enzo Ferrari had been royally upstaged by *garagistes* from Surbiton with their mid/rear-engined 'beetles'. *Il Commendatore* bridled at the concept of following Cooper's lead and "putting the horse behind the cart" but he relented in time for Phil Hill to scoop the 1961 F1 drivers' title aboard a 156 'Sharknose'. Then it all began to unravel. British upstarts fought back a year later and the Scuderia – still using the same car – quickly became an also-ran. Cue frank exchanges of views, many relating to Enzo's wife Laura, who apparently wanted a say in everything, followed by a mass walk-out that included Hill and engineers Carlo Chiti and Giotto Bizzarrini, among others.

Expecting a contrite Ferrari to come a begging, they were disappointed. Chiti (and briefly Bizzarrini) didn't go far, however. With backing from Tuscan industrialist, Giorgio Billi, and wealthy French-born tin mining heir, Jaime Ortiz-Patiño, a new company was formed in Bologna under the alias *Società per Azioni Automobili Turismo Sport Serenissima*. This was a bit of a mouthful, even for Italians

so it soon became ATS (*Automobili Turismo e Sport*). Late to the table was Count Volpi di Misurato of Veneto, who took a 20 per cent stake in the firm. The nobleman, whose father had been a close ally of Benito Mussolini and who also founded the Venice Film Festival, inherited a sizable fortune in his mid-20s and spent much of it going motor racing, most memorably with the Drogo-bodied Ferrari 250 'Breadvan'.

Chiti was charged with simultaneously developing a Grand Prix chassis and an engine, in addition to a road car. Unwanted distractions from warring paymasters threatened to derail his efforts from the outset. And it would only get worse. When the ATS Tipo 100 finally appeared at Spa for the 1963 Belgian GP, it proved an unmitigated disaster. Lead driver Hill failed to register a single World Championship point that season, appalling reliability hobbling the American's efforts (he only finished one race). The ATS 2500 GT car, meanwhile, broke cover at the 1963 Geneva Salon but, for all the positive ink, only 11 or so of these gorgeous Franco Scaglione-styled machines were made before the firm turned turtle in 1964.

Then matters took a turn for the tortuous. Alf Francis, Stirling Moss' former spanner man, had tried working his magic on the ATS GP car with the help of his business partner, gearbox king Valerio Colotti. With a new, shorter spaceframe and fresh body, the renamed Derrington-Francis appeared at the 1964 Italian GP where Portuguese charger Mário Cabral qualified last before





Agna road car featured a Serenissima mid-mounted V8 engine and pretty aluminium bodywork



retiring the car from the race with ignition problems. The car then disappeared into the ether but the connection led to Volpi returning to car manufacture as Automobili Serenissima, after what was left of the ATS sports car construction arm moved to Francis' Modena facility.

From a new factory in Formigine, chief engineer Alberto Massimino modified the existing ATS chassis for the new strain, while also developing the 'Tipo 358V' 3.0-litre V8 - with

twin overhead cams per bank - from scratch. Period figures quoted 307hp at 8000rpm, Massimino also designing the gearbox while he was at it. Former Pininfarina artiste Francesco Salomone (who has retrospectively been credited with shaping the Ferrari 275 GTB) penned a sleek form to clothe the frame, the aluminium bodywork being crafted by Carrozzeria Gransport. The resultant prototype made its bow at the Aerautodromo





Ghia's Tom Tjaarda designed this 1968 GT for Count Volpi but sadly no production run ensued

di Modena on 20 December 1964. After being evaluated by journalist and Le Mans winner Paul Frère, chassis 001 then underwent a redesign (finished in April 1965) with a revised chassis and new Salamone-styled body. In October of that year, the reminted 003 was presented as the Serenissima Jet.

But not before it made an appearance at the Le Mans trials. Two cars had been provisionally entered for the 1965 24-hour endurance classic, via Rob Walker, although both entries were quickly scrubbed. Louis Corberto lapped the Jet – now with the engine enlarged to 3.5 litres – to a best time of 4min 18.6sec, the fastest runners being almost 50sec quicker.

For the race proper, a new car – the Fantuzzi-bodied Torpedo, as pictured here (in non-running condition) – was driven by Jean-Claude Sauer and 50-something businessman Jean de Montemart at an even slower pace, only to retire after 40 laps when the gearbox ran out of cogs.

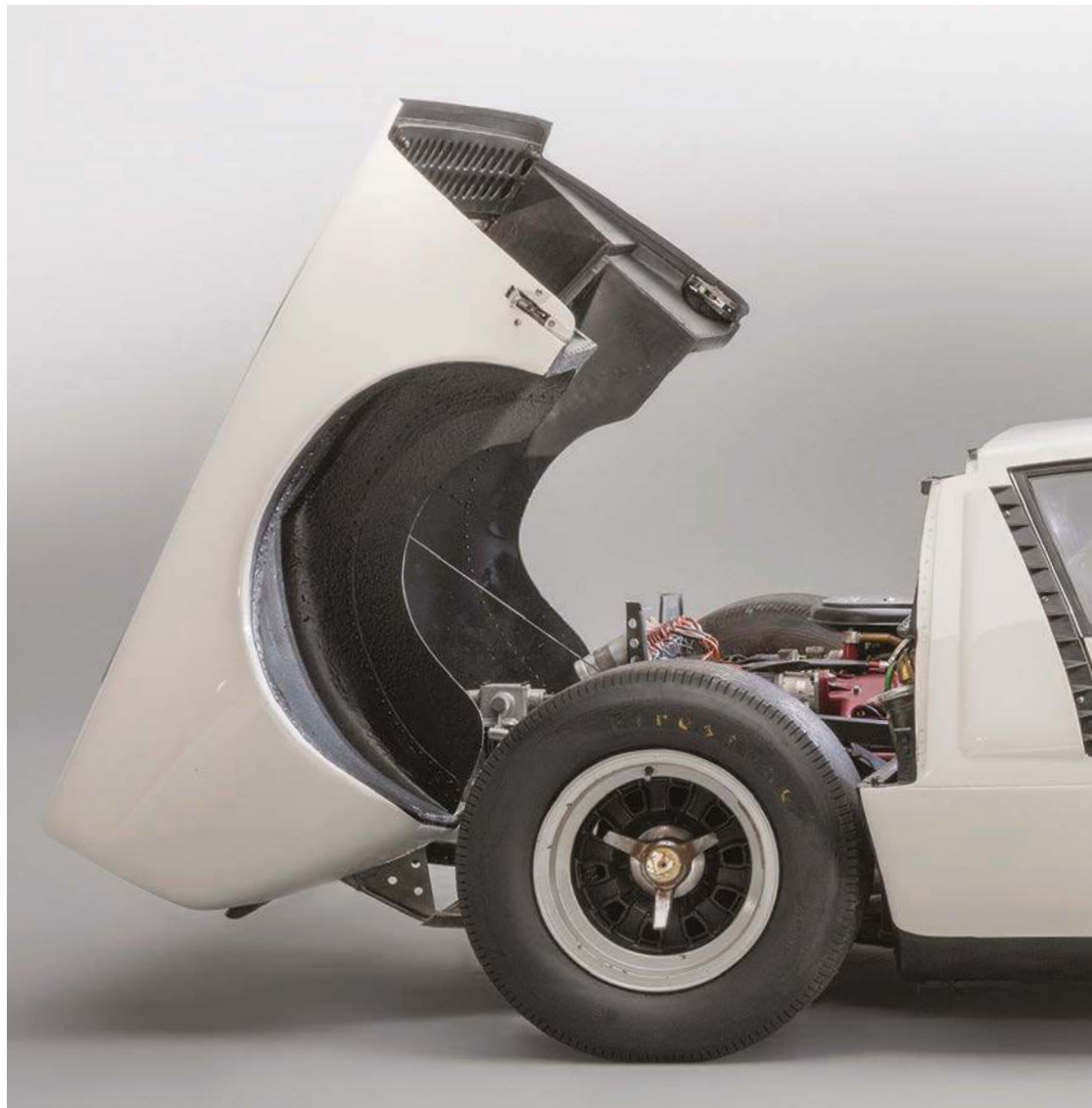
Serenissima meandered along thereafter, scrabbling to find a foothold. Then matters took a turn for the interesting. In May 1966, Bruce McLaren approached Volpi with a view to adopting Serenissima's engine for his fledgling F1 team in place of the troublesome Ford IndyCar-based unit. The engine was then taken out of the Jet and installed in the rear of a McLaren M2B-2. Reverted back to 3.0 litres, and running on Weber 42IDM carbs, it produced a relatively humble 280hp.

The relationship got off to a bad start at Spa-Francorchamps after the V8 let go in qualifying; it then did the same at the following meeting at Zandvoort. Fortunately, the engine held together long enough to propel the Kiwi to sixth place in the British Grand Prix at Brands Hatch, scoring his team's first-ever World Championship point – and a small piece of motor sport history – in the process. Not that

Serenissima would feature in F1 to the end of the 1966 season.

Volpi changed tack and initiated a mid-engined road car project. The Agena featured Tipo 358V power and an aluminium body, although there remains a degree of confusion as which *carrozzeria* actually bodied it. According to Volpi: "Originally, we fitted louvred lights. Then the mechanics modified the front to include four lights but,





as this was less elegant, we redesigned it to improve its appearance. The end result, with covered lights and a more discreet lower air intake, was more harmonious. At some stage, a rear spoiler was fitted, but this was later removed.” It would be fair to say that the Agena pictured here was very much a

prototype, with all that entails, the interior being awash with exposed screwheads

and signs of modifications. The eight-track Philips audio set-up is oh so groovy, though.

Then there’s mysteriously-named Ghia GT Coupé – confusingly also referred to as Agena in period – just to heap confusion onto future historians. The car was originally fitted with a ‘Massimino’ V8 engine, but this was quickly replaced in 1969 with an Alf Francis-designed, 3470cc ‘M-167’ engine, which it retains today. Boasting twin overhead camshafts and three valves per cylinder (two intake and one exhaust), and equipped with

four gurgling Weber 40 DCN14 carburettors, it was purportedly good for 320hp at 7500 rpm. Power was transmitted to the rear wheels via a five-speed Serenissima/Francis gearbox, complete with limited-slip differential.

The late, great Tom Tjaarda styled this car. He told the author in 2012: “I was first

Show in 1968 where it received a rather bland coverage by the media. After that, de Tomaso tried to convince Count Volpi to invest in production. Volpi was a rather strange individual; very courteous and elegant but also quite introverted. He didn’t discuss much about the car while I was

designing it, or when the prototype was being made. I think I saw him only a couple of times. The design and

“ Count Volpi was a rather strange individual; very courteous and elegant but also quite introverted ”

involved with Serenissima just after I entered Carrozzeria Ghia in December 1967. Actually, the Count was, I gather, a friend of [Ghia boss] Alessandro de Tomaso [having entered an OSCA-powered de Tomaso for the 1961 French GP where it was shared by Nino Vaccarella and Giorgio Scarlatti]. After a few short months at Ghia, de Tomaso handed me this project, asking me to design a sports car using the same basic chassis of the de Tomaso Mangusta.

“The car was displayed at the Turin Auto

execution of the car was done very quickly as de Tomaso wanted to get paid quickly. I was never satisfied with the design myself. It seemed a bit too Mangusta-like and the proportions were not to my liking. It was rushed through and there wasn’t the time to make changes or perfect certain areas of the car.

“I do remember de Tomaso attempting to convince Volpi that he should fish up the money to pay for tooling-up a production programme. It seems that the projected



Agena was an early example of a mid-engined supercar, produced just one year after the Miura






cost scared the Count away and no one ever saw him again around Ghia. The prototype and he just vanished and the project was never talked about again. I think Volpi made the right decision to walk away, as it was an easy way to make a large fortune a very small one."

Serenissima limped on to the end of the 1960s, taking delivery of a McLaren Can-Am sports-racer chassis in 1968, with one of its 3.0-litre V8s substituting the usual Chevrolet item. Former works Ferrari driver Jonathan Williams picked up a few minor placings along the way (including a second place at Enna-Pergusa), while a single-seater Formula Libre car amounted to little. Then in 1970 Volpi called it quits. Rights to the name were sold

to Moreno Baldi but nothing was heard of the marque subsequently.

The three cars pictured here were retained by the Count and stored at his castle and have not turned a wheel since the 1960s. Accordingly, because they – and Volpi – were never seen at motoring events thereafter, Serenissima was – and remains – a marque draped in mystery and clouded in half-truths. In many ways, that only adds to the sense of wonder.

Once sold at auction, expect to see these cars appearing at a high-end concours in, say, two or three years' time. While Serenissima failed to set the world alight, it did establish a connection between some of the greatest names in motor sport history,

becoming an attention-grabbing footnote that arguably deserved more. No doubt that isn't what Count Volpi was after, but at least it's something. 

How to Buy These Cars...

All three cars will be auctioned at Artcurial's Paris Rétromobile sale on Friday 8 February 2019 - full details at artcurial.com

1966 Serenissima Fantuzzi-bodied Torpedo - estimate: €1.3 to €1.8 million

1967 Serenissima Agena - estimate: €400,000 to €600,000

1968 Serenissima GT Ghia - estimate: €400,000 to €600,000

Fabulous Fantuzzi-bodied 'Torpedo' made an appearance at the Le Mans 24 Hours race



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Taking The Tube

Alfa's glorious tubular-chassis TZ won many races. The victories might have been even more numerous, had the TZ started competing earlier

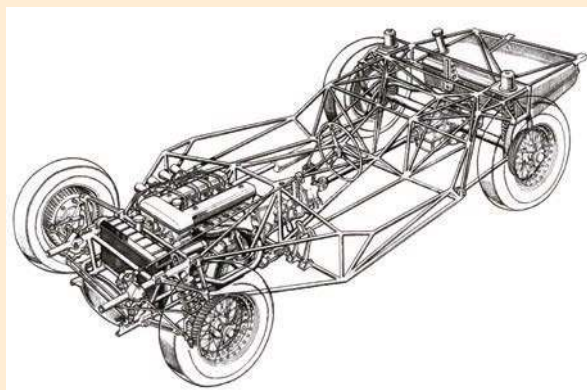
Story Elvio Deganello
Photography by Michael Ward





An Alfa Romeo with a tubular chassis, perfect for racing – an utterly enticing prospect when it was first suggested back in 1958. But Alfa Romeo's management was divided. Some did not want the factory to be directly involved in racing, partly because of the risk of failure, but also because it would divert energy away from mass production. Other managers, meanwhile, believed that racing was in Alfa's DNA and they wanted to make a comeback with a proper competition car.

A compromise was reached and, in 1958, Alfa Romeo made an agreement with Carlo Abarth. The proposed agreement was that Abarth would build the car and make it competitive. Alfa Romeo sent Mario Colucci to Abarth's facilities in Turin, where he designed a strong and light (50kg) tubular frame and installed an engine derived from the Alfa Romeo Giulietta. Bertone built the bodywork and the Alfa-Abarth 1000 Coupe debuted at the Turin Motor Show in November 1958 (pic below).



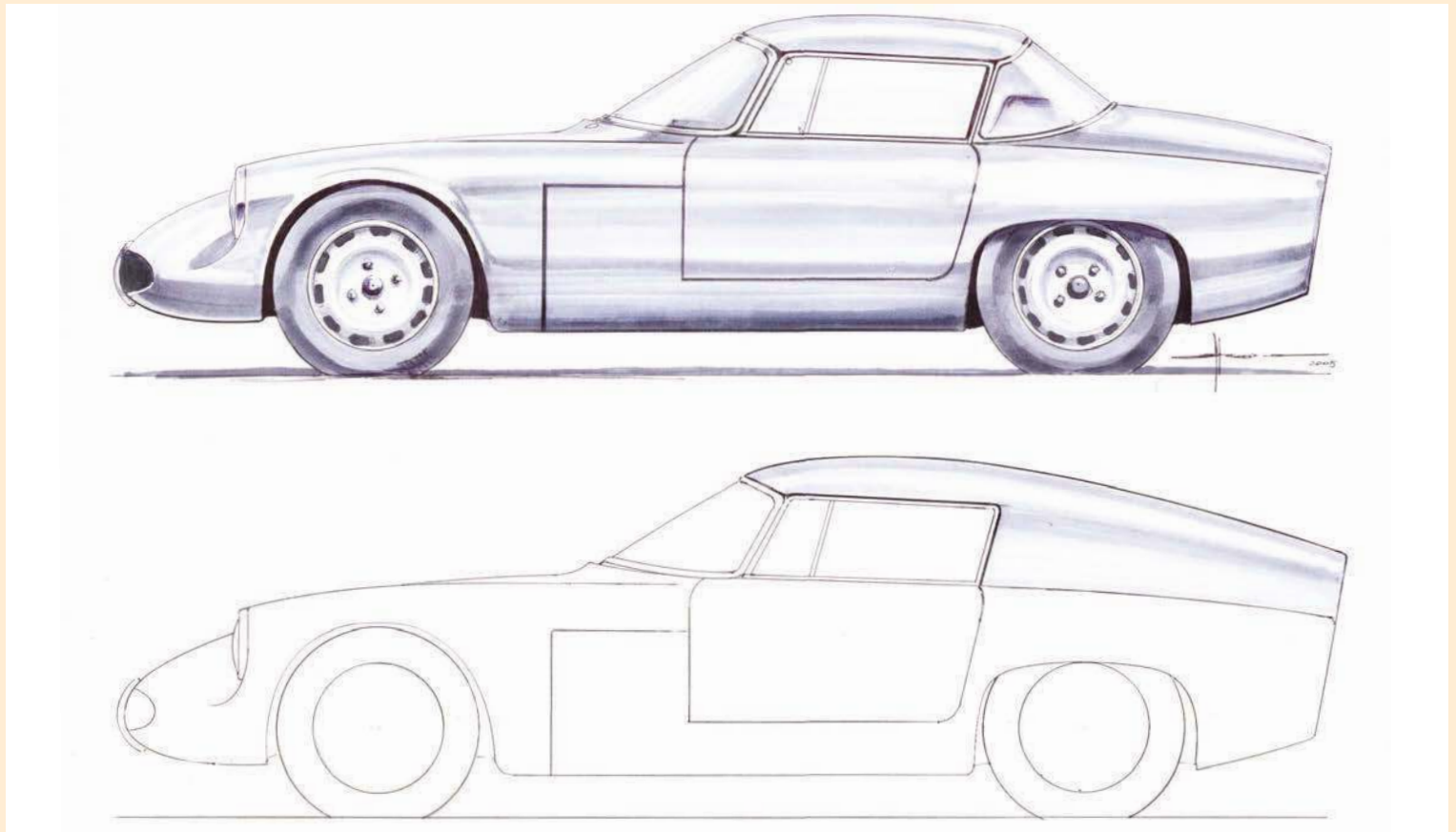


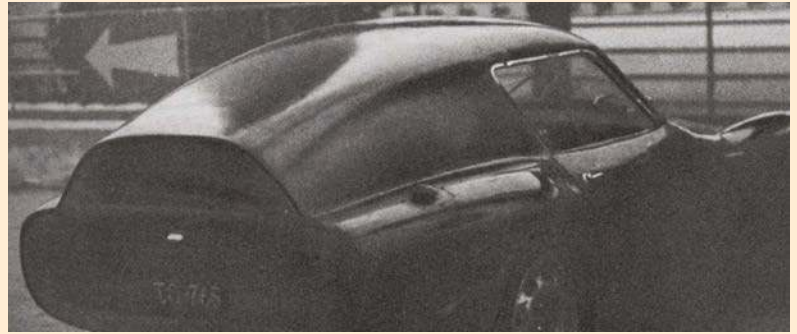
ABOVE: Alfa Romeo 105.10 and 105.11 Spider prototypes on test in 1961
LEFT & BELOW: Early GTZ sketches by Ercole Spada



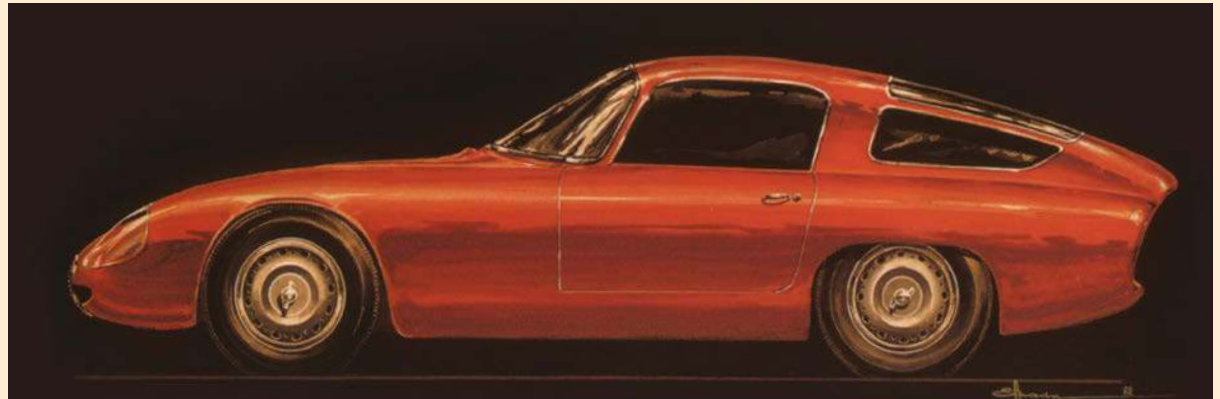
However, this model never reached production. According to Giuseppe Busso, technical director of Alfa Romeo at the time, the reason was that it would have cost too much to build. In 2005, Busso told me: "With the cancellation of the Alfa-Abarth 1000 programme, everyone lost something – Alfa Romeo, Abarth and Bertone. The only person who gained was Mario Colucci who was hired by Abarth, where he had a brilliant career."

I think this is only partly true. As it happened, Alfa Romeo did eventually benefit because in 1960 Busso adapted Colucci's Alfa-Abarth chassis to instigate the 105.10 project for a Sport 1300. The chassis was fitted with a modified Giulietta engine with a dry sump, roller bearing crankshaft and twin ignition. It was also updated with disc brakes, independent rear suspension and an improvised open body. For the final bodywork, Zagato's Ercole Spada was asked to do a new design.





ABOVE: The GTZ prototype had gained a hardtop by the winter of 1961
RIGHT: Spada's early thoughts on the TZ coupe



In October 1961, the Sport 105.10 was ready. Fitted with a 1600cc engine adapted to fit in a strengthened chassis, the new model acquired the code 105.11. However, track tests revealed that the lap times remained the same as the old Alfa Romeo Giulietta SZ and the lack of performance was attributed to poor aerodynamics. An improvised hardtop made the car immediately faster. A lesson was learned and Ercole Spada sketched a coupe very similar to the TZ that we know, but with different headlights and tail.

Spada recalls that the prototype had round headlights and teardrop-shaped indicators, while Busso preferred rectangular headlights (which were fitted to the prototype exhibited at the 1962 Turin Motor Show). Before the TZ entered production, however, the rectangular headlights were discarded with great pleasure by Ercole Spada. He also changed the tail 'lip' that was turned inside because tester Guido Moroni had verified that turning the 'lip' to the outside improved maximum speed and stability.

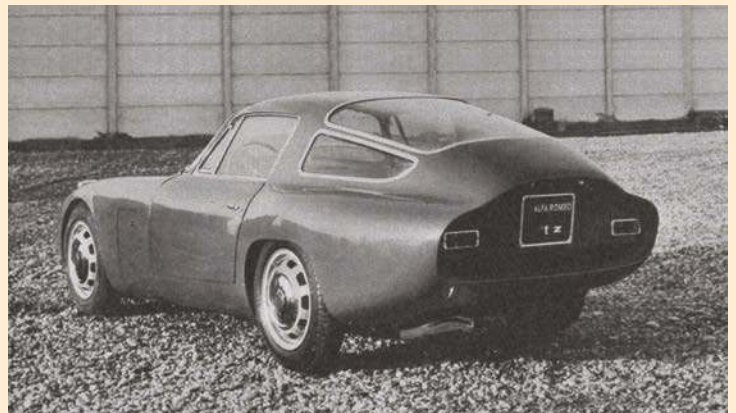
The 105.11 coupé exhibited at the Turin Motor Show in November 1962 under the title Giulia TZ suggested that production was near. In reality, it had not even been decided who would build the car. The situation was resolved during a dinner between current and

former Alfa Romeo employees, plus Carlo Chiti who was now at ATS in Bologna. Also present was Ludovico Chizzola (now an Innocenti dealer in Feletto Umberto, Udine) and his brother Gianni (now at Alfa Romeo). The latter expressed his disappointment at the continuing uncertainty over project 105.11, inspiring Chiti to stand up and announce triumphantly: "Let's do the TZ!"

Alfa Romeo management agreed. Chiti suggested the ATS factory as a suitable production location, while Ludovico Chizzola offered a workshop at his Innocenti dealership. On 4 March 1963, Chiti and Chizzola established the company Auto-Delta, where the triangular shape of the Greek letter 'delta' symbolised the triangle between Bologna (Chiti's main workplace), Feletto Umberto (home of the newly formed company) and Milan (home of Alfa Romeo).

The Dipre Espe (Design Department and Experiences) workshops at Alfa Romeo built the first Giulia TZ. Auto-Delta would build almost all the TZs, sourcing the chassis from SAI Ambrosini of Passignano sul Trasimeno. The engines, gearboxes and other mechanical parts came from Alfa Romeo, the bodies from Zagato and details in electron (aluminium and magnesium light alloy) from Moto Gilera. The brakes and dampers were obtained from foreign suppliers.

BELOW: The Giulia TZ, as presented in late 1962, suggested production was imminent. Sadly it wasn't!





Everything was then assembled by craftsmen at Feletto Umberto. Production took place at a rate of five cars per week in order to complete the 100 examples required for homologation in the GT category by 1963.

In anticipation of the homologation, two Giulia TZs were registered in the Prototype category and debuted in the Tour de Corse on 10 November 1963, but they both withdrew due to an accident. Two weeks later at the Monza circuit, Giulia TZs driven by Lorenzo Bandini (chassis 750025), Roberto Bussinello (750022), Giancarlo Baghetti (750001) and Consalvo Sanesi (750007) were classified in the first four places in the

Monza, the Giulia TZ won again with Silvio Moser (chassis 750010), and also in the Tour de France came a class win for Jean Rolland and Gabriel Augias (750015). Finally, on 11 October 1964, Silvio Moser and Karl Foitek won their class in the 1000km of Paris with chassis 750010. In effect, the Giulia TZ won all the races in the World Championship in which it participated. Furthermore, in the hands of private customers, it won numerous other rallies, track races and hillclimbs.

After such initial success, Alfa Romeo's management decided to boost racing activity. General Manager, Orazio Satta Puliga, hired Giorgio Valentini as head of

ABOVE: The 1964 Le Mans Giulia TZ #750006 piloted by Giampiero Biscaldi and Giancarlo Sala

“ Homologation rule changes meant 1965 was the TZ's final racing season. It was crowned with successes ”

Sport Prototype category of the FISA Cup. However, it must be said that the TZs' only competitor was an Innocenti-Morris IM3 – hardly a great threat!

On 13 January 1964, the FIA homologated the Giulia TZ in the GT category and a week later it made its debut in the World Championship at Sebring. The class winner was a TZ (chassis 750052) driven by Jim Kaser and Chuck Stoddard. Giulia TZs then appeared in other championship races. In April 1964, a TZ (chassis 750031) came third overall and first in class in the Targa Florio with Roberto Bussinello and Nino Todaro. There was a victory for TZ 750028 crewed by Giampiero Biscaldi and Ernst Furtmayr in May's Nürburgring 1000km, and a second victory for Roberto Bussinello and Bruno Deserti in June's 24 Hours of Le Mans (chassis 750011).

In September 1964, at the Inter Europe Cup at

sports activities for Dipre Espe. Unfortunately, however, there was immediate conflict with Giuseppe Busso. “If the newcomer is allowed to express his opinion,” said Busso during a meeting, “I resign!”

Immediately after this, Valentini was displaced at Auto-Delta where, all by himself and almost secretly, he developed the changes that gave rise to the Giulia TZ2 in just three days. According to Valentini, the TZ was too high so he worked to lower it. First he moved the steering column from beneath the upper chassis cross-member to above it. He then moved the exhaust pipes to the side to lower the driver's seat, fitted 13-inch rims in place of the 15-inch originals and adapted the suspension to suit.

The new lowered chassis was fitted to six Giulia TZs (chassis 750102, 750103, 750105, 750107, 750108 and 750109), three of which were bodied in glassfibre by





ABOVE: *The Bianchi-Rolland TZ #750108 in full flow at the 1965 Targa Florio*
BELOW: *Beguiling TZ2*

Balzaretti & Modigliani. Bertone created the Canguro show car on chassis 750101, while Pininfarina built the Giulia Sport show car on chassis 750114. Finally, nine chassis were used for the TZ2 (chassis 750104, 750106, 750110, 750111, 750112, 750113, 750115, 750116 and 750117). All nine benefited from other important improvements such as a dry-sump engine, Campagnolo wheels and bodywork that was lower, lighter and more dynamic. The aluminium-bodied TZ2 chassis 750104 served as the 'master' for the other bodies realised in glassfibre.

In 1964, Auto-Delta was transformed into Autodelta

SpA (a joint stock company). It was also decided to relocate the workshop from Felleto Umberto to Settimo Milanese, while competition management was appointed in 1965. Unfortunately, the FIA announced that new sporting regulations for 1966 required the production of at least 500 examples to obtain homologation in the GT category. This would mean that the Giulia TZ would have to run in the Sport category in 1966, up against cars designed specifically for this class, in which it would simply not be competitive.

1965 would therefore be the TZ's final official season. It was crowned by successes, such as victory



in March 27 in the 12 Hours of Sebring by Jean Rolland and Bernard Consten. There was also victory on April 25 for the debutant TZ2 (chassis 750106) of Roberto Bussinello and Andrea De Adamich in the 1000km of Monza. May 1965 saw a lowered-chassis TZ (750108) take a win with Lucien Bianchi and Jean Rolland in the Targa Florio. Other victories included Boley Pittard in the 500km of Spa and the TZ2 of Giacomo 'Geki' Russo and Andrea de Adamich in the Nürburgring 1000km.

By 1966, Autodelta's attention was focused on the Alfa Romeo Giulia GTA, conceived to dominate in the Turismo category. The glorious TZ continued to be raced successfully in the hands of privateers for many years with significant results in national racing championships and hillclimbs.



SIMILAR BUT DIFFERENT

The TZs were all hand-built, and were never exactly the same. Theoretically they can be divided into 'street' and 'race' types. The former have bumpers, sloping windows, bright profiles under the doors and the bonnet locks controlled from the inside. The 'race' types have no bumpers or profiles, and had sliding windows and external bonnet handles, plus some mechanical details in electron. In reality, there was a mix and match of components, in particular the windows.

Some race examples had wheels with Rudge Whitworth central fastenings to speed up pit operations in long-distance races, as well as a quick-opening filler cap. The 13-inch rims of the TZ2 have round holes like the Alfa Romeo Tipo 33, either 7J or 7½J width. The unique Bertone Canguro (*pic above*) and Pininfarina Giulia Sport (*pic below*), both built on 'Tubolare' chassis, are completely different. Among the TZ cars built by Zagato, chassis 750061 is unique because it has a 'double bubble' roof requested by its customer, Dimitri Nabokow.

Today the differences between TZs have tended to merge because it is almost impossible to find bumpers and other spare parts for the street version. As a result, most TZs are restored as race models. 🇮🇹



ABOVE: TZs regularly appear at both the Silver Flag hillclimb and Goodwood Revival events

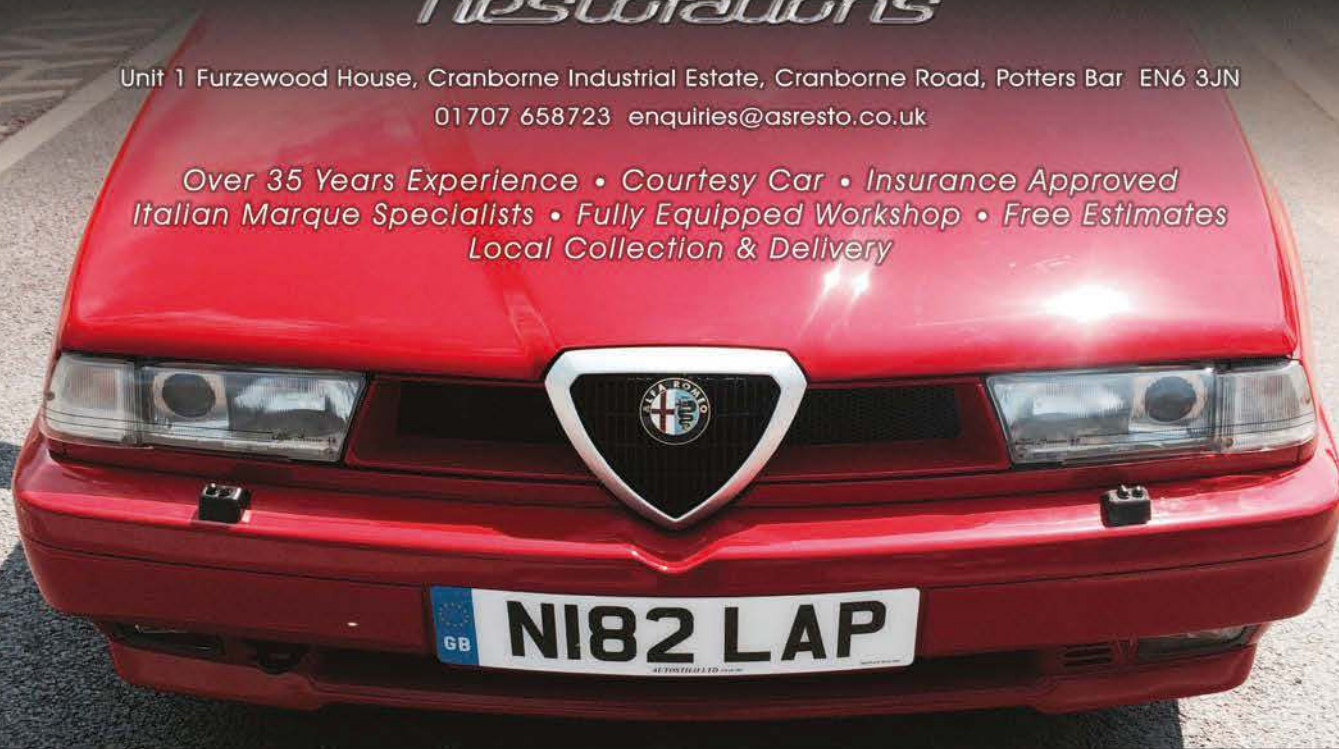


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Personal Best

Racing driver and designer Tony Best chose his collection of Italian competition cars based not so much on sporting prowess – though they all undoubtedly have that – as on aesthetic appeal

Story by Mike Rysiecki
Photography by Michael Ward

If you were drawing up a list of the people you'd want to keep you company on a road trip to Italy, Tony Best would be right up at the top. His contagious enthusiasm for Italian sports cars would keep your spirits high, and his proven record behind the wheel of some tricky-handling vehicles would let you rest peacefully when it was your turn in the passenger seat.

Tony's journey to building one of the most appealing multi-discipline collections of Italian cars, all with sound pedigrees, began not in Maranello, Milan or Turin, but with a much 'safer' starter set of air-cooled VWs. Offering little clue to his future car collecting intentions, early examples of a Type 2, in this case a split-screen campervan and an early oval-window Beetle, form the core of his Wolfsburg heritage group. But it is a Karmann Ghia which provides the link across his two favourite genres. More of that air-cooled-Italian-designed 2+2 thread will come later as we work our way through the delights of Tony's 'garage of Italian grace'.

Since Tony is a successful industrial designer, aesthetics feature strongly in his life, and the rationale for his Italian collection is easy to grasp. It has been populated with, as he says, "things I like, that are just good to look at". However, there is an additional twist to that seemingly simple foundation; all of the examples are specialist competition cars from different motorsport disciplines.

For someone who has, since boyhood, always









LEFT: 246 Dino is the only example currently racing. **THIS PAGE:** This superb Ferrari 212 Inter won the 1953 Coppa InterEuropa

wanted to race, Tony took an almighty leap straight into historic single-seater racing when he acquired his first Italian car, and one of the last of the front-engined Grand Prix cars. His Ferrari 246 Dino was built in the early 1970s and is one of three recreations built from the remains of the 1950s originals which were, as was often the case back in the day, broken up and destroyed.

The 246 Dino was the very last front-engined car to win a Grand Prix, though the format persisted in Formula 2 in Italy. Late-1950s Grand Prix racing was dominated by rear-engined cars from Cooper, Brabham and Lotus but when British teams boycotted the Italian Grand Prix at Monza in 1960, a Ferrari 246 Dino scored the final win for a front-engined car. Tony's is the only 246 Dino currently racing, and he campaigns it in the HGPCA for cars manufactured between 1930 and 1966.

Getting the car to where it would run reliably and be competitive in historic racing was a long, laborious process. Tony first saw the car race on track at the 2011 Goodwood Revival where Rick Hall, of renowned Lincolnshire classic racing specialist Hall & Hall, raced the car for its previous owner and qualified the car on the front row of the grid. The Dino engine was renowned for two things in its day: the smooth

delivery of power, and its fragile reliability. At the Revival, the car displayed both characteristics, but Tony was not put off.

Over the next four years, Tony admits to having moments of doubt while the engine was being rebuilt and all he had was an empty but beautiful rolling chassis in his garage. You don't just go out and buy new parts for these engines, so having new heads cast took time and patience.

When the day finally came, in 2016, Tony accompanied Rob Hall to Donington Park for a test session. The long wait was immediately forgotten as Tony got his first experience of the Dino's power. He describes the car as having a "deep and completely different sound to other period Grand Prix cars. The power delivery is especially even which, with such easy gear-changes, makes for smooth acceleration, while the exhaust sound just gets louder and louder. The car is easy to drive with nice spacing between the pedals. Unlike some earlier cars, you sit lower down in the Dino and feel quite surrounded and safe. I was immediately able to go fairly quickly."

Tony is proud of the look of the Dino and praises the complete and thorough attention to detail that Hall & Hall give to his car. "Very fast cars like this can be





dangerous, so everything has to be fully sorted. They seem to love it as much as I do and make sure that all the details, right down to the proper grey-painted spokes on the chrome rimmed Borrani wire wheels and the hand painted numbers, are done properly.”

Tony recently scored double podium finishes at the 2018 Silverstone Classic. In the Goodwood Revival 2018 Richmond and Gordon Trophies race for 1952-1960 2.5-litre Grand Prix cars, he finished third in the front-

era of ‘race on Sunday, sell on Monday’ for major manufacturers and a 212 Inter was allegedly bought by Ford in Michigan to examine in preparation for building its original Thunderbird. Tony’s is a Vignale-bodied example, but others had coachwork by Touring, Pininfarina, Ghia and Farina. The 212 Inter sold particularly well in North America after Piero Taruffi and Luigi Chinetti won the 1951 Carrera Panamerica in a Vignale 212 coupe.

“ Driving the Alfa RL home, I quickly had to get used to the centre-pedal throttle and external lever brake ”

engined class after making up five places in one of the most hotly contested races of the festival weekend. With the Dino now fully sorted, Tony is enjoying the car and making the most of it. His first outing for 2019 will likely be the VSCC Spring Start at Silverstone.

Two years after buying the Dino racer, Tony added another very special Ferrari, also with a significant competition history, to his stable. The Ferrari 212 Inter is a 1952 car with early racing history in the hands of Franco Cornacchia, a Milanese Ferrari dealer, who won the 1953 Coppa InterEuropa in this car. This was the

Given its competition history with Scuderia Guastalla, which was Cornacchia’s racing team, it is no surprise that, when Tony acquired the car, the hand-formed nose section was no longer as originally created. It has since been reformed and is now faithful to the original design. Those with the sharpest eyes will also notice another quirk of hand-built cars: at the rear end, the left and right-hand wings are ever so slightly different in profile. During its early life, this car returned to the Ferrari factory to have the later 2.7-litre Colombo V12 engine upgrade fitted, which technically could make



Tony's 1923 Alfa Romeo RL has been rebodied as a Targa Florio car. He's raced it but it's more at home as a summer tourer

this car a 212/225. A subsequent return to Maranello designated the car as one of the very first 'Classiche' Ferraris to receive the prized 'Certificato di Autenticita'. The car's competition history is far from over, as it has completed nine classic Mille Miglias and has also raced at Goodwood.

Next to join Tony's collection was a 1923 Alfa Romeo RL, a car dating from the time when Enzo Ferrari was driving for Alfa's racing team. First developed by Giuseppe Merosi in 1920, the Tipo RL proved itself at the Targa Florio in 1923 when RLs finished first and second. Like many sports cars of this era, Tony's has been rebodied, in this case by Neil Twyman, as a Targa Florio car.

It's another Hall & Hall-influenced car, which is in the collection simply because Tony "has always liked pre-WW2 cars and the RL Targa Florio looks great. Pre-war cars aren't always great to drive or reliable, but with the help of Rick Hall and Carol Corliss [pre-war registrar of the Alfa Romeo Owners' Club], I was introduced to this car's owner. Prior to purchase, Rick drove the car and was reassuring in his evaluation. I got to drive the car back to its home and quickly had to get used to the centre-pedal throttle and external lever brake."

The RL was Alfa's first sports model of the inter-war period and has been added to the collection for participation in historic rallies. It has a 3.0-litre six-

cylinder early crossflow engine which develops plenty of torque. Allegedly, its crankshaft weighs in at over 44kg! Race gearing makes it a 110mph car, although the all-round drum brakes demand a bit of planning and anticipation when open roads turn to urban streets. Tony says the brakes are "just enough for this heavy car".

The Alfa has appeared at the Goodwood Festival of Speed and Salon Privé with its previous owner, and Tony raced the car in the 2016 Goodwood Members' Meeting SF Edge Trophy. "Although I had never contemplated racing this car, it felt very solid and secure enough to enjoy the torque and speed on the race track. I'd do it again, but this really is a car for tootling around the Cotswolds and going to a country pub in the summer."

He is planning on taking the RL to the Leggenda di Bassano rally in Italy in June 2019. "I'm really just starting to enjoy this car and plan to try and use it more. It's coming up to 100 years old but doesn't feel it. It's a very civilised car to drive which, back in its day, must have been way ahead of its time. It always starts and with its very smooth engine, it always goes well."

Now can we turn our attention back to the air-cooled section of Tony's Italian vehicles. For completeness, it's probably best to mention the immaculate Lambretta Li 125 at this point – a late



1959 Series 2 which once served as an inspirational design piece in Tony's studio. But to make a link back to the Karmann Ghia and the VW collection, we need to consider his 1967 Abarth 595.

The story of Carlo Abarth and his pioneering tuning house is well documented. As Phil Ward recounts in his 2007 book *Great Small Fiats*, "A standard 500 wheezes out around 18hp, giving the standard version a top speed of 58mph. This does not sound like the basis for anything remotely satisfying." Carlo Abarth bored the engine out to 594cc, added a larger carburettor, sports exhaust, camshaft and alloy oil sump. The enlarged engine now boasted 27hp at 5000 rpm. As Phil Ward comments: "This is hardly gut-wrenching, horsepower, but when you start with just 18hp, a 50 per cent power increase is significant. The top speed went up to 75mph (a 39 per cent increase) and the acceleration was hugely improved. The 595 engines were further developed [and later cars, like Tony's, produced 34hp at 5000rpm] still utilising the standard Fiat crankshaft. This resulted in a Fiat 500 capable of over 80 mph!"

This 1967 595 is a fully-documented, matching-

numbers, Abarth-factory assembled car. Correctly designated as an 'Abarth 105', it was originally built in the Fiat Mirafiori plant and first sold to a customer in Treviso. This is Tony's favourite "souped-up hot pocket-rocket" which he much prefers over a classic Mini-Cooper. He comments: "The Abarth is always 'on the edge' and the engine never sounds quite 'settled' – so you just have to rev it!"

There are a few sympathetic custom additions to this car, made by a previous owner who did some racing in the 1980s. Cars like this one rarely escape additional aftermarket improvements, so it's no surprise to find the wide arches filled with period-correct magnesium alloy wheels, a pair of stylish door mirrors and an authentic fixed hard top panel, which replaced the original folding canvas sunroof.

With the story now having neatly closed the loop back to an iconic Italian design with an air-cooled engine, we look forward to trying out some of Tony Best's Italian collection. Look out for a future issue of *Auto Italia* when we will feature a performance demonstration and track test of Tony's fabulous cars. 🇮🇹

Tony's 1967 Fiat-Abarth 595 is a genuine Abarth example with some evocative period extras



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HOT POINTS

We salute the now-departed Fiat Punto with a last blast in the three hottest versions from each generation: Mk1 GT Turbo, Mk2 HGT and Mk3 Abarth Scorpione

Story by Tim Pitt
Photos by Michael Ward





The passing of the Fiat Punto in Europe in 2018 was not marked with fanfare or flowers. After 25 years in production and over nine million sales, Fiat's erstwhile B-segment hatchback slipped away quietly across European markets last summer. No direct replacement is planned.

At *Auto Italia*, we think that's a shame. After all, the Punto was part of a hatchback heritage that stretches back (via the Uno and 127) to 1971. It lived through three generations, the merger with Chrysler and a joint venture with General Motors. It also won the European Car of the Year award in 1995 and even surpassed the Volkswagen Golf to become Europe's best seller in 1997.

The factors that killed off the Punto ('Point' in Italian) included lack of investment, the rise of the SUV and tougher safety legislation. But we're here to celebrate the car, not apportion blame. And what better way than by gathering the three generations of Punto in their hottest, most exciting forms?

Representing the Mk1 Punto is the turbocharged – and tweaked – GT owned by Jason Earl. Our near-standard Mk2 HGT, meanwhile, is Leigh Rose's daily driver, while the Mk3 Abarth Evo Scorpione is the pride and joy of Lance Litherland. Amazingly, all three men own at least one other Punto, with Leigh boasting no fewer than four. Clearly, there's something about this small car...

If you're keen to take the plunge with a Punto, they are remarkably cheap to buy and – according to our owners – very reliable. However, the number of GT and HGT survivors is dwindling fast, so don't delay. Jason recommends the Punto GT Owners' Club for parts and advice, while Lance runs the Abarth Punto

Collective group on Facebook, with help from friend Steve Miller.





MK1: FIAT PUNTO GT

Giorgetto Giugiaro certainly penned some handsome hatchbacks; his CV includes the Alfasud, Lancia Delta and original Fiat Panda. The Mk1 Punto is one of his less celebrated efforts, yet its 25 year-old design has

The range-topping Punto GT – often referred to as the ‘GT Turbo’ – upped the visual drama with front fog lamps, shapely side skirts and 14-inch alloy wheels. Its boosted 1.4-litre engine was a development of the Mk2 Uno Turbo motor, developing 136hp and 150lb ft of

“ The Mk1’s 25-year old design has scarcely aged a day: pert, pretty and refreshingly free of contrived cuteness ”

scarcely aged a day. Pert, pretty and refreshingly free of contrived cuteness, it was a fitting follow-up to the hugely popular Uno (another Giugiaro effort). Its large tail lamps, incorporated into the C-pillars, were emulated by the first Ford Focus, among others.

torque. Zero to 62mph took under eight seconds, with its top speed quoted as 124mph.

The 1997 Punto ‘GT3’ seen here is the third and final evolution of the Mk1, with slightly less power as standard (131hp), but a smaller turbo for quicker



Turbocharged GT offers plenty of driving fun. Owner Jason Earl spent 16 years fettling it to his ideal spec





TECHNICAL SPECIFICATIONS

FIAT PUNTO GT

| | |
|---------------|------------------------------------|
| ENGINE: | 1372cc 4-cyl turbo |
| POWER: | 131hp at 5600rpm |
| TORQUE: | 148lb ft (200Nm) at 3000rpm |
| TRANSMISSION: | 5-speed manual |
| TYRES: | 185/55x14 |
| DIMENSIONS: | 3770mm (L), 1625mm (W), 1440mm (H) |
| WEIGHT: | 1000kg |
| TOP SPEED: | 124mph |
| 0-62MPH: | 7.9sec |

response. We say 'as standard' because Jason Earl's car is anything but. A 16-year labour of love, it shares his garage with two other Punto GTs: a yellow GT2 and a stripped-out GT3 racer with a roll cage. "It will be putting out 300hp by the time I'm finished," grins Jason.

This Punto is his 'show' car, finished in beautiful Rialto Blue – a colour only offered on the GT for a single model year. Eibach lowering springs (-30mm) and 16-inch OZ Ultraleggera alloys provide a sportier stance, while an Ultra Racing strut brace stiffens the chassis. Cosmetic upgrades include a louvred bonnet and Heko wind deflectors. Inside, Jason's fitted an upgraded stereo and a custom pod on the A-pillar to house turbo boost and oil pressure gauges.

There are more mods beneath the skin, with EBC

brake discs and pads, a Viper carbon induction kit, Samco hoses and a Blue Flame stainless steel exhaust. Power is up to 151hp: plenty in a car that weighs less than a metric tonne. "You can drive it sensibly, but it's also really responsive and fast enough to be fun," Jason explains.

The GT's power curve is a little flat until the turbo wakes up, then rockets eagerly from 3000rpm to the redline, dump valve whooshing with every upshift. The five-speed manual 'box needs deliberation – doubly so when selecting reverse – but its steering is swift and full of feedback. Bigger rims and shorter springs mean Jason's Punto feels jittery at low speeds, yet commendably planted in the corners. It's an analogue hot hatch of the old school, and all the better for that.



MK2: FIAT PUNTO HGT

By the late 1990s, hot hatchbacks had fallen from fashion. Spoilers and go-faster stripes were out, subtle street sleepers were in, and the 1999 'Nuova' Punto HGT chimed perfectly with the times. Indeed, the full-fat 130hp HGT was now supplemented by a semi-skimmed 80hp Sporting, and available with five doors. Unless you chose the optional Abarth bodykit, it was almost indistinguishable from the standard car.

For diehard Fiat fan Leigh Rose, you sense the HGT's anonymity is part of its appeal. "They're so affordable to buy," he says, "but there are less than 200 on UK roads now". Leigh's daily driver is standard apart from a stainless steel exhaust and aftermarket radio. He also owns another HGT for spares, a Punto Sporting, a Bravo HGT and a Stilo Schumacher – oh, and another Mk2 Punto for his wife to drive.

With a 16-valve 1.8-litre non-turbo four beneath its stubby snout, the HGT packs a big cubic capacity for a small car. Performance is brisk, too: 0-62mph in 8.6 seconds and nudging 130mph flat-out. Maximum power arrives at 6300rpm, with peak torque of 121lb ft at 4300rpm. Incidentally, the same engine also saw service in the Fiat Barchetta and, in Twin Spark guise, the Alfa Romeo 156.

The Mk2 Punto's crisp contours still look contemporary. Its jewel-like headlights were ahead of their time, while the return of Fiat's round 'laurel wreath' badge was a pleasing nod to the past. Inside, the plasticky cabin has dated, but – tiny door mirrors aside – the ergonomics are hard to fault and Leigh's car wears its 84,000 miles well.

There are no squeaks or rattles on the move either, despite the HGT's rather firm ride. As I soon learned on the banked bends of our test track, it also has a propensity for body roll, an issue exacerbated by flat, unsupportive seats. Nonetheless, the Punto is fun to hustle along, aided by all-wheel disc brakes, a lively throttle and responsive power steering – the latter



with a switchable super-light City mode for parking.

That motor is the main attraction, though: peppy and brimming with mid-range punch that negates the need for the Sporting's six-speed gearbox (the HGT has a five-speeder). Leigh encourages me to push it to the 7200rpm redline and I oblige, enjoying the busy bluster of the motor and zingy rasp from the tailpipe. As we arrive back at the car park, Leigh is smiling. "I fall in love with cars and sometimes regret buying them," he says, "Not this one."

1.8 HGT is now a rare sight. Drives very differently to the turbo cars. Owner Leigh Rose is delighted with his





TECHNICAL SPECIFICATIONS

FIAT PUNTO HGT

| | |
|---------------|------------------------------------|
| ENGINE: | 1747cc 4-cyl |
| POWER: | 130hp at 6300rpm |
| TORQUE: | 121lb ft (164Nm) at 4300rpm |
| TRANSMISSION: | 5-speed manual |
| TYRES: | 185/55x15 (195/45x15 optional) |
| DIMENSIONS: | 3800mm (L), 1660mm (W), 1480mm (H) |
| WEIGHT: | 1040kg |
| TOP SPEED: | 127mph |
| 0-62MPH: | 8.6sec |





TECHNICAL SPECIFICATIONS

ABARTH PUNTO EVO SCORPIONE

| | |
|---------------|------------------------------------|
| ENGINE: | 1368cc 4-cyl turbo |
| POWER: | 180hp at 5750rpm |
| TORQUE: | 199b ft at 2500rpm |
| TRANSMISSION: | 6-speed manual |
| TYRES: | 215/45x17 |
| DIMENSIONS: | 4065mm (L), 1967mm (W), 1478mm (H) |
| WEIGHT: | 1185kg |
| TOP SPEED: | 137mph |
| 0-62MPH: | 7.5sec |





MK3: ABARTH PUNTO EVO SCORPIONE

The Abarth Scorpione is the last word in Punto performance – quite literally, given the model's recent demise. Just 199 examples of this edition were made, sold via special order from the factory, just 10 of them right-hand drive. It's the only Punto eligible for the Abarth register, for 'cars of historical significance or

Punto Assetto Corsa as my daily driver. It's surprising how different the cars feel; the Scorpione is much stiffer and sportier, with a torquier engine and better brakes. I've owned it for two-and-a-half years now and I don't plan to sell it."

I'm itching to get behind the wheel, but let's start with the spec. The Scorpione was only available in black, with a full Essesse bodykit and painted matt

“ The Scorpione is much stiffer and sportier, with a torquier engine and better brakes ”

Ultra-rare Scorpione is one of only 10 made in RHD. Lance Litherland uses his for special occasions only

interest to collectors'. Several 695s, including the Biposto and Tributo Ferrari, also make the grade.

So the Scorpione is a bit special, and owner Lance Litherland treats it as such. "This is my special occasion car," he explains, "I have an Abarth Grande

black stripes (versus the stick-on stripes of lesser Abarths). Gloss-black 18-inch alloys fill out the wheelarches, while lowered Essesse springs and Koni FSD shocks sort the stance. Its engine is treated to remap, sports air filter and freer-flowing exhaust, with





braking handled by 302mm floating front discs and Brembo four-pot callipers.

Inside, there are bespoke Sabelt Corsa seats, with stitched Abarth logos on the front and red release levers that resemble racing cut-out switches on the back. Subtle red and yellow stitching abounds, and I also spot the unique Scorpione floor mats – “a nightmare to get hold of,” sighs Lance. Beneath the handbrake, a metal plaque proclaims: “1 of only 10”.

This car sounds much meatier than standard, thanks to a custom titanium exhaust that Lance ordered from Italy. Incredibly, it weighs just 6kg (“I weighed it”), compared with 18kg for the Abarth system, but its boisterous bark is the most palpable benefit. The 1.4-litre engine, fortified by a Garrett turbocharger, develops 180hp at 5750rpm and 199lb ft at just 2500rpm. In terms of straight-line speed, expect 0-62mph in 7.5 seconds and over 135mph.

Heading for the track, the Scorpione immediately passes the ‘50-metre test’: its controls nicely weighted, its damping measured and supple. The lack of reach adjustment for the steering wheel means I’m forced to adopt a ‘short arms, long legs’ driving position (the

opposite of the Italian car stereotype), but the car turns in keenly, hunkering down into corners then using its ample torque to blast along the straights. Modernity is on its side, of course, but as a driving machine, the Scorpione leaves our other Puntos in the shade. 🇮🇹

180hp engine is to full Esesse spec. This one has a custom titanium exhaust fitted and sounds fabulous





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Feisty Foreign Fiats

From all around the world, there have been a surprising number of feisty Fiats that you've probably never heard of. Here's our round-up of little-known global sporting Fiats

Story by Chris Rees





We all know our sporting Fiats. From the humblest Cinquecento Sporting to the fieriest Fiat-Abarths, from Rally-badged 1970s specials to 21st century HGTs, Fiat has produced a whole string of high performance models.

But as we also all know, Fiat is a global car maker, with factories in all corners of the world. While most of these foreign plants are used to churn out basic A-to-B transport, they've also been responsible for some pretty tempting sporting machinery, too. Stuff that has seldom, if ever, been seen in Europe, and has a touch of the exotic for that reason.

From Brazil to Argentina, from Turkey to India, here are some of Fiat's hidden sporty treasures – covert coupes, secret spiders, tucked-away turbos and hidden hot hatchbacks.



FIAT 770/800 COUPE & SPIDER (ARGENTINA)

This smart coupe and convertible could have remained – as with so many such cars – just another minor product of the Italian coachbuilder craft. Having built a few hundred of its special bodied Fiat 600s from 1959 onwards, Carrozzeria Vignale was all ready to ditch its designs. But Fiat's Argentinian factory had other ideas, and acquired the rights to mass produce Vignale's 600s locally in 1965.

In fact, this model had already – from 1961 – been licence-built in Germany as the Fiat Neckar Riviera 770.



Fiat Concord basically made it in Argentina under the name Fiat 770 Coupé, powered by a 767cc Fiat 600D engine with 23.6hp. It was renamed 800 in 1966, when Vignale's a convertible version was also launched. Manufacture of coupe went on until 1969, while the Spider soldiered on until 1970.

FIAT 1500 COUPE, 1600 SPORT & 125 SPORT (ARGENTINA)

Following its Fiat 600-based special bodies, Vignale sold its Michelotti-designed Fiat 1500-based coupe to Fiat Argentina, having concluded making some 150 examples in Italy from 1963 to 1966. The Argentinian version was basically the same as the Italian one except for minor details like its locally-made Sandrini steering wheel and different centre console. Initially it was powered by Fiat's 1481cc 81hp engine, raised in 1969 to 1625cc and 92hp, in both cases with four-speed manual transmission.



After some 5228 examples had been manufactured, it was redesigned in 1970 with a fastback roof – very successfully, in fact, echoing the look of the Fiat Dino – and was renamed 1600 Sport. When its engine was swapped again in 1972 for a Fiat 125 twin cam (with 100hp, then 110hp and finally 125hp), it was renamed 125 Sport. It continued in production until 1978, latterly with an outlandish rear spoiler, and even enjoyed some racing success locally.

72hp, usefully more powerful than the Italian-made 127 Sport with its 1050cc powerplant. In 1982, the Rallye was renamed Racing and later still the Spazio TR. Emerson Fittipaldi even offered his own special version with a black grille, alloy wheels and spoilers, plus reworked manifolds and twin carbs for 75hp.

CLOCKWISE FROM TOP LEFT: 1500 Coupe, 147 Sorpasso, Oggi CSS, 147 Racing, 128 IAVA, 1600 Sport



FIAT 147 SORPASSO (ARGENTINA)

The South American development of Fiat's 127, the 147, was made in Argentina from 1981. The following year, a sporty version called the 147 Sorpasso was launched by IAVA with a larger 1.3-litre engine developing 109hp (some 30hp more than the standard 1049cc model). It also got alloy wheels, fog lights and a spoiler. With a 0-62mph time of 8.2 seconds and a 101mph top speed, this was the fastest car made in Argentina at the time, and the world's fastest 127 derivative. It's rare though: just 405 Sorpassos were built from 1981 to 1984.

FIAT 128 IAVA (ARGENTINA)

IAVA (Industria Argentina de Vehículos de Avanzada) was created by a group of Fiat dealers in Argentina in 1971, a bit like a South American version of Abarth. It took the Fiat 128 and made a string of tuned models from 1971 to 1982. Initially the 1.1-litre engine was tuned to 71hp, then IAVA produced 1.3-litre models with between 88hp and 103hp. Interior accessories and aerodynamic add-ons were also offered – as well as a tuned Fiat 133!

FIAT OGGI CSS (BRAZIL)

The Fiat Oggi was a unique-to-Brazil two-door salon version of the Fiat 147 sold between 1983 and 1985. Mostly it was a sensible runaround but in 1984 Fiat launched a racy model called the CSS with a beefy 1415cc engine. The CSS was also used in Brazilian racing but only around 300 units were sold.



FIAT 147 RALLYE, RACING & SPAZIO TR (BRAZIL)

Fiat's Brazilian wing launched its own development of the 127 – the 147 – in 1976. It took only until 1977 for its sporty 147 Rallye model to be launched, distinguishable by its front spoiler and bonnet vent. It was fitted with a 1.3-litre twin-choke carb engine with



FIAT 131 2000 RACING (SOUTH AFRICA)

In the 1970s, Fiat in South Africa sold a 131 Rally model with a 1.6-litre 98hp pushrod engine. Then in 1978, it produced a much more interesting version: the 131 2000 Racing. Built to homologate the 131 for Group N racing locally, it had a 2.0-litre 130hp engine with twin downdraught carbs, and was tested by Car magazine from 0-62mph in 8.5 seconds. Some 200 needed to be built for homologation but only 16 in fact were.



FIAT TEMPRA COUPE & TURBO (BRAZIL)

Never heard of the Tempra Coupe? No surprise: it was only ever offered in Brazil. Launched in September 1992, not long after the Tempra saloon, the two-door coupe looked appealing, if undramatic. Two engines were offered. The 2.0 16V was historic because it was the first engine sold in Brazil with four valves per cylinder. With 127hp on tap, it was capable of 0-62mph in 9.8 seconds. The other engine was the 2.0 Turbo which, although it only had eight valves, kicked out 165hp thanks to its Garrett turbocharger. With a 0-62mph time of 8.2 seconds, it was the fastest car on sale in Brazil at the time. The Coupe lasted until 1995, by which time Fiat in Italy had launched its own Bangle-designed Coupe.



FIAT UNO 1.5R/1.6R (BRAZIL)

The Fiat Uno was a real Brazilian institution: made right up until December 2013, some 3.6 million were sold there. In 1987, Brazil got its first 'hot' Uno in the 1.5R, whose 1.5-litre engine developed 86hp. Sporty parts included red seatbelts, decals, black tailgate, fat tyres and special hubcaps. It did 0-62mph in 12.4 seconds – better than the contemporary Ford Escort XR3. In 1990, the engine was upped to 1.6 litres and 88hp (and from 1993, 92hp).



FIAT UNO TURBO I.E. (BRAZIL)

In Europe, we got an Uno Turbo from 1985, but it took until 1994 for Brazil to make its own version – just after the Uno was replaced by the Punto in Europe. The Brazilian Uno Turbo i.e. used the Italian-made 118hp 1.4-litre turbo engine – Brazil's first ever turbo car. It looked quite different to the European Uno Turbo, with its own bodykit and a unique clamshell bonnet, designed to accommodate a spare tyre in the engine bay. It also got the Temptra's brakes. Sold between 1994 and 1996, only 1801 Uno Turbos were produced in Brazil.

FIAT PALIO/SIENA SPORTING & 1.8R (BRAZIL)

Fiat's 'world car', the budget-priced Palio, was anything but exciting for the most part. But from 2001 it was offered, from Turkey to South America, in 'Sporting' guise with a 1.6-litre 16-valve engine with 120hp – heady stuff! There was even a three-box Siena Sporting version in Brazil. Things got more knuckle-whitening in 2004 when Fiat Brazil created the Palio 1.8R with a General Motors-sourced 1.8-litre engine rated at 115hp, including lowered suspension, alloy wheels and lots of sporty touches.



FIAT UNO SPORTING (BRAZIL)

The old Uno name was revived in 2010 for the Brazilian-built 'Novo Uno'. While there was no resurrection of the Uno Turbo, Fiat did offer a model badged Sporting with a 1368cc engine developing

85hp, which in a car weighing 1004kg, gave it a 0-62mph time of 11.8 seconds. It featured sports seats and steering wheel, spoilers, side skirts, double centre-exit exhausts and black exterior details. No hot shot, then, but sporty to look at.



FIAT PALIO SPORTING (BRAZIL)

From 2012, Brazil's second-generation 'Novo Palio' range was bolstered with a Sporting model. This didn't get a special engine (it merely kept the existing 1.6-litre 16V E.torQ Flex engine with 115hp) but the steering was sharpened up, the car sat 10mm lower than standard, and it had bigger anti-roll bars and 195/55 tyres. It looked funky with its front spoiler, graphics and alloy wheels – made all the more so with the Interlagos special edition which added a rear spoiler, special logos and bright yellow paint. As for performance, top speed was 120mph and 0-62mph took 9.8 seconds.



FIAT ARGO/CRONOS 1.8 HGT (SOUTH AMERICA)

In 2017, the Fiat Argo replaced the Palio in both Brazil and Argentina. In its sportiest form, it revives the long-lost HGT badge (*pic above*). With its 1747cc single overhead cam engine, it has 130hp, good enough for 116mph and 0-62mph in 9.7 seconds. A saloon version, the Cronos 1.8 HGT, is also available.



FIAT BRAVO SPORTING (BRAZIL)

The Fiat Bravo was quite an advanced model by Brazilian standards when it was launched. That was even more the case with the Sporting version (pictured above), offered between 2010 and 2014. Its 130hp 1747cc engine was good for 120mph and 0-62mph in just under 10 seconds.

FIAT IDEA SPORTING (BRAZIL)

Yes, the Brazilians even made a Sporting version of the Idea MPV. Offered from 2010, it used Fiat's familiar 1.8 E.TorQ 16V engine with 130hp and could get to 62mph from rest in 10.2 seconds – with spoilers and natty alloys to help it on its way.

FIAT STRADA SPORTING (BRAZIL)

Is it possible to be 'Sporting' in a pick-up? In Brazil, absolutely yes. The Strada's design was inspired by the Fiat Grande Punto but it shared many elements with the Fiat Palio. The Strada Sporting model was genuinely sporty, too, with a 1.8-litre 130hp engine, firmed-up suspension and fat rubber on alloy wheels. It even got an aero bodykit and red seatbelts! But it wasn't very popular: the Sporting was only offered for three years before being dropped with the 2013 facelift.



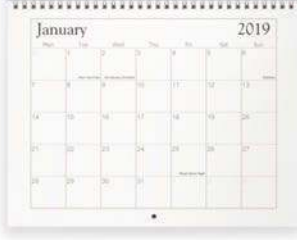
ABARTH PUNTO (INDIA)

Did you know that there's a five-door Abarth Punto? Well there is – in India (*pic left*). Launched in 2015 and still available today, it's based on the Punto that's now defunct in Europe. It uses a 1368cc 16-valve T-Jet engine with 145hp – enough for Abarth to claim it's the first hatchback ever made in India with a sub-10 second 0-62mph time (8.8 seconds in fact). Its spec includes disc brakes, "track-tuned" suspension, alloy wheels, body graphics and side skirts. 🇮🇹

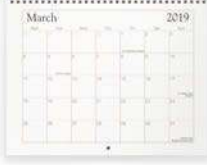
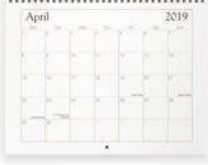


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'Braking' The Mould

Ferrari never built an estate car but that didn't stop Vignale making this 330 GT-based 'shooting brake' for the US Ferrari importer. We investigate the last Ferrari ever rebodied by Vignale

Story by Richard Heseltine
Images by Erik Fuller/RM Sotheby's





It looks as though it wandered off the set of a 1960s sci-fi flick; the sort of film that came free with a mop-top hero, a beautiful playmate with big hair and little clothing, and a soundtrack to die for. The 4.0-litre, V12-engined 330 GT 2+2 shooting brake featured here hasn't lost the power to shock, that's for sure. Conceived by the American Ferrari importer, Luigi Chinetti Jr, styled in part by the renowned illustrator Bob Peak, and bodied by Alfredo Vignale's eponymous *carrozzeria*, it was – and remains – one of the most controversial Ferraris ever to turn a wheel.

By the time you read this, chassis number 07963 will have gone under the hammer at RM Sotheby's end-of-year sale at the Petersen Automotive Museum, 50

years after it first broke cover at the 1968 Turin Motor Show. The new custodian will own the last Ferrari ever clothed by Vignale, and one which has enjoyed something of a critical re-evaluation of late (witness several appearances in blue-chip concours events). It wasn't always thus. There was a time when this car routinely topped website listicles; 'Top 10 Ugliest Ferraris' and so on. While the car's outline continues to divide opinion, the passing of time has seemingly brought more people around to the 'like' camp. For some of us, it isn't even the least attractive Vignale Ferrari; it isn't even the fifth least attractive Vignale Ferrari.

For most of the 1950s, Ferrari's road car production consisted of small-series runs, production of which often didn't reach double figures. The Maranello firm was a boutique enterprise, one patronised by

royalty, playboys, movie stars and your common-or-garden beautiful people. If you wanted a one-off, no problem. Ferrari typically sold cars as rolling chassis to be clothed by an outside coachbuilder.

During the firm's embryonic years, this tended to be Alfredo Vignale's tiny body shop. The son of a car painter, and the fifth of seven brothers, Alfredo took his first tentative steps into coachbuilding in 1924 on commencing his apprenticeship with Ferrero & Morandi of Turin. He was just 11 years old. Six years later, he caught the eye of Battista 'Pinin' Farina under whom he would complete his training. Aged 24, he was then poached

Vignale's burgeoning reputation, it rapidly became Ferrari's couturier of choice.

A bewildering array of coachbuilt offerings would follow. If there was one common characteristic, it's that Vignale offerings were bold and often startlingly modern-looking. This symbiotic relationship would, however, last only a few years. While notoriously impassionate about his road-going wares, Enzo Ferrari was astute enough to realise that having them completed with an endless array of body styles resulted in a degree of uncertainty as to how they would turn out. He wanted greater uniformity. He needed a partner, a *carrozzeria* of choice, and it wasn't

Vignale. It is widely held that around 150 Ferraris were bodied by the Turin concern from 1950 to

“ Man, it was tough selling 330 GT 2+2s. Nobody wanted them new. It seemed like the perfect basis for my design ”

by Giovanni Farina - brother of Battista and owner of Stablimenti Farina - to be his workshop foreman. Nonetheless, Vignale dreamed of being his own boss, only for World War 2 to interrupt his plans. He would have to wait until 1947 before establishing his own body shop.

Operating out of a former sawmill, his small business became a moderately sized one after Vignale landed a contract to make refrigerated storage containers. The first car to be wear his own badge was a rebodied second-hand Fiat Topolino. What's more, he had by now embarked on what would prove a long and fruitful relationship with fellow Stablimenti Farina alumnus, Giovanni Michelotti. The two friends became regular collaborators, Michelotti producing renderings which Vignale turned into three-dimensional reality. Such was Carrozzeria

1955, before Pinin Farina assumed the mantle. There wouldn't be another Vignale Ferrari until 1968 – this one.

A fair amount of bovine do-do has been excreted about this car in print and on the internet. The truth is this: the donor car was imported into the USA in 1965 by Luigi Chinetti Motors of Greenwich, Connecticut and sold to a Mr Desy. It was originally red with a beige interior. Two years later, the 330 GT 2+2 returned to the dealership and Chinetti Jr – or 'Coco' as he was then universally known – was tasked with selling it. “Man, that was tough!” he recalls. “Nobody wanted them new, and I couldn't give it away as a used car. I was interested in design, and sketched out my ideas, and that car seemed like the perfect basis for what I had in mind. Bob Peak was a good friend and an excellent artist who lived just up the street from me.



He did a lot of famous movie posters, including those for *West Side Story*, *My Fair Lady*, *Apocalypse Now* and some of the James Bond movies. He also illustrated the cover of *Time* magazine a whole bunch of times, and did a ton of car advertisement and brochure illustrations. Bob also loved cars and we just hit it off.”

Their first collaboration was a gullwing-doored device based on a 275 P sports-prototype that was damaged in a race at St Jovite with Chinetti Jr at the wheel. They followed this Michelotti-constructed confection with something a bit more

practical. “I always liked the concept of the ‘shooting brake,’” Chinetti muses. “There was something uniquely British about something sporting but also elegant and practical. I wanted to do something similar. In America, they’re called ‘station wagons’, but I always referred to this car, and the Daytona rebody we did later, as ‘Extended Coupes’. Anyway, I sketched out a few ideas and then Bob took them and worked in his own.”

There was then the small matter of finding someone to fashion their starry-eyed vision. “I went to see Alfredo Vignale and he couldn’t have been nicer. You know, back

then guys like Vignale and Michelotti were true artists. They wouldn’t stick their noses in the air around guys like me. There wasn’t one panel on that car that was shared with the original 330 GT 2+2, other than part of the doors, and I really liked the way it turned out. You have to remember, we didn’t do a scale model beforehand or anything like that. If I had to do it over again knowing what I know now, I would have had a windshield made, rather than using the one from the 330. Something less curved would have looked better. Overall, though, I thought it looked pretty nifty. I still do.”





Unveiled at the 1968 Turin Motor Show, the Ferrari 'wagon' was met with both muted praise and derision. Some arbiters of beauty admitted to liking the concealed headlights and other details, if not necessarily the overall outline. Then there was Cyril Posthumus. In his six-page review of new cars and concepts at the Turin Motor Show for *Road & Track* magazine, the Briton well and truly got his knickers in a twist. Having erroneously described the car as being based on a 365 GTC chassis, he labelled it 'deplorable' before adding: "In effect, they've taken a 2+2 fastback and added a glazed



THE OTHER FERRARI ESTATE CARS

Ferrari 212/340 'Sicilian Cart'

The *Carretto Siciliano* was dreamed up by the famous (if only in Ferrari lore) Marzotto brothers, and constructed by Carrozzeria Fontana of Padova on a 212 Export chassis. The shooting brake-style body was subsequently removed to make way for an open Vignale outline. The Fontana shell was then placed on a 340 America frame; that, too, was later reconfigured back to a Spider.



Felber Croisette

Willy Felber had form when it came to modifying (some might say ruining) Ferraris. The Swiss car dealer collaborated with Michelotti on the construction of a 365 GTC/4-based beach car that broke cover in 1974. It subsequently gained doors and an estate car-like roof, before being converted back into a beach car. Felber followed



through by commissioning the construction of the 365 GT4-based Croisette. Michelotti has retrospectively been accredited with building this one-off 'combi-coupé' which was first seen at the 1977 Geneva Motor Show.



NART/Panther 'Extended Coupe'

The only NART Ferrari not fashioned in Italy, this one-off 365 GTB/4-based machine was styled, for the most part, by Gene Garfinkle. It was commissioned by enthusiast Bob Gittleman in 1974 and built by Panther Westwinds of Surrey. The arrangement made sense, given that Luigi Chinetti Jr of NART was also Panther's US concessionaire. The conversion, which included gullwing-style rear Perspex panels, was carried out in the winter of 1975-76. However, contrary to popular belief, it wasn't equipped with twin turbos.

Pininfarina Ferrari 456 GT Venice

Pininfarina produced seven specially modified 456s for Prince Jefri Bolkiah which included four-door saloons and five-door estate cars. The build of these cars was shrouded in mystery, and it later transpired that the notorious playboy paid around \$1.5m per car, but didn't take delivery of one example, which was sold to a British collector.





rear extension, leaving a triangular filled area, the lot finished in dismal two-tone brown and suggestive of a semi-detached hearse.”

Writing for *Sports Car World*, Jerry Sloniger commented:

“Vignale should do well with their '68 offerings... [The] most

intriguing (not to be confused with most tasteful) offering was a yellow and off-brown station wagon with imitation yellow fur rug in the luggage compartment, parcel rail on the roof and air conditioning. Coco Chinetti and Bob Peak expect to sell several dozen a year.”

Forgoing the fact that both men couldn't even agree on what colour the car was, it should be pointed out that the NART-Vignale

offering was always going to be a one-off, despite several mentions of a mooted limited run in period articles. “There was no intention of making more than one,” Chinetti insists. “I

sold the car before it was even built.”

The 330 'wagon' was initially finished in metallic gold on metallic brown, and enjoyed a somewhat cosmopolitan existence. In 1977, the car was advertised Stateside for \$29,500. Some time later, it was acquired by Frenchman Jean-Claude Paturau (aka 'Patch'), an authority on watches and a collector of shooting brakes (he also owned the NART-

Panther Daytona 'wagon' and Touring Lamborghini Flying Star II). By the time he bought it, it was finished in gold over metallic green. More recently, it passed through the

hands of purveyor of wine bar funk, Jay Kay. It has since undergone yet

another change of hue to the current (and rather fetching) metallic bronze.

The last word has to go to Chinetti. “You know, I caught some crap for some of the NART Ferrari rebodies, but they made sense financially. Vignale charged us \$4000 to do the body for the 330 GT 2+2. I sold it for \$12,000, so who's the dummy?” He has a point. 🇮🇹

“ The NART-Vignale Ferrari was always going to be a one-off, despite several mentions of a limited run ”



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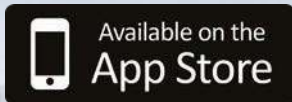
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Padova Passion

Italy's biggest classic car show lived up to its billing with some stunning displays and delightful rarities

Story & images by Chris Rees



There's always a moment when I arrive at Padova's Auto e Moto d'Epoca. Will it live up to its past glories as Italy's biggest and best classic car show? Will there be those never-seen-before rarities that make Padova such a delight?

I needn't have worried. My moment of relief in October 2018 was seeing a six-door minibus that Bertone built for Fiat to ferry its VIPs around factories.

The 1975 vintage Bertone 850 VIP was one of only eight ever made. Six passengers could see everything thanks to a see-through roof and huge windows. It was originally green and yellow, but has been repainted blue. Apparently, it sold at the show for 150,000 euros – quite some sum for a Fiat 850 T-based machine with Idroconvert transmission that needed restoration! But actually less than the Fiat factory runabout we saw last year, which reputedly went for 170,000 euros...

*ABOVE: Siata Daina Bertone
OPPOSITE PAGE, TOP LEFT
CLOCKWISE: Lombardi GP,
Bertone minibus, Volugrafo
& Volpe microcars, Abarth
207A, 'volanti', Bertone
Runabout, Alfa 2 diesel*



Parked next to the Bertone bus were my two other stars, and easily the cutest cars of the show – if you can call them cars: the gloriously named Volugrafo Bimbo and Volpe. The Bimbo was designed by a racing driver called Belmondo and looks like a dodgem car – and it was certainly dodgem-sized at only 238cm long and weighing 125kg. The Volpe, meanwhile, is one of just two examples made in 1947. It's an aesthetically appealing attempt to recreate big car styling on a miniature level – and it certainly was miniature at only 250cm long. Despite having no engine, it sold for 35,000 euros.



Padova is a bewilderingly huge show. The stats bear this out: 11 halls and acres of outdoor areas. Over 4000 cars on sale. More than 600 autojumble stands (the largest of any European show). 120,000 visitors. Over 700 journalists. The organisers reported a big increase in the number of cars priced at over £200,000, but most sales activity was in the £20,000 to £100,000 zone, including many modern classics. Overall, though, I have to say there didn't seem to be quite so many 'venduta' signs on cars this year.



Jaw-dropping rarities continued inside the halls. Another Bertone star was the 1969 Runabout concept, nestling on the Fiat X1/9 Club stand because this wacky sci-fi car inspired the development of the X1/9. It's badged as an Autobianchi, despite having a Fiat 128 engine mounted amidships.

There were so many cars I'd never seen before, just fabulous. How about a 1955 Abarth 207A Boano Spider, Abarth's very first production race car and one of 10 made? Or a very pretty 1952 Siata Daina 140S by Bertone (one of three made), plus a less-pretty 1950 Fiat 1100 Derby by Bertone. Other 'etceterini' that caught my attention included a unique 1957 Ermini Swaab, a very rare 1949 Gilco 205MM Zagato, a 1938





Siata 636 Gran Sport, a 1950 Giannini Sport 750 Siluro, a Stanguellini 1100S and two 1961 Coriasco Fiat Multiplas (pick-up and van).

Yet another surprise: a three-wheel drive Moto Guzzi trike. Built for military use in the mountains between 1959 and 1963, just 129 examples were made. It looked fabulous!

Equally fabulous was the sight of Zagato's new 'Sanction Lost' Porsche 356 Carrera Coupe – a recreation of a car that never existed in period but was designed at the time. The 'lost' 356 archive dates from 1959 – and goodness, does the 2018 evocation look superb.

Alfa Romeo vans have very much been 'discovered' of late, and there were several at Padova, my favourite being a fantastic 1959 example. Discovered abandoned in the Egyptian desert, having been used as a camera vehicle for movies, it's been beautifully restored using ultra-rare parts. It's very rare survivor with a – wait for this – two-cylinder, two-stroke supercharged diesel engine! I also loved a very rare surviving Lancia Aprilia ambulance, as well as a slew of classic Lamborghini tractors and Maserati's famous Eldorado racer.

Beauties abounded, like a 1956 Fantuzzi-bodied Maserati 300 S, one of only 26 made, which had been raced by both Fangio and Moss. A 1968 Ferrari 330 GTC presented in 'Viola' purple paint – the only survivor of two made, it seems – looked stunning, as did an ex-Mille Miglia 1953 Ferrari 250 by Pininfarina.

What was apparently a unique De Tomaso Pantera Group 5 prototype featured a bizarre set of appendages front and rear, presumably for downforce – yours for 185,000 euros. Other surprising prices included a Fiat 131 Supermirafiori Abarth Volumetrico for 23,000 euros, a stunningly well restored Lombardi 850 Grand Prix for 60k and an unregistered Fiat Ritmo Abarth (price not divulged but evidently very high).

A parade of 16 rally cars in a special Rally Italy Experience exhibition featured the likes of an Alfetta GTV 2000 Gr2 and a Fiat 131 Abarth Gr4. Evidence that electric classics are becoming more popular was provided by a battery-powered Fiat 600 on show.

FCA was present officially, with the debut of Alfa Romeo's latest restoration – a 1955 Giulietta Sprint owned by Italian rock singer Piero Pelù, who did the





OPPOSITE PAGE: Zagato Porsche 356, Lambo tractors, Gilco 205MM Zagato, Maserati A6G



THIS PAGE CLOCKWISE FROM TOP: Bertone 1100 Derby, Miki Biasion with Delta, Alfa GTV6 Group A, Piaggio Apes, De Tomaso Pantera Group 5 prototype

2018 Mille Miglia in this car. As for resorted Fiats, a 1967 Fiat 124 Sport Spider and 1982 Pinfarina Spidereuropa were both on sale in FCA's 'Reloaded by Creators' programme. Also on show were a 1988 IMSA Alfa 75 Turbo Evoluzione, 1908 Fiat S 61 Corsa and 1988 Lancia Delta HF integrale Safari. Padova also saw the launch of Alfa's new 'Instant Classic' service that certifies 'modern collectable' models such as the Quadrifoglio NRING special editions.

So Padova 2018 didn't disappoint; indeed, we felt it was truly a vintage year. If you've never been to the show, make a date in your diary for next year: Auto e Moto d'Epoca returns on 24 to 27 October 2019. 🇮🇹



BONHAMS AUCTION RESULTS

The UK auction house Bonhams returned to Padova for the second time, selling over £2 million worth of cars, easily the most valuable being a 1960 Ferrari 250 GT. "We are very happy," said Gregor Wenner of Bonhams. "It was a great pleasure to see the room so crowded. The best lots went for some serious money, confirming the consolidation of the market."

- ALFA ROMEO-ENGINED 'MAREA' POWERBOAT (1948) £46,681
- ALFA ROMEO GIULIETTA SPIDER WITH HARDTOP (1957) £66,977
- ALFA ROMEO 2000 SPIDER TOURING (1960) £91,333
- ALFA ROMEO SPIDER 1300 JUNIOR (1973) £14,207
- DE TOMASO PANTERA L (1972) £81,185
- FERRARI 250 GT SERIES II (1960) £448,458
- FERRARI 348 SPIDER (1995) £52,770
- FERRARI 308 GTS TARGA (1978) £45,666
- FIAT 1500 CABRIOLET VIOTTI (1937) £63,933
- FIAT ABARTH ALLEMANO SPIDER (1958) £50,740
- FIAT 500L (1969) £5581
- FIAT 500 JOLLY REPLICCA (1970) £19,281
- FIAT 124 ABARTH RALLY STRADALE (1976) £51,755
- LANCIA FULVIA ZAGATO (1971) £34,503

Autumn Motorsport Day

Rain certainly didn't stop play at *Auto Italia's* annual motorsport event at Brooklands, with a full entry of fine cars taking to the track over at Mercedes-Benz World

Story by Phil Ward
Photography by Michael Ward



2019 BROOKLANDS EVENT DATES

ITALIAN CAR DAY - SATURDAY 4 MAY

SUPERCAR SUNDAY - SUNDAY 14 JULY

AUTUMN MOTORSPORT FESTIVAL - SUNDAY 13 OCTOBER



Given the weather conditions, there was an impressive grid of open racing cars – notably the museum’s own Napier Railton, driven enthusiastically by Allan Wynn. The sheer power of the 24-litre W12 aero engine made sure that the Brooklands lap record holder (143.44mph in 1935) was right behind the Ferrari 812 Superfast pace car that I was piloting. The view of the beast filling the rear-view mirror was just awesome – if a little disconcerting.

Of course, the rain was of little consequence to the rally car drivers who revel in such conditions. Mick Wood put in a fine performance in his much-campaigned Fiat 124 Abarth, taking time off from the ground-up restoration of his fabulous ex-works example. Other Abarths taking to the

track included a Scorpione and 1000 OT, both owned by enthusiast Tim Milnes, accompanied by Claudio Doto’s immaculate 130 TC. Equally at home in the wet were the big-engined off-roaders. Big bangers included Bob Searles in his Aston Martin V8 and one brave NASCAR driver who ventured out on slicks, and still managed to put in some quick, if slippery, laps.

Cream of the Italian entry, and both recently subjects of *Auto Italia* features, were Ian Sterling in his superb Ferrari 348 Challenge and Tim Luscombe in his Ferrari 250 GT ‘Bow Tie’. Entrusted to driver Bo Williams, the ‘Bow Tie’ was something of a surprise for spectators: if they were expecting the traditional sound of a Ferrari V12, the car’s rumbling 5.4-litre American V8 came as a shock.

While the weather was tolerable for the track demonstration, the rain poured down during the afternoon, which left the organisers no choice but to cancel the test hill ascents on safety grounds. In our long history of events at Brooklands, this was the first time we’ve endured such poor weather. Fortunately, one of the benefits of holding events at this historic venue is the many indoor attractions. The motoring collections and recently opened Aircraft Factory exhibition were an excellent diversion for the hundreds of spectators.

Our thanks to all our readers who supported *Auto Italia*’s events this year, and we look forward to seeing you again in 2019. The Italian Car Day on 4 May already has some very special entries, so make a note in your diary now!



Zandvoort Historic Grand Prix

The Dutch track hosted historic F1 racers and some spectacular sports cars

Story & images by Peter Baker





Zandvoort, nestling as it does among the sand dunes of the Dutch coast, not only ranks alongside Spa-Francorchamps and the Nürburgring in terms of character and reputation, but because it's within easy reach of the UK and just a short distance from Amsterdam, it's an ideal opportunity to combine serious historic motorsport enjoyment with plenty of interesting extra-curricular activity.

The 4.2km track is well known to fans of Formula 1 as home to the Dutch Grand Prix between 1952-1985. Some exciting news: circuit upgrades in a bid to bring F1 back to Holland within four years have been finalised. In the meantime, the oldtimers meeting in 2018 attracted the very best in historic motorsport, including two rounds of the FIA Masters Historic Formula 1 Championship, supported by the FIA Masters Historic Sports

Cars Championship, and a round of the FIA Formula 3 European Cup. In all, the event featured a 17-race programme, with everything from Pre-1966 Touring Cars to classic Formula 3 (500). Some 65,000 spectators enjoyed three days of racing in unbroken sunshine.

Perhaps the most exciting 90 minutes of the weekend was the 42-car Masters Gentlemen Drivers race, where the Ferrari 250 GTO of Nicky Pastorelli (*pic above*) set fastest time and led from the start, beating off challenge after challenge, until, within sight of the chequered flag, its gearbox cried enough, allowing Andy Wolfe's AC Cobra to squeeze past and take a well-deserved victory.

Nicky Pastorelli also appeared in the NK GTTC race where he again set fastest time driving a Ferrari 365 GTB4 Daytona (*pic left*), but he was eventually beaten by Daniel Schrey's Porsche 935 K3.

The Masters Historic Formula 1, with its close racing and sheer noise (remember when F1 spectators needed earplugs), was a real crowd pleaser; two times 20 minutes of pure nostalgia. A nice touch was the use of an Alfa Romeo 4C as the Official Course Car.

The track display of two Ferrari 'sharknose' 156 replicas (*pic below*), circulating at different times throughout the weekend as a tribute to the late Phil Hill, was another treat. Philip Toll Hill Junior drove for Enzo Ferrari between 1959 and 1962 and won here at Zandvoort before becoming the 1961 World Champion, at the same time giving Ferrari its first Constructors' Championship. Hill also raced at Le Mans seven times for the Scuderia, being part of the winning team three times. It is hoped that the two 156 cars built by Jan Biekens and Jason Wright will continue to appear at all tracks where the originals enjoyed success.



Banzai Q-Car

We've imported an Alfa Romeo 156 V6 Sportwagon Q-System from Japan. We think you should too – why?

Story by Phil Ward
Photography by Michael Ward

Have you ever owned a favourite car that, when the time came to replace it, production had ended and you couldn't find a really good, low-mileage, well-maintained example? Well, there is a solution to this problem.

I have owned a string of Alfa Romeo 156s, mainly Sportwagons, from a 1.9JTD to a 2.4JTD ti to several 2.5 V6s. In my opinion, the combination of the 2.5 V6 and six-speed manual gearbox is a near-perfect specification. For my tastes, the shape and size of the Sportwagon is ideal and still attractive, especially the desirable post-2003 facelifted version. The UK market never received the V6 facelift so I became resigned to the fact that my ideal car was unobtainable.

Smitten by the fabulous Busso V6, I looked around for alternative models that shared this power unit. The obvious one is the 156 GTA Sportwagon, which has become highly collectable and priced accordingly. Many examples are now high-mileage, many have been driven hard, and under-body corrosion is an issue. Quite why Alfa Romeo opted not to facelift the GTA is also anathema to me, however I have seen and driven examples that have been retro-fitted with the facelift and they do look superb.

My other options were the 147 GTA and the GT 3.2. I discounted the 147 for similar reasons to the 156 GTA, plus I have never got on with the 'frisky' handling and hard ride. So I opted for a GT on the basis that there were still good low-mileage cars around at reasonable





prices. Being based on a 156 chassis, I was expecting a similar driving experience but with more power. In reality, I found the GT's handling ponderous by comparison, and gearchange less than sprightly. The 3.2 engine was certainly more powerful, but not as exciting as the 156's revvy 2.5. Another minor irritation was wind noise from the frameless side windows. All in all, my GT 3.2 was not a car that I bonded with.

What to do next? I took to trawling auction sites for low-mileage facelift V6 156s, a fruitless search considering that the specification I wanted had never been available in the UK, although I have heard rumours of one in Ireland. I even considered building my own car by fitting a late facelift 1.6 or 1.8 with a V6, a project quickly dismissed on cost grounds, and the fact that these undertakings never turn out the way you expect them to be.

Research revealed that there were right-hand drive facelifted V6s elsewhere in the world,

notably South Africa and Japan. The South African websites turned up a few cars but they were high-mileage and not particularly attractive. Japan, however, was a revelation. Japanese owners are fastidious about their cars and enthusiastic about Alfa Romeos, Abarths and Lancias. Numerous websites offer cars for export and it became evident that some Japanese-market models were never available in Europe, in particular the high-spec 156 ti fitted with a V6 engine and manual gearbox.

I found that the apparently automated responses in contrived English from Japanese websites did not inspire me with confidence. The prospect of buying a car sight unseen in Japan left me feeling very nervous. I needed advice.

Regular readers will know that the Ward family has owned a number of Fiat Coupes, most of them attended to by John Cartledge at Midlands Car Services. John has imported numerous superb Coupes from Japan, some versions never available in the UK market. Given John's no-nonsense approach and undoubted engineering expertise, I knew I would receive reliable information.

Taking advice from someone who has in-depth knowledge of the import system is essential. There are many pitfalls and unexpected costs for the unwary. Japanese websites are stocked with cars that have already been through auctions, or at least appear so. In reality, the tasty 2005 156 V6 Sportwagon in Misano Blue is only on the website to entice you. An enquiry about purchasing that car will likely reveal that, "it has already been sold but we have a similar one in stock." A deposit is taken and the company goes off to auction to buy your dream car. Given that it can take six to eight weeks for a car to reach the UK, it has been known for deposits and/or cars to evaporate. There are





rogues in Japan, too. The sale price on Japanese websites includes a quote for the car to be delivered to a UK port but they don't indicate the costs of UK import duty, VAT, port expenses or delivery – costs that can easily double the sale price.

John Cartlidge has successfully imported around 40 cars from Japan, not all of them Italian. He employs an agent in Japan who arranges to purchase cars at auction and arrange the shipping. A website-based company would be more expensive to deal with, as it has to put its mark-up on the purchase, while an agent works on commission and is more reliable.

Based on previous auction sale values, John offers an all-in cost for the cars he locates. This includes all the duties and delivery – and he guarantees the condition of the car. No deposit is required and you pay on collection. You can't get much fairer than that. I decided to go ahead and set my criteria for a low-mileage 2005 2.5 V6 156 Sportwagon in red or blue. John set a price, which I agreed, and then I waited for a suitable car to come up. As it happened, I didn't have to wait long. In a matter of days, I was emailed pictures of an immaculate red one-owner example showing just 56,000km (35k miles), with Q-System automatic transmission fitted. The time difference meant that John had to set an alarm for 3am to bid on the car. He was successful. The agent sent detailed pictures of the car post-auction and it did indeed look superb. Now I had an eight-week wait.

I received a call from John to say that the car had arrived at Midland Car Services, along with two yellow Fiat 20v Turbo Coupes in the same shipment. He reported that the lip on the front bumper had been cracked in transit and agreed to repaint it and also put the car through an MOT inspection. In the meantime,

the DVLA provided an age-related 05 plate and a low rate of VED was calculated because the car had already been registered in another country.

The day came to pick up the 156 and I was astonished at the quality. The paintwork was near-perfect, apart from the rear bumper that had been repainted at some point by the previous owner in the wrong shade of red. The seats looked like they had never been sat on. Given that the paintwork was not 'pink' and that the car had covered less than 2000 miles a year since 2005, it had obviously been little used and carefully stored.

In common with any Italian car that has been stored for an extended period, the re-awakening process comes with a compilation of issues. The engine thermostat had seized, the air conditioning didn't work, the fuel gauge was erratic and there were creaks coming from the suspension. The Japanese sat nav was unfathomable and, annoyingly, so was the service history.

The car was immediately booked in to AlfaWorkshop for a full service and it was revealed that spanners had rarely been anywhere near the engine, although the oil was clean. Jamie Porter's troops went through the list and changed the belts, front discs, suspension wishbones (dry joints), engine top mount, radiator and thermostat. Although immaculate, the chassis was devoid of underseal (I've seen the lack of protection on other facelift 156s, sometimes only one side is covered!), so an overdue coat was applied.

One issue did take some time to rectify: the air con. The fault was hard to trace and quite bizarre. Apparently the air con fuse is shared with the cigarette lighter and it transpired that a small metal piece from an accessory plug was found in the bottom of the

After a period of storage, many items needed to be fettled, including belts, rad, thermostat, air con, brakes and suspension

ALFA ROMEO 156 V6 SPORTWAGON Q-SYSTEM



OUR PREVIOUSLY OWNED 156 ALFAS



Alfa Romeo 156 Sportwagon 2.5 24V 2000



Alfa Romeo 156 ti Sportwagon 2.4 JTDm 2005



Alfa Romeo 156 Sportwagon 1.9 JTDm 2004



Alfa Romeo 156 Saloon 2.5 24V 2002



Alfa Romeo 156 Sportwagon 2.5 24V 2003



lighter socket, causing a short. The lack of air con in Japanese heat and the mounting list of servicing issues is probably a clue as to why the 156 came up for auction in the first place.

All attempts to make sense out of the Japanese sat nav failed miserably. The voice that appeared to be directing me to an obscure location 6000 miles away in Japan became irritating. A standard UK stereo was installed and the fitter explained why the 156's windows were festooned with aerials, the sat nav unit also had satellite TV!

I had not experienced a Q-System 156 since we road-tested one back in 1999 (issue 34). I was not into automatics back then, but given my advancing years and modern stop-start driving conditions, I now see the point. Having lived with my Japanese 156 for a while, I have grown to like the Q-System.

The bulletproof Japanese-made Aisin transmission offers three automatic driving modes ('ice', 'city' and 'sport'), plus a manual mode, selectable by shifting the gear lever to the left-hand sector, which has four ratios in an 'H' arrangement. In 'ice' mode, the car starts off in second gear to avoid wheelspin. 'City' changes up gear at around 3500rpm, while 'Sport' allows the revs to go to 5500rpm. The clutchless 'manual' gear lever function allows high revs in each ratio and provides engine braking during deceleration.

I use 'city' mode most of the time and find the gear changes to be really smooth, in fact almost imperceptible. On the road, the spacing of the four ratios can be limiting, especially when exiting a fast roundabout. Having said that, in this situation my previous six-speed manual Sportwagon didn't like to pull third gear on exits, and was a bit hectic using second. There is a kickdown function on the Q-System for some extra oomph but I find that hitting the 'Sport' switch provides a more immediate response and that satisfying V6 soundtrack at high revs. So while you are searching for that low-mileage 156 V6, in Japan or elsewhere, don't dismiss the Q-System. **II**

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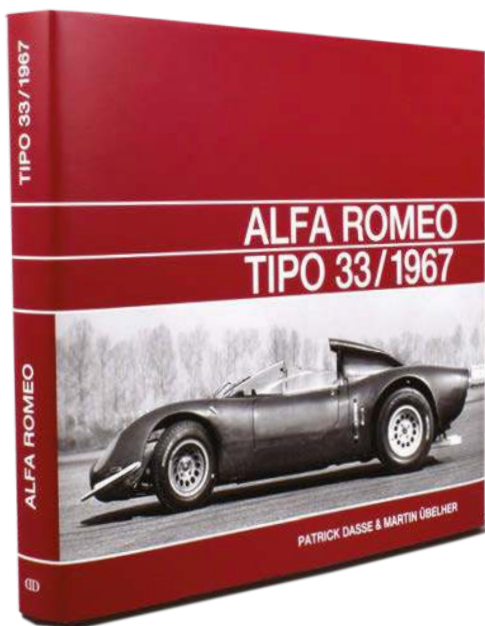


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Alfa Romeo Tipo 33/1967
 By Patrick Dasse & Martin Übelher
 Dingwort Verlag
 ISBN: 978-3871-661-167
 79 euros

Alfa Romeo Tipo 33/1967 is a new book from Dingwort Verlag, a German publisher that has been making big waves recently, not least for its launch of five bumper volumes on 105 Series Alfas.

Now it's the turn of the Tipo 33. Widely regarded as one of the most beautiful cars ever made, the 33 enjoyed a highly successful racing career. The focus of this book is pretty tight: the development of the Alfa 33 and its racing record in the year of launch (1967). The publishers decided that the wealth of material they had accumulated on the 33 merited a separate volume for each racing

year; a second volume covering the 1968 season is planned for 2019.

It had long been thought that much of the documentation concerning Autodelta, the company behind the Tipo 33, had been lost. But with the help of Alfa Romeo's Arese-based archivist, Marco Fazio, a huge tranche of records has been unearthed, containing detailed reports of Autodelta's racing activities. These helped build a reliable record of the works cars that raced during 1967 – even if the full story is frustratingly still not quite complete.

This beautifully produced hardback has fully 312 pages. While there is detailed text – in both English and German – on both the car's development and races, words definitely take second place to the photographs (all 338 of

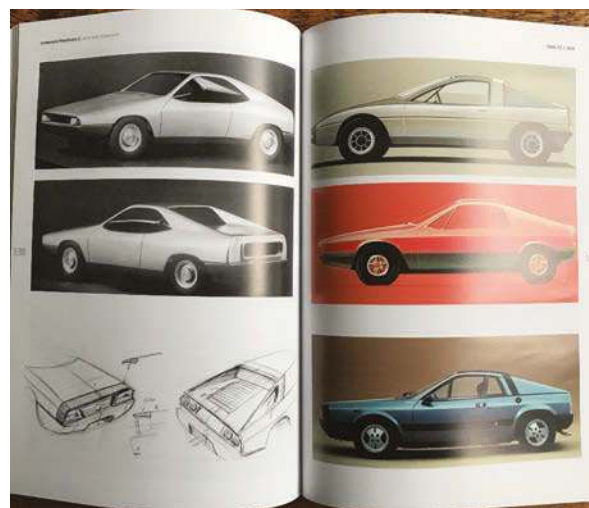


them), which are exclusively period shots. The evocativeness of these images is very striking: early tests at Alfa's Balocco track; drivers preparing for Le Mans; cars at full tilt in events like the Sebring 12 Hours, Targa Florio and Nürburgring 1000km.

In addition to racing, the road-going 33 Stradale and OSI Scarabeo are also included. For the die-hard Tipo 33 fan, this book is an absolutely essential work. Luckily for all of us, it's meticulously put together – not just a superb reference work, but also a joyous addition to the bookshelf.

Martin's Cars: Pensieri in Tre Dimensioni
 By Paolo Martin
 ASI
 ISBN: 978-8898-344-499
 £25

Paolo Martin is not perhaps a very well known name outside Italy, but he truly deserves to be. His work



as a car designer put him at the forefront of one of Pininfarina's golden eras – the late 1960s and early 1970s.

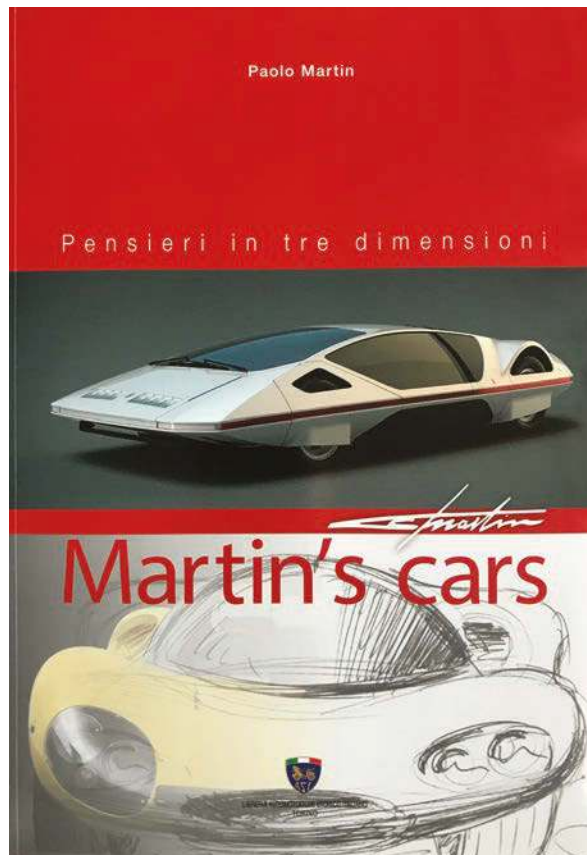
He was the design genius behind such greats as the Ferrari 512 Modulo concept car and the 1967 Ferrari Dino Berlinetta Competizione. Perhaps his most celebrated designs are the Fiat 130 Coupe, Rolls-Royce Camargue, Peugeot 104 and Lancia Beta Montecarlo. He also designed the BMC 1800 and 1100 Aerodinamica concepts, which inspired

Citroen's GS and CX.

This book is written by the designer himself, and his memories, stories and anecdotes of a long career are utterly fascinating. He started his apprenticeship at Michelotti, then spent a short time at Bertone, before settling at Pininfarina. As an independent from 1976, he had input on designs for companies like Stutz, Piaggio, Savio and Maggiora.

There are some fascinating chapters on rarely seen projects. One example is a four-door Lotus he designed for Colin Chapman. Another is the curious Bugatti PM1 supercar proposal from 1985, the wooden buck for which we recently saw at the Turin National Motor Museum.

Martin's book is subtitled *Pensieri in Tre Dimensioni* ('Thoughts in Three Dimensions'), which seems fitting for such a gorgeous publication. It's definitely worth searching out. The text is in both Italian and English, and within its 304 pages are hundreds of superbly reproduced photographs and original sketches. This is a soft-bound book but don't let that put you off: the quality is excellent throughout. One last recommendation: it's very keenly priced.





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DISAPPEARING CLASSICS

The magazine is tremendous and it amazes me how you find all these rare cars. What a brilliant car the Alfa Romeo 155 GTA is (*Auto Italia* September 2018). Such a shame it never went into production.

I am in the middle of doing a 'to new' build of an Alfa Romeo 155 V6 Sportpack. The spares situation is dire. Very soon the 1990s and early 2000s models will disappear, due to there being no parts left. It took a full day to source a new engine mount for the 155, I eventually

located one in Switzerland – you couldn't write it!

Here are some photos of my three Lancia Beta VXs – I don't think there is anywhere you would easily find this number together. The three Beta VX coupes are likely to be the only ones I can do to new, again because of the parts nightmare. It turns out that across Europe I bought the few remaining parts available, as when I went back to the suppliers for more they said I'd got the last they had! If this were a German car, parts would be easy.

In October 2018, Alfa Romeo registrations in

Europe were over 3800. In the first 10 months of the year, Alfa Romeo registered almost 74,900 cars in Europe, 3.2% more than in 2017. Meanwhile, Lancia registered almost 4500 cars in October, up 33.2 percent compared to September. In the first 10 months of 2018, Lancia has registered about 40,000 cars.

Isn't that news incredible! No small Alfa any more and no Lancia replacement due? Seems crazy, as the small Alfas were a great way to get the younger generations into the brand. My son William has a MiTo

TwinAir, which is a super car. I love driving it!

Keep up the great work with the magazine.

Patrick Hurst

FUTURE LANCIAS

Many thanks for the Lancia Futurista feature (*Auto Italia* January 2019). It's an amazing car, not really my cup of tea but a real work of art. One question I have, though, is how can a car that's 30 years old be called 'Futurista'? I understand the whole 'future vintage' thing but the Delta is very much yesterday's car.

I also found it very

exciting to read in your piece on the Zagato Lancia Hyena that Lancia itself was, at one stage, going to make it as a regular production car. How amazing would that have been? That's the true 'Futurista' model in my book. If Lancia had given the green light to that project, the brand might be in a very different position than it is today. Indeed, it might actually have had a bright future – seems like Lancia's prospects are looking pretty bleak, I must say.

James Crane



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Alfa Romeo 33 Turbo. 1700 16 valve with Turbo dynamics ball bearing water cooled turbo, dry sump etc etc, 280 bhp at 7500 rpm. AHM race transmission, strengthened case, limited slip diff AP competition clutch and concentric slave. Bodyshell seam welded, welded in cage linked to suspension, false floor, lightened and strengthened extended wheel arches and side skirts, dry sump tank in rear plumbed in armoured hose. Tilton adjustable bias pedal box. Stack dash system and lap timer, JRZ 3 way adjustable suspension with remote reservoirs. Tubular rose jointed suspension. OZ racing wheels. AP racing brakes. This car was built and maintained regardless of cost, when recommissioned would again be a formidable race car. Tel: Dave Thomas, 07818 410009. A276/005



Alfa Romeo Giulietta TI. Desirable Series 2 but with rhd and floor change, Limoncello, the well known Don Sanders car, that has reliably completed multiple European long distance trips, including a Monte Historique. Sorted with good handling and performance for a single carb 1300 with standard cams etc. Recently spruced up and retrimmed by Tony Ives so she now looks as well as she goes. Series 3 front seats with recline, fitted with harmonised trim but with original uncomfortable bench seat available if you insist. On alloys but steels available, range of spares available to taste, seeking £27,500. For full details please call Jon Dooley on 07885 636745. Email: jonmromeo@gmail.com. A276/010

Alfa Romeo 145 TS 1750. 2000, Rosso Red, unfinished project, the car is complete, in my ownership for 16 years, offers invited. Tel: 01477 500607. A276/024

Classifieds are free! Just email
liz.solo@ntlworld.com



1953 1900 RHD Alfa Farina Coupe. Red, completely restored in the 1990s by Symbolic Motors with a later 1955 larger engine with twin sand-cast Solexes. Many concours awards over the years, the car was refreshed with new paint approximately a year ago, Peter Marshall knows the history on this automobile. Many photos at Bob Schnittger's '1900 Companion' website. Tel: Tim Gallagher, 828 778 2732. Email: tjgferpor@aol.com (North Carolina, USA). A276/016



Fisher Alfa 1965 racing car. Full restoration, professional set-up 'on the button', 2000cc high torque fresh engine (Jim Evans input), rebuilt Hewland, complete with spares and box trailer, 400kg, suitable Italian and French hillclimbs, £44,500. Tel: Peter, 01229 716016 (Cumbria). A276/017



Alfa Romeo Spider 105 2000. 1971, 96,200 miles, yellow, fully photographed frame off restoration and in the same family since 1989. Needs minor cosmetic work, such as interior and paint chips, 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, £9000 ono. Tel: 01727 812992. Email: black.markie@gmail.com (N.Yorkshire). A276/020



1977 Alfa Spider 105 2000 Veloce. 47,400 miles, blue, genuine RHD UK car, owned since 2002, restored over the last 3 years, recent full respray in 2 pack, new water pump, alternator, petrol pump, petrol tank. Brakes completely refurbished with new cylinders, seals and servos, new windscreen, carpet and mohair hood. Many other new small items as well, it is in excellent condition, only sign of wear driver's door card. Being very critical, the only obvious external fault is the rear bumper which has a slight bump, £12,500 ono. Tel: 07980 184480. Email: majormallock@gmail.com. A276/015



Alfa Romeo S4 Spider. 1990, RHD, Rosso Red, 2 litre injection, power steering, 5 speed, alloy wheels, Alcantara/leather seats, electric windows, no rust, desirable reg number, MOT to April 2019, garaged/covered, summer use only, £12,500 ono. Tel: 020 8997 2039 (West London). A276/018

Alfa Romeo 105 Spider 2.0. 1987, 54,000 miles, Ivory, superb condition, garaged all year, summer use only, full MOT and history, new hood, 2 owners, £13,500 ono, AROC member for 16 years. Tel: Bryan Pooley, 01883 342483. Email: elinpooley@btinternet.com. A276/025



Alfa Romeo 105 Giulia. My very special silver Bertone Junior is up for sale, it attracts a lot of admirers and has 2 characters, one is a performance Classic road car sitting on period GTA Corsa wheels, the other allows the owner to take part in Classic hill climbs, sprints and continental speed events. It complies with MSA scrutineering requirements, a well known car in AROC circles. This is an excellent car which is maintained regardless of cost and is in top mechanical condition, it was originally restored in 2000 and altered to the GTA style together with Harvey Bailey fast road suspension, GTA exhaust system, Monza fuel cap and GTA Corsa wheels. The 1300 engine was rebuilt as a 1962cc Nord engine (original engine). This is an exciting car to drive on the road or track with the instant response from the lively engine and the great intuitive feedback from the suspension set up, a car which is fettled and ready to use, £29,500 ovno. Email: nvarney158@gmail.com. A276/011



1984 Alfased Ti 105 Green Cloverleaf. 54,650 miles, silver, in good condition and garaged since 1990, I have had her since 1988. Well maintained and serviced: new clutch, discs all round plus new front calipers, new rad and Koni sport shocks, has clean interior, (little split in gear gaiter rubber/leatherette and small worn patch on driver's seat), I put in rear belts. Drives beautifully and sounds great, recent service and MOT this August, £7700. Tel: Marek, 07879 448289 (London). A276/019



Alfetta GTV. Silver, only 15,000 miles from new, excellent original condition, only 2 owners, owned by me since 1989. Tel: 01606 888470 (Cheshire). A271/026



Alfa Romeo 33 1.5 IE non-cat. 1992, 51,000 miles, gold, FSH and tons of bills from day one, in near mint condition with excellent bodywork and very tidy underneath, MOT April 2019. I bought the car from Phil Parfitt (Alfa Craft) in London three years ago, loads of work carried out since 2012 including rebuilt heads, new clutch, radiator, shocks, cam belts this year, full brake overhaul and gearbox overhaul, contact me for a full list. Original, unmolested, unmodified, £2500. Tel: Mark, 01935 882689. Email: markakarolak@gmail.com (Chiselborough, Somerset). A276/023



Alfa 146 Ti. Lovely original 146 Ti, owned for over 9 years, one previous owner, always garaged. Great to drive with lovely exhaust note, it's done 123K miles but these cars like to be used as long as they are properly maintained. Mark at Alfa Lusso in Cowfold has looked after it for many years and kept it in top condition, recent full service, belts, wheels, tyres, battery, wipers and various other bits and is MOT'd to September 2019. Rarely for these it's never been welded, bodywise it's in great condition and it gets lot of nice attention, it's still bright red all over. The interior is also excellent, there are newish Alfa logo mats which match the ti style seats, the glove box is now too small for all the history. Along with the original Alfa wallet and book pack, there's a stamped up service book, old MOTs, invoices, original bill of sale, spare and master keys etc. This is not your average 146 as you can probably tell and there aren't many left now, you are more than welcome to come and have a look, £2495. Tel: 07809 221500. Email: mmarkyt@hotmail.co.uk (near Brighton). A276/022



2003 Alfa Romeo 147 GTA. Just turned 70K miles in the classic red with black leather interior. The teledials in stunning shadow chrome help to set the car apart from the crowd, the private number plate is included in the sale. The car has the mandatory Q2 fitted, Autodelta intake, Scorpion stainless steel exhaust, colour coded strut brace and 330mm Brembo brakes. The engine is beautifully detailed and the cambelt and water pump has been done, this car is also in the lower car tax bracket, £8995. Tel: Jamie Porter, 01763 244441. A276/012



Alfa Romeo 156 Sportwagon. Diesel, 2004, 123,000 miles, MOT'd till September 2019. Spare set of Alfa alloy wheels with tyres will come with the car, new radiator, thermostat, EGR valve, boot liner included, £1500. Tel: 07749 522251 (Fife). A276/021



Alfa Romeo 156 GTA V6. In Miro Red with black and light tan upholstery. Reg Oct '02, MOT'd to 06/06/19 and mileage of 113,526, full service history file available and also paperwork covering paintwork, interior, wheels and exhaust, the car is further enhanced with a Bose sound system. The vehicle has been maintained to a very high standard, viewing by appointment, genuine enquires only as the vehicle is being sold due to the sudden passing of its owner. For further info tel: Paul, 07712 777853. Email: paulbuckner7515@gmail.com. A276/014

Alfa Romeo 156 2.0 Twin Spark. 85,000 miles, owned by us since first registered on 5 June 1998, regularly serviced and cared for by Alfa specialist garage. Cosmo blue bodywork, navy velour seats etc, leather steering wheel, bodywork, interior trim, engine, gearbox etc, all in good condition. Recently failed MOT due to rust in sills but could be restoration project or source of parts, £150 or offer. Tel: 07775 851362 (located in Wiltshire). A276/026

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| | <p>1972 Lancia Fulvia 1600HF UK RHD model with incredible history file. New engine, good original car. £34,995</p> | | <p>1968 Alfa Romeo 1750 Spider Factory RHD model in good restored condition: £34,995</p> | <p>1971 Fiat Vignale Gamine Rare RHD in good original order: £24,995</p> | | | |
| | <p>1971 Lancia Fulvia 1.3S Coupe Cromodoros, £5k overhaul just completed, superb! £19,995</p> | | <p>1972 Lancia Fulvia 1.3S Excellent example in a rare colour, much new work: £17,995</p> | | <p>1968 Fiat Dino 2000 coupe Fantastic example, unrepeatable original car: £59,995</p> | | <p>1962 Alfa Romeo Giulietta Sprint Tidy LHD 101 series in azzuro iseo, new interior, only: £29,995</p> |

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ITALIAN CARS FOR SALE CLASSIFIEDS



Alfa Romeo 156 2.4 JTD 20V Ti. 2005, genuine Ti spec, rare 156, only 27 left. Gunmetal Grey, 98,000 miles, owned 7 years, thousands spent, vgc all round. Ti's have unique badging, interior, lower than standard suspension, quicker steering rack and wider wheels, ride is firm, goes round corners like she is on rails, 0-60mph in low 8 second and lots of torque make this a great driver's car. Needs new cam and aux belt/water pump, reflected in the price (can be done for £420), £2495 ono, open to sensible offers, ring for more details. Tel: 07531 136178 (east Devon). A276/054



1999 GTV Lusso 3.2 24v. c80,000 miles, Gunmetal Grey/red leather, once much loved, but now not used for several years due to family. Needs work and tlc, clutch slips if revved hard, needs good service, crack in windscreen, few other bits. Great opportunity to have the best colour combo with the big engine if you have some time to spend, love to see someone get this back on the road, £2500. Tel: Chris, 07796 337839. A276/056



2004 Alfa Romeo GTV 916 3.0 V6 coupe. Cup variant which is number 122 of only 155 limited edition cars in the UK, legendary Busso V6 engine which sounds absolutely fantastic, body is styled by Pininfarina. New cambelt kit just done, Alfa Romeo GT 18-inch jetfin alloys with Pirelli Rosso PZero tyres, I do have the original 17-inch teledial alloys which are in excellent condition and included in the price, Momo half leather seats and Momo steering wheel, Q2 limited slip differential, stainless steel Raggazon exhaust with one silencer, BMC air filter, Powerflex bushes with Koni dampers fitted, Brembo brakes with drilled and grooved front discs, paint recently refreshed, replacement engine was fitted at 146,000 miles, FSH, great condition, £12,000 onvo. Tel: 07411 262957. A276/013



Alfa Romeo GTV 3.0 V6. 2001, Alfa Rosso, stunning GTV 3.0 owned by AROC member last 15 years. New MOT and service, low mileage 87,800, huge history file and FSH, £6500 ono. Tel: 07743 864373 (Devon). A276/058



Alfa Romeo Spider Twin Spark Lusso. Pearlescent blue, 2000, W-reg, 55,000 miles, 2 owners from new, in present ownership for last 15 years, regularly maintained by specialist garage, no expense spared, new hood and clutch, ill health forces sale, £3950. Zender, anti-roll bars fitted from new, breathable cover. Tel: Ian, 01202 744028 or 07740 780905 (Dorset). A276/057



Alfa Romeo Spider Twin Spark Lusso. 1997 2.0L CF1, 78,912 miles, red, black leather, a/c, serviced annually, new parts in my ownership: front wishbones and bearings, rear wishbone bearings, radiator, cambelt, water pump, variator, all drive belts, thermostat, exhaust, new tyres, discs and pads, FSH. MOT 12/11/19, all bills and documents are available + set of original wheels, £2850 ono. Tel: 01302 772140 (South Yorks). A276/009



2004 Alfa Romeo 916 Spider. Silver, bodywork in very good condition, less than 49,000 miles, good service history with invoices, all the usual refinements including electric hood. MOT till January 2019, £5500 ono, can be seen in Parkgate Cheshire, or Birkenhead. Tel: Alan, 07867 617839. A276/055

FERRARI



2002 Ferrari 360 Spider. Manual in Grigio Alloy with crema leather piped with blue seats, blue leather dashboard and crema roll hoops giving a striking alternative to the more common red! £6000 extras when new, document pack, keys, fitted Ferrari car cover etc are with the car, always garaged and summer use only – no track day use. In my care for 13 years. £70,000, 3 years with full Ferrari dealer history every year, belts changed this year. Email: davidrhall47@icloud.com (Northamptonshire). A276/059

Ferrari Mondial 3.4T Cabriolet. 40K miles and full Ferrari service history, very original car, all handbooks, keys and tools present, £52,950. Tel: 07816 310683. A276/027

Ferrari 308 GT4. Very early GT4 registered 1/1/75 to Toleman Ltd, was originally metallic Viola which I believe maybe unique in a UK RHD car, now red. Cloth interior, comes with the incredibly rare leather Dino wallet and service book, needs complete and total restoration but could be an amazing project, 95% complete, £25K. Tel: Nick Record, 07836 573204. A276/028



Ferrari 308GTS QV. Very rare Azzurro metallic blue Ferrari 308 GTS QV with contrasting Crème leather c/w blue piping. Huge history file going right back to the original order made with Ferrari, including front and rear spoilers, air conditioning, toolkit, service book and manuals. Last service included new belts, etc in March 2018, long-term FOC member, inspection and/or demonstration can be arranged. Email: ccashopping@icloud.com. A276/062



Ferrari 328 GTS. 1987, 21K mls, Rosso Red and Crema, with a/c and colour coded roof aerofoil, I bought this from a main dealer approx 1990. Excellent service history, just had a major belt service and complete suspension and brake refurbishment, all invoices and MOTs present, original jack, tools, leather service wallet pack and map-reading lamp. Original NCT spare tyre has never been used, 328 private number subject to negotiation, in impeccable condition, totally standard and unmolested, £99,995. Tel: 07801 659093. A276/073



Ferrari 360 Modena. Rosso Corsa with Crema leather, F1 gearbox, 2000/W, RHD, 41,500 miles. Excellent condition inside and out with full service history, new brake discs and pads front and rear, new cambelts and Hill Engineering tensioners. Challenge rear grille and front grilles, 6 CD changer, original books and manuals in leather pouch, Ferrari tool kit, 2 keys, 3 alarm fobs. Owned past 8 years, always garaged, £69,950. Tel: 0844 3302026. Email: rossocrema@outlook.com (London). A276/060



Ferrari 458 Spider. Purchased from Meridien Modena in Feb 2018, 3250 miles, one previous owner, Ferrari power warranty to Feb 2020, free servicing to Aug 2020, recently MOT'd and serviced, all stamps present. Perfect specification, Corsa Red, red carpets, black carbon sports seats, carbon driver zone, centre console, carbon kick plates and carbon rear tailgate, grey alloys with yellow calipers. This is a reluctant sale with genuine reasons to pass on this wonderful machine, £194,995 ono, strictly no canvassers. Email: charlysparrow1@hotmail.com. A276/063

1987 Ferrari 328 GTB race car. Campaigned in the Ferrari Owners' Club Classic race series over the years as a front running car, this is a very well known car, modified to group 4 specification, for more information please contact Robert, 07802 638618. A276/029

Ferrari 348TB. LHD, 1993, 38,500km, Rosso with tan, one previous owner, full history, belts 2016, just serviced October '18, always garaged and used by me in the south of France, now in UK, needs to be seen, really is superb, call or whatsapp, £45,750. Tel: 07768 028400. Email: briantdavies@aol.com for full update and full photo specification (FOClub member). A276/030



Ferrari 328 GTS. 1989, Rosso/Crema, 56,830 miles, FSH, original tools, books etc, stunning perfect car, welcome to any test or inspection. Recent service and new MOT, this car is as good as it's going to get! Email: prsche@msn.com for more pics and info, or phone FOC member Anthony, 07779 726845. A276/061

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FIAT

Fiat Abarth 1.4 M/A T-Jet Competizione. Reg 27/11/18, 8000 miles, Abarth Red, paddle shift, Supersport wheels, Celtic tuning, 205bhp, 210lb/ft (0-60 5.5 sec, 150mph est), auto/manual, recent service, immaculate condition, £17,000. Tel: 01668 283462 (Northumberland). A276/064



Fiat 130 Coupe. Rare manual ZF gearbox model, one of just 900 hand built by Pininfarina at their Cambiano facility from the total production of 4,491 cars. Original Bianco paint, and orange velour interior, paint is excellent, the interior is good with the exception of the front seats which show some wear and would benefit from some attention (I have been quoted £600 to repair both front seats), there are a set of tailored seat covers on the front seats, so the interior does look very acceptable. Vehicle is showing an indicated 35,000 kms from new with 2 Italian and 2 UK owners, full 12 months' MOT and registered as Historic Vehicle, so road fund licence is free. These cars, especially the rare ZF manual versions, are being talked up by journalists such as Quentin Willson, who feel that they will increase in value rapidly in the future. A comfortable and sure footed mile eater that looks great and should handsomely repay your investment, £10,950 or offers, would part exchange anything, ancient or modern, cash either way. Tel: 07831 290806. Email: brian1boxall@btinternet.com. A276/001



1995 Fiat Coupe 16V N/A. 81,500 miles, long MOT to 15.08.19, cambelt and tensioners replaced August 2014 at 72,000 miles, exhaust replaced from the cat in August 2014, exhaust front downpipe replaced in August 2017, recent two front Dunlop tyres, cloth interior in good condition, history file, drives very well, call for further details, £750. Tel: 07854 932595 (Orpington area). A276/065

Fiat Uno 45S. Black, 1984, 140,000 miles, price: open to offers, one owner car, in need of MOT and more TLC, phone for details. Tel: 07710 486059 or 01992 465304 or 01992 476300 (Herts). A276/007



LANCIA

Lancia Kappa Coupe. 1999, 88,550 miles (142,426km), 2.44cc 5cyl with VIS. As featured in the December issue of this magazine. Two owners from new, the first was a Lancia main dealer in Karlsruhe, Germany, who kept it for his own use until I bought it in 2012. The car is in very good condition with Poltrona Frau leather, auto climate control, heated and electric seats, stereo radio with 6CD changer. Cam belt changed at 58,500 miles. MOT until April 2019. The car is quite rare, as not many were built. A car in similar top condition in Germany would fetch about 11,000 euros. The insured value is £7500 and would be increased at next renewal. The current registration is T450 SAA. I am looking for offers around £7600. Tel: 07739 897477 or 01962 715817 (Winchester). A276/006

MASERATI



Maserati 4200 Spyder. Available now, a beautiful 4200 Spyder maintained throughout my ownership by McGrath, exterior and interior professionally detailed and sealed for life (no more polishing!), garaged with 78,000 miles. Well known car in the club and cherished for the last decade by former Trident editor, great opportunity to acquire a fully sorted and very pretty car, £18,250. Tel: 01406 490087. Email: geoff.lancaster@btinternet.com. A276/004



2007 Maserati Quattroporte 4.2 Sport GT ZF auto. As owned by *Auto Italia* editor, Chris Rees, and featured in this magazine (June 2017). 400hp V8 engine with ZF six-speed paddle-shift auto - much nicer to drive than the Duo Select transmission and more reliable. Dark grey with red-and-black duo-tone leather upholstery. Full spec including 'Sport' driving mode, front and rear climate control, sat nav, Bose audio, CD changer, electric rear sun blind, Xenon lights, cruise, parking sensors, heated seats, 20-inch alloys, piano black trim. Private plate 'V88 MSR' included. Fully stamped service book. New battery, two new Michelin Pilot Sport rear tyres. Excellent condition inside and out, 46,350 miles, MOT to November 2019, £16,900. Tel: 07721 913282. Email: chrisrees@auto-italia.net. A276/070

Marchal spotlights. Pair of spotlights, believed ex California Spyder, £650, contact John Lewis for photos and spec. Email: jl@dymock.biz. A276/032

365GT2+2 parts. 365GT2+2 plastic perspex headlight covers, £500; handbrake cable, £150; and oil filter, £10. Tel: 07836 239377 (Haslemere). A276/033

Alfa Romeo GTV 916 speedo and rev counter console, black, good working order, £50 ono. Tel: 01564 772714 (West Midlands). A276/034

Ferrari 612 rear exhaust. Rear exhaust system for sale, £500. Tel: 07836 239377 (Haslemere). A276/035

Ferrari F430 Spider exhausts and headers. I have replaced the exhaust and headers on my F430 Spider and these parts are available for purchase. Car had done around 20K on the exhausts and as far as I know the headers are the Mk1s which were fine and were replaced because I wanted the louder sound of the aftermarket ones. Available for collection from Bromsgrove, any questions please ask, open to sensible offers. Email: johnjstewart1@icloud.com (West Midlands). A276/036

Fiat Stilo Abarth parts. Rear hatch with glass and spoiler, set of wheels, side skirts, rear lights, mirrors and parcel shelf, £150 job lot. Tel: 07541 310419. A276/037

Ferrari 348 genuine rear window seal. New boxed 348 rear window seal, I am told these are over £400 and no longer available, £150. Tel: 07787 52813. A276/038

PARTS

Ferrari 355 wheels. 1 set of genuine Speedline wheels to fit a Ferrari 355 for sale, with Pirelli P Rosso tyres, 295/680/18 and 235/645/18, all in good condition, £2700. Tel: Robert, 07802 638618. A276/031



330/365 Borrani alloy wheel. Ferrari 330/365 Borrani alloy wheel with new tyre, £500. Tel: 07836 239377 (Haslemere). A276/067

MISCELLANEOUS



Genuine Ferrari 458 indoor car cover. Email: alistairbeverley@yahoo.co.uk. A276/069

Alfa Romeo Alfetta Haynes workshop manual, all models 1973-1981, clean condition, £10 ono. Tel: 01564 772714 (West Midlands). A276/039
Ferrari F430 Coupe custom indoor cover. Complete with storage bag, this cover has never been used. Soft liner to protect paintwork, breathable fabric, originally purchased from Classic Additions. Colour red with yellow piping and yellow mirror pockets, Ferrari badge on bonnet, £250. Email: oliversathome2@tiscali.co.uk. A276/040
Enzo magazine issue 1. Brand new. Email: jj1231234@hotmail.com. A276/041

Ferrari 458 Spider luggage. Full set in very new condition, sensible offers considered. Email: jeremyhale@sky.com. A276/042
Meguiars G220 polishing machine. No longer needed and still boxed and very light use. With some pads - some are new and unused, plus a range of chemicals for polishing, all included, £100 collected from SW London. Email: johnjstewart1@icloud.com. A276/043
'250M'. Registration for sale, Ferrari member. Email: mark@lavenderinvestments.co.uk. A276/044



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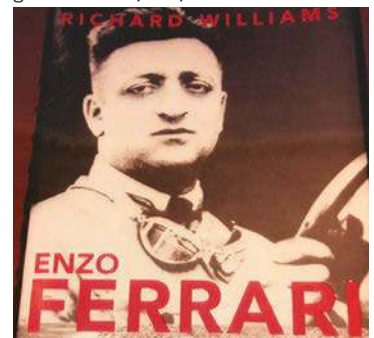
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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

GIO PONTI'S 'LINEA DIAMANTE'

65 YEARS IN THE MAKING, GIO PONTI'S ADVANCED SALOON WAS, IN 1953, THE RIGHT IDEA AT THE WRONG TIME. IT'S FINALLY BEEN BUILT - AND IT WAS WORTH THE WAIT

Story by Gary Axon



The gestation period for a new car transitioning from concept to production reality can often be a painfully slow and arduous one. Italy has had its fair share of long-lead production waits, including the Lamborghini Countach and current Fiat 500, both of which appeared in production form three years after their initial concepts were first shown to test the water and whet the public's appetite.

But the record for a car being conceived to finally being built must go to the 'Linea Diamante'. This was first revealed in 1953, but only became a physical reality 65 years later, in 2018.

The Linea Diamante (Diamond Line) was created by the influential Italian architect and industrial designer, Giò Ponti (1891-1979), the creator of the iconic 32-storey Pirelli Tower in Milan - acknowledged as one of the world's most 'elegant'

skyscrapers - and the famous Superleggera chair. He was also the co-founder of the respected design and architecture magazine Domus in 1928.

A key reason why it took 65 years to for Ponti's Linea Diamante pass from a forward-thinking paper-only prototype to a full scale vehicle - it debuted at the recent Grand Basel car exhibition in Switzerland - was that his 1953 vision was simply too advanced and radical for its time.

In an era when car design was characterised by large, swollen shapes, small windows and dark, claustrophobic interiors (the contemporary bulbous Fiat 1400 and Standard Vanguard, for instance), the sharp-edged Linea Diamante began with an aerodynamic teardrop shape and soon

developed into the more angular and futuristic Diamond Line with flat-form body panels and a generous glass area to flood the cabin with light.

The car's dimensions allowed a generously-proportioned interior and a spacious, pioneering 'hatchback' boot. Its profile was perhaps mimicked by Pininfarina's influential BMC 1800-based Aerodinamica concept almost 15 years later, a car that sired the Citroen GS and CX. Ponti also added innovated all-round rubber bumpers, in collaboration with the Pirelli tyre company, just like the early Fiat Panda, with spring-mounted 'buffers' front and rear.

Ponti's original drawings and 1:10 scale models show that he'd planned his Linea Diamante to be built on an Alfa Romeo 1900 Berlina chassis. He sought a production partnership with Milan-based Carrozzeria Touring, which was

rebuffed, so then turned to Fiat for production of a subcompact model, which was also refused.

65 years on, this fascinating car was finally brought to life for the inaugural 2018 Grand Basel, with a full-sized model created by a team of experts, led by FCA Heritage director and father of the current Fiat 500, Roberto Giolito. He collaborated with Pirelli and Editoriale Domus, reflecting their historic connections with Giò Ponti's far-sighted concept. Pirelli even provided period early 1950s tyres to the correct Alfa Romeo 1900 specification as a fitting tribute to this remarkably advanced car.

If Ponti's 'right idea at the wrong time' automotive vision had been accepted and built in the early 1950s, imagine what the cars we are driving today might have looked like...



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