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





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If you're into your Alfas, you will of course know the name 'Busso'. The magic 'B' word refers to the glorious V6 engine family that the genius of an engineer, Giuseppe Busso, created for Alfa Romeo in the 1970s. Alfa has always had a special thing for six-cylinder engines, something that continues today in the fabulous V6s that power the Giulia QV and Stelvio QV.

But it's the much rarer eight-cylinder engines from Alfa that we're celebrating this month. As well as the more familiar '6C' (six-cylinder) powerplants, Alfa's '8C' eights powered some of the most extraordinary cars in the company's history.

Pre-war, eight-cylinder Alfas triumphed at Le Mans, in many Grands Prix and at the Mille Miglia. Post-war, eight-cylinder Alfas returned with the amazing 33 – winner of the 24 Hours of Daytona – and the Montreal. And of course, in the last decade we had the 8C Competizione.

Now Alfa has announced that it's returning with the 8C badge in a new mid-engined supercar. But it's unlikely to be a V8. Instead, it's set to be a V6 turbo with additional electric motors. Purists may bemoan the loss of eight cylinders, but I think the 8C badge is entirely justified. After all, this is an Alfa that will boast at least 700hp – more than any Alfa V8 has ever had – and benefit from four-wheel drive thanks to its hybrid powertrain.

And make no mistake, hybrids is very much where the market is at right now. Managers in the Italian car industry have been holding off making hybrids until the market settled; well, it has very definitely settled, and if you don't have hybrids to sell over the next few years, frankly it's curtains. Having driven some incredible hybrid-powered machinery recently, even V8 lovers should discover solace. Roll on the new 8C.

**Chris Rees**  
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# ITALIAN CAR NEWS



## HURACÁN EVO STEPS UP

Lamborghini's updated 2019 Huracán – dubbed Evo – gets updated aerodynamics, more power, a sharper chassis and modernised infotainment.

Most obvious are the new front bumper with larger air intakes and an integrated splitter; new body side intakes; a full-width rear intake with new twin exhaust outlets positioned higher up; and an integrated rear spoiler. A more aerodynamic underbody is also adopted.

The standard engine is now the 640hp V10 from the Huracán Performante, up 30hp on before. With 600Nm of torque, the Evo will do 0-62mph in 2.9sec (faster by 0.3sec) and 0-124mph in 9.0sec, while the top speed is

unchanged at 201mph.

The chassis has a new control system called Lamborghini Dinamica Veicolo Integrata (LDVI). Sensors monitor acceleration, roll, pitch and yaw to predict driver behaviour. New magnetorheological adaptive dampers are fitted, too, while revised torque vectoring for the 4x4 system allows traction to be directed through any of the four wheels. More responsive steering has also been fitted.

Inside, the Evo gets a new 8.4-inch centre console touchscreen, controlling such things as climate control and the audio system (also with Apple CarPlay), while a better voice command system is borrowed from the Aventador. Optional extras now include new

wheels and colours, lightweight cabin parts, fresh upholstery and new styling packs.

Deliveries of the new Huracán Evo begin in spring 2019, priced at £165,256 plus taxes. The Huracán Spyder is also expected to migrate to Evo spec this year.



### SANT'AGATA SALES BOOM

Lamborghini increased sales dramatically worldwide in 2018. Production was up by 51% from 3815 units to 5750. Most of the increase was accounted for by the new Urus SUV, 1761 examples of which were delivered in 2018, but the Huracán and Aventador both increased volumes too. All regions recorded new records, with the USA remaining the largest single market (1595 sales); in second place was the UK with 636 sales.



## ITALIAN SALES DIP

The 2018 Italian new car market was down overall on 2017. With 1,910,025 cars sold, it marked a drop of 3.1% year on year. The FCA Group was still easily the biggest selling group in Italy, with a 26% market share, although that's down on 2017. Fiat sold 323,342 cars in Italy in 2018, 19.7% down on 2017. Lancia sold 48,557, some 19.5% fewer. Alfa Romeo was also 4.9% down at 43,112 sales, with Maserati 5.4% off 2017's figure at 2762 sales.

FCA's big winner was Jeep, which recorded a very buoyant year at 84,535 sales, up a remarkable 70.8%. Ferrari was also up 16% at 399 sales.

Once again, the Fiat Panda was the biggest single seller by a huge margin. The Top 10 best selling FCA Group cars in Italy in 2018 were:

FIAT PANDA	124,266	-14.9%
FIAT 500X	49,931	+9.0%
LANCIA YPSILON	48,555	-19.5%
JEEP RENEGADE	41,960	+11.5%
FIAT TIPO	40,337	-28.0%
FIAT 500	39,885	-26.1%
JEEP COMPASS	38,900	+407.2%
FIAT 500L	34,064	-26.7%
FIAT PUNTO	21,302	-42.8%
ALFA ROMEO GIULIETTA	17,188	-17.8%

FCA remains strong in worldwide markets. It's number three in Brazil (14% market share) and number four in the USA (13% share), Argentina (12%) and Europe (7%).



## ABARTH'S SALES RECORD

In a tough year for almost every car brand in the UK market, Abarth has recorded its best ever sales in 2018. In a national market down by 6.8% compared to 2017, Abarth bucked trends by scoring a remarkable boost in UK registrations of 26.8%. The 5631 units sold were mostly the 595/695 range. The UK remained the best-selling Abarth market in Europe for the second year running.

In contrast, Fiat's UK sales were down 19.84%, to 35,652 units. An ageing range and no supermini in the Fiat range were both factors in the downturn. The next new Fiat launch is believed to be the all-new Fiat 500, due in early 2020.

Alfa Romeo's UK sales were also down, by 16.73% to 4161 cars. Despite the presence of the Stelvio and Giulia in its range, the volume-selling MiTo was axed in 2018. Alfa is set to bring new hybrid models and SUVs to market in the near future.

Maserati registered 1297 cars in 2018, a decline of 23.71%. The presence of the Levante SUV has been good for the company but new hybrid models are expected to boost sales.



## RARE FERRARIS HEAD TO PARIS



An ultra-rare Ferrari F40 LM is headlining RM Sotheby's Rétromobile auction in Paris. The 1987 F40 LM (Le Mans) took the legendary F40 to new extremes, with more aggressive bodywork, huge front and rear wings, larger brake discs and callipers, uprated suspension, a race-spec gearbox and a stripped-out interior with digital dash.

Chassis 74045 was originally used as a prototype for the regular F40 and then converted to LM specification by Michelotto in 1992. Michel Ferté finished 12th in this car at the 1995 24 Hours of

Le Mans. The car was then upgraded with a wider rear wing and enjoyed success in the BPR Global GT Series. In Le Mans livery – French Blue with Pilot decals – it's estimated to sell for between £4 million and £5 million.

Another star Ferrari at the auction on 6 February 2019 is the one-off 2011 Ferrari SP30. Built by Ferrari's Special Projects division, the SP30 is based on a 599 GTO but with unique bodywork, 599 XX-style rear details and 458 Italia headlights. It's the very first time a Ferrari Special Projects car has been offered publicly for purchase.



## FIAT 124 SPIDER AXED

Fiat has discontinued its 124 Spider sports car in the UK after only two years on sale. The reason why British buyers can no longer order a new one has not been given but it's thought that emissions laws are the culprit. However, Abarth is continuing to offer its version of the 124 in both convertible and GT hardtop forms.



## SCHUMACHER TRIBUTE AT MARANELLO

The Ferrari Museum at Maranello is dedicating a special exhibition to Michael Schumacher. Opened on his 50th birthday on 3 January 2019, it celebrates the most successful Ferrari F1 driver of all time. Racing for the Ferrari team between 1996 and 2006, the German driver won five consecutive F1 titles (2000 to 2004) and made a major contribution to the Scuderia's haul of six manufacturers' titles.

The exhibition showcases not only Michael's F1 seasons but also his contribution to the development of Ferrari road cars, as a driver and consultant. The 'Michael 50' exhibition is in collaboration with the Keep Fighting Foundation, and runs alongside the 'Driven by Enzo' and 'Passion and Legend' shows at the Maranello Museum.



## MONACO FERRARI EXHIBITION

The Prince of Monaco's car collection is hosting a unique exhibition of Ferrari vehicles. Around 50 of the most iconic Ferrari competition and sports cars have been brought together in Monte Carlo. Foremost among these are the 246 SP (1961), 250 GTO (1962), 250 LM (1965), 512 S (from the film *Le Mans* starring Steve McQueen), Nigel Mansell's 1989 F1 car, F40, Enzo and LaFerrari Aperta. The exhibition runs until 15 March 2019.



## FERRARI ART COLLECTION

An important new series of artworks called *Ferrari in Art - The Sporting Legacy* has been unveiled. Celebrating the Ferrari marque, the new artworks are by UK-born Formula 1 artist, Mark Dickens.

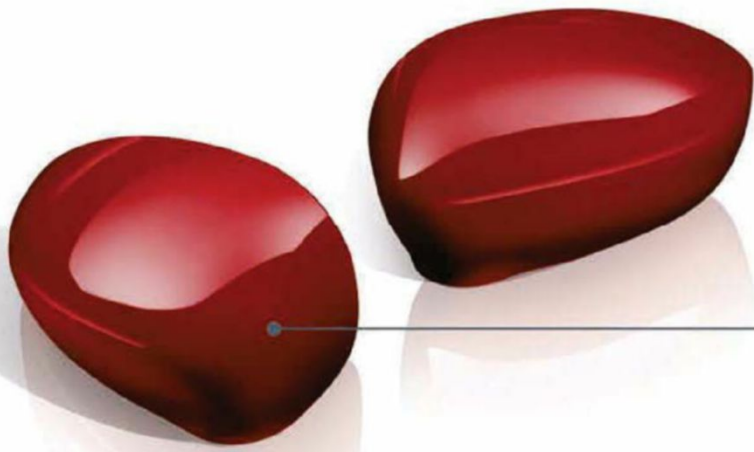
Collaborator Keith Sutton tracked down as many influential individuals associated with Ferrari as he could, asking each to express what Ferrari means to them. Over 125 handwritten quotes were obtained and have been transferred on to 25 pieces of artwork by Dickens.

Among the contributors are such famous names as Piero Ferrari, Nigel Mansell, Fernando Alonso, Jackie Stewart, Felipe Massa, Jean Alesi, Mario Andretti, Enzo Fittipaldi, Gerhard Berger, Rubens Barrichello, Dario Franchitti, Derek Bell, Murray Walker, Nick Mason, Martin Brundle, Gordon Ramsay, Tommy Hilfiger, Cesare Fiorio and many more.

A special exhibition of the 25 paintings was launched at the Royal Automobile Club Pall Mall clubhouse on 5 February, although whether there will be a public display in the future has yet to be decided. The artworks are up for sale as a collection, while a limited edition box set of 25 prints will be donated to Sir Jackie Stewart's charity, Race Against Dementia.







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## GANDINI CELEBRATED

Turin's National Automobile Museum is dedicating an exhibition to designer Marcello Gandini. From 1966 to 1980, Gandini was chief designer at Bertone, for whom he styled the Alfa Romeo 33 Carabo (1968), Stratos Zero (1970), Lamborghini Miura (1966) and Countach (1974), Fiat X1/9 (1972) and Citroën BX (1982). Called *Marcello Gandini, Hidden Genius*, the show runs until 26 May 2019.

**Marcello Gandini**  
GENIO NASCOSTO



## FIAT 500: NEW YORK ART ICON

The Fiat 500 is has been recognised by The Museum of Modern Art (MoMA) in New York. Last year the museum acquired a Fiat 500, which goes on public display as a highlight of *The Value of Good Design* exhibition. The model on display will be a 500 F, the most popular 500 of all, produced from 1965 to 1972. The exhibition runs from 10 February to 27 May 2019.



## NERO'S LAIRY LAMBOS

Milton Keynes-based Nero Design launched two upgraded Lamborghinis at the recent Performance and Tuning Car Show at Birmingham's NEC. Its modified Urus has a power boost to 800hp, new exhaust, carbonfibre body parts (upper wing, rear diffuser wheelarch extensions, front bumper apron) and forged wheels ranging up to a monster 24 inches in diameter. Nero also showed its modified Lamborghini Aventador S, with both cars wrapped in chrome turquoise by customiser Yiannimize.



## 'ANNIVERSARIO REUNIONE': REPORT

New Zealand enthusiasts of the Fiat 124 Coupe and Spider have held a rally in Raumati on the Kapiti Coast to celebrate the models. Neale Batchelor reports: "I drove from Whangarei to Taupo in my 1974 Fiat 124 CC, and the following day continued to Raumati. We travelled in convoy to Southwards Car Museum, where we spent the evening and looked through the museum. On display at the Show and Shine at the museum were 29 Fiat 124 Spiders and Coupes, plus a few other cars from the Wellington Fiat Club, including a 128, 125, new 500, Tipo 16V and Coupe. Included among the Spiders were two new Abarths and a 2.0-litre converted to Volumex

specification. One of the Spiders is regularly seen competing in Targa New Zealand. The coupes included several ACs, BCs and CCs.

"After the Show we then travelled to Tirohana Winery in Martinborough via Paekakariki Hill and Akatarua Hill and Valley for lunch. Saturday evening was a dinner beside Raumati Beach, where I won a prize for travelling the furthest to get to the event. One of the participants was the man who restored my car, which ran effortlessly after all the work that has recently been done to it. Despite being 44 years old, my 124 is still a fantastic car to do a long trip in. Planning is now underway to do it again in 2020, this time in Nelson."



## OWL SUPERCAR WILL BE 'MADE IN ITALY'

It has been confirmed that the Aspark Owl, a new Japanese-funded supercar, will be made in Italy. Manifattura Automobili Torino (MAT), based in Turin, is the development and manufacturing partner for the project. MAT – which also makes the New Stratos – will develop the fully electric supercar, and build it in a bespoke factory. MAT says the Owl is, "conceived, designed and engineered to be the fastest-accelerating fully electric hypercar". Acceleration from 0-62mph in under 1.9 seconds is the target. Only 50 cars are to be produced, with the first customer deliveries expected in April 2020.



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# AUTOSPORT INTERNATIONAL NEC BIRMINGHAM

Story by Mike Rysiecki

Photos by Leigh Jones

**F**errari confirmed two new race car activities for 2019 at Autosport International in January. The Ferrari Challenge UK series will consist of eight races at four British circuits (see right). Racing is open to Ferrari 488 Challenge cars, and racers need only an 'A' National licence, making it more accessible than other Ferrari Challenge series (which require an International C Licence). The series will be hosted from Silverstone where Amato Ferrari and Matt Griffin of AF Corse will provide full car preparation and race weekend services from a new dedicated UK facility. The UK events will include support races from the Trofeo Pirelli classic along with circuit and paddock displays.

Separately, Ferrari's 'Club Competizioni GT' presents a non-racing opportunity for owners of competition cars from 1989 to 2018 to drive them on racing circuits, with the support of the Ferrari factory, including tuition. The 2019 calendar

consists of events at Mugello, Indianapolis, Fuji and Vallelunga. It's open to the F40 Competizione, 348 GTC/LM, F50 GT, 360 GT, 575 GTC, F430 GT/GT3, 458 Italia GT/GT3 and 488 GTE/GT3.

While the impressive Ferrari stand provided the focal point for Italian car enthusiasts attending the 2019 season-opening show at the NEC, Alfa Romeo and Ferrari racing cars were well represented in many other categories of the Racing Car Show.

In the Performance and Tuning Car 'show-within-a-show', Italian sporting favourites included auction, historic and supercar displays. Specialists like the Performance Company and Yanimize reached new extremes in widening Lamborghini wheelarches and shrink-wrapping celebrity creations.



## Ferrari Challenge UK dates

**25 April - Brands Hatch Prologue**

**18-19 May - Brands Hatch**

**22-23 June - Snetterton**

**20-21 July - Croft**

**21-22 Sept - Silverstone**





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# SEARING HEAT

Lamborghini's 'Performante' adds lightweight carbon, 30hp more power and some very clever aerodynamics. We drive the new roof-off Spyder and weather an onslaught on our senses

Story by Chris Rees  
Photography by Michael Ward

*Performante*







Ever since I first drove a Huracán two years ago, I've been a bit besotted by it. No other car has anything like the sense of occasion the Lambo delivers. Everything from the hinged cover protecting the nuclear-red starter button to the raw energy of its non-turbo V10 engine screams 'extreme'.

Now I'm about to experience the most extreme Huracán Lamborghini makes: the Performante. But not just the 'ordinary' Performante Coupe, since Lamborghini has lifted the lid – literally – on a new open-topped Spyder model. And in true Sant'Agata style, it's not lacking in the retina-searing colour department. You need serious shades if you're going anywhere near the 'Giallo Inti' pearl yellow paint, set off by Narvi bronze alloy wheels. Oh, and the green-white-red

Italian flag motifs on the lower part of the doors, signifying your choice of Performante, are anything but shy and retiring.

One further clue is the huge rear wing. This forms merely one component of the clever ALA (Aerodinamica Lamborghini Attiva) system, which consists of moving internal flaps in the front and rear spoilers that massively increase downforce. The rear one is particularly clever, as it has hollow struts and opening holes in the wing to channel air and reduce drag, via tiny electric motors that react instantaneously. Not only is downforce boosted, but ALA can also alter side-to-side downforce to increase traction through corners.

Of course, you as a driver have no idea this is happening. All you know is that there's an absurd amount of grip. I suspect that it's

really only on a very high-speed track that the differences might be discernible. My test included a short blast at our go kart-like private test facility, where the Performante Spyder was blisteringly quick, reaching three-figure speeds along the short straight – very few cars are capable of that. It also proved supremely well planted through low-speed corners, even when provoked by throttle action. It always feels like it could demolish pretty much anything around a track. And let's not forget that the coupe version of this car completed a lap of the Nürburgring in 6min 52.01sec.

Partly this is down to weight-saving; the Performante is 35kg lighter than the regular Spyder. It's also down to the extra power: at 640hp, it has 30hp more than the 'base' Huracán, courtesy of an awful lot of







under-bonnet re-engineering work. The raw performance figures are impressive: the Spyder's top speed matches that of the Coupe at 202mph (watch that toupee, campers), and while its 0-62mph time of 3.1 seconds is 0.2 slower than the fixed-roof car, at no point do you ever think, "this feels a bit sluggish".

But the main test of a car like this is always going to be on the road. Climbing

hardtops – which is a good thing in my book. It's good old-fashioned canvas, raised and lowered by electric buttonry, and swallowed under the rear deck area in less than 20 seconds. The presence of chunky rollover hoops behind each seat diminishes slightly the fully open experience, but it's so much more satisfying than the glorified sunroof systems of some rivals. Visibility is decent by supercar standards, even with the roof

“ Searing sweetness, exuberant exhaust notes; a crackling cacophony of high-rev splendour ”

aboard, the view is unmistakably Lamborghini, particularly the hexagonal theme for the air vents, switchgear and steering wheel boss. What makes the Performante cabin really stand out is the 'Forged Composites' carbonfibre treatment. There's been a lot of controversy about this; unlike the gloss carbon exterior parts, the interior has a patterned matt surface finish that looks halfway between a kitchen top and wrapping paper. Whether you're a fan or not, there's no denying it's unique.

The seats, dashboard and door panels are covered in Alcantara. Our car was fitted with uncompromising carbon race-type seats. The one-piece carbon construction means very little adjustability, so long-distance journeys can be a challenge. Thankfully a 'comfort' option with more adjustability and padding is on offer, which I'd recommend for road use. But on a twisty track, the race option bumholders do keep you in place like nothing else.

What of the convertible roof? This is not one of these fashionable retractable

down. One small demerit: the roof mechanism means that the ostentatious transparent engine cover of the Coupe is lost – the Spyder's V10 is hidden away, which is a shame. In fact, flip up the engine cover and all you can see are dull-looking fluid filling flaps.

No question, the main reason to choose a Spyder over a Coupe is the aural experience with the roof off. I deliberately took a detour to include a long tunnel en route to our photo shoot, simply so that I could take the engine to peak revs and revel in the glory of the V10's soundtrack. What a symphony of sound it is: searing sweetness; exuberant exhaust notes; a crackling cacophony of high-rev splendour. In default Strada mode, the noise is merely loud, but when you switch to Sport or Corsa, the exhaust baffles flatten and reach apocalyptically brutal levels.

The fact that the 5.2-litre V10 remains naturally aspirated in an era of wall-to-wall turbos is what makes this engine special. Yes, it may lack something in mid-range wallop





# LAMBORGHINI HURACÁN PERFORMANTE SPYDER



*Hollow rear spoiler lets air in and out to boost downforce. Unusual carbon cabin trim splits opinion*





## TECHNICAL SPECIFICATIONS

### LAMBORGHINI HURACÁN PERFORMANTE SPYDER

ENGINE:	5204cc V10-cylinder
BORE X STROKE:	84.5mm x 92.8mm
COMPRESSION RATIO:	12.7:1
POWER:	640hp @ 8000rpm
TORQUE:	600Nm (443lb ft) @ 6500rpm
TRANSMISSION:	7-speed LDF dual-clutch transmission, four-wheel drive
BRAKES:	Carbon-ceramic discs, 380 x 38mm (front), 356 x 32mm (rear)
TYRES:	245/30 R20 (front), 305/30 R20 (rear)
DIMENSIONS:	4506mm (L), 1924mm (W), 1180mm (H)
WEIGHT:	1507kg
FUEL CONSUMPTION:	20.2mpg
CO <sub>2</sub> :	320g/km
MAX SPEED:	202mph
0-62MPH:	3.1 seconds
PRICE:	£238,000



compared to a turbo lump, but there's no substitute for what is a razor-sharp throttle response and the scintillating feeling of revving the engine to its 8500rpm max.

A word about the gearbox. The seven-speed dual-clutch transmission is even faster-shifting than the regular Huracán's, and very, very sharp in Corsa mode; in other modes, it's smoother, but at no point does it ever feel tricky to use. That said, I found myself using the steering wheel paddles to change manually almost all of the time, I must admit.

So what about handling? As far as I could discern, the loss of roofing material makes hardly a jot of difference to rigidity; only if you career headlong into a pothole might you notice any shudder. The Performante is not rear-wheel drive as some versions of the Huracán are, but fully four-wheel drive. The 4x4 system and bespoke 245/30 and 305/30 ZR20 Pirelli Corsa tyres certainly deal with everything you throw at it, with utter disdain – the sheer mechanical grip is immense. In extremis, you can definitely feel the chassis helping you out, but switching to Corsa mode gives you more of a sense of 'reality', and more of a sense that you're controlling things yourself.

Optional magneto-rheological adaptive dampers use magnetic filings to stiffen or soften them according to road conditions, driving dynamics and selected mode. Our car was also fitted with the optional front lifting system, which can raise the front axle by 45mm at the touch of a button and remains up at speeds as high as 45mph – very handy for sleeping policemen.

Meanwhile the electro-mechanical steering is brilliantly easy and intuitive. Optional Dynamic Steering changes the steering ratio continuously according to the car's dynamics, varying from ultra-direct at low speeds and through corners, to more indirect at motorway speeds.

As for the carbon-ceramic brakes, like most such set-ups they need a little warming up to deliver their best, but once up to temperature, they're absolutely phenomenal.

### VERDICT

Everyone here at *Auto Italia* is of one mind in preferring the Huracán to the Aventador, on public roads at least; its more compact dimensions make it so much more wieldy and its gearbox is way better than the V12 Aventador's single-clutch 'box. And the Performante is undoubtedly the Huracán to

have: ultra-focused and with all the right kit.

It's the ultimate Lamborghini in our books. As to whether you choose Coupe or Spyder, that's a more personal choice. You do have to factor in weight – at 1507kg, the roofless Huracán is 125kg heavier than the Coupe – as well as price, since the Spyder costs £23k more than the fixed-roof car. For me, the Coupe is the one I'd own; but on the right stretch of road, with the top down and the awesome sound scintillating your eardrums, I'd understand anyone who opted for Spyder. 🇮🇹





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# ENTRY POINT

There's a new entry level in Maserati's Levante range: a 350hp V6 petrol. Does it live up to the Trident badge?

Story by Chris Rees  
Images by Jed Leicester



**M**aserati's model year refresh for the MY2019 Levante – on which we first reported in the October 2018 issue of *Auto Italia* – is hardly a major one. You'd be hard-pressed to spot the fresh wheels, new gearknob or mildly upgraded touchscreen. But there's one very big difference: a completely new version of the Ferrari-built 3.0-litre V6 twin-turbo engine.

This is the first time we've been able to drive the new 350hp petrol V6. In this anti-diesel age, it's a potentially big deal. Diesel is officially on its way out at Maserati, but oil-burners still account for around two-thirds of Levante sales in the UK. The 350hp petrol could well change all that.

The new entry-level 350hp petrol V6 is taken directly

from the Ghibli. On paper, it's very nearly as fast as the other petrol-powered Levante, the 430hp 'S', being capable of reaching 62mph from rest in 6.0 seconds and topping out at 156mph.

The entry-level Levante 350hp starts at £61,425. That's slightly above the £58,315 charged for the 275hp Levante Diesel but significantly below the £72,525 for the 430hp Levante S. Its CO<sub>2</sub> emissions of 273g/km and fuel consumption of 23.9mpg aren't much different to the 430hp 'S' though.

So what's the new 'baby' Levante like to drive? It still feels very quick for a big SUV (it weighs 2.1 tonnes) and you don't need to rev it hard, so much torque is there at low revs. Gentle dabs of the throttle see the car leap forwards with eagerness.

What about the quality of the engine and exhaust





## TECHNICAL SPECIFICATIONS

### MASERATI LEVANTE 350HP

ENGINE:	2979cc V6 twin-turbo petrol
BORE/STROKE:	86.5mm x 84.5mm
COMPRESSION RATIO:	9.7:1
POWER:	350hp @ 5750rpm
TORQUE:	500Nm (369lb ft) @ 1750rpm
TRANSMISSION:	8-speed auto, four-wheel drive
BRAKES:	Ventilated discs: 345mm (front), 330mm (rear)
TYRES:	265/50 R19
DIMENSIONS:	5003mm (L), 2158mm (W), 1679mm (H)
KERB WEIGHT:	2109kg
FUEL CONSUMPTION:	23.9mpg (combined)
CO <sub>2</sub> :	273g/km
TOP SPEED:	156mph
0-62MPH:	6.0 seconds
PRICE:	From £61,425



note, which is such a big part of the Maserati experience? Well, there is undoubtedly less of it. Yes, you can hear the occasional exhaust thwap on upchanges, but it all sounds rather muted, with none of the delicious popping sounds you get in the 430hp S when taking your foot off the throttle. Indeed, you have to stand behind the car to appreciate the exhaust's fruity sound; it's really not that obvious from inside.

One other thing that isn't that obvious is the difference between Normal and Sport modes. The changes to the exhaust flaps and mid-range torque response are too subtle in my book.

A new gearknob is the biggest upgrade for the 2019 Levante. No longer does it have the old-school physical auto shift gate: it's now got the more modern and intuitive 'P' park position at the top of the lever, and it's now much nicer to grip. The travel through each gear position is swifter and you now move from automatic to manual by shifting the lever from right to left.

One other significant bit of news for 2019 is that Integrated Vehicle Control (IVC) is now standard. This goes one step beyond simply correcting vehicle instability, by helping to prevent it. Like most big SUVs, the Levante's heft is obvious in corners and in braking, but it bristles along back roads like a much smaller car. The car's strong rear-wheel drive bias and limited-slip diff means it can really be hustled through corners. It's

actually very good fun, and even without turning the ESC off, I managed to get some drift action from the back end when provoked. And the electric power steering is far more feelsome than most such systems.

There are some subtle upgrades inside, such as a tweaked infotainment system with updated display graphics and climate control. New leathers and new high-gloss veneers also make an appearance, while fresh alloy wheel designs can be had in 19, 20 and 21-inch sizes. One other new option is adaptive full LED matrix headlights, which are very bright indeed.

As before, all members of the Levante range can be personalised with either GranLusso (luxury) or GranSport (sporty) trim packages, each one adding £8000 to the base price. There's also an optional Nerissimo package (which has also been updated), combining black elements with dark LED headlights, tail lights and exhaust tips, black chrome details and dark-finished wheels.

While the new 350hp petrol Levante may not have the sense of occasion that the 430hp 'S' does, it undoubtedly marks another chapter in Maserati's firm march away from diesel. It's a pukka Maserati engine: so much better than the diesel to drive and to listen to, and it's temptingly priced among luxury SUVs. But the real story will be when Maserati launches its first hybrids – and that's going to happen pretty soon, we understand. 🇮🇹





# ALL THE EIGHTS

Alfa has made all sorts of engines in its history, but the most alluring of them all must be its eight-cylinder powerplants. From pre-war P2 and 8C models to the 33 and Montreal of the 1960s and 1970s, right up to the recent 8C Competizione, each one is a rare and special jewel

Story: Ruoteclassiche/Paolo Giubilo, Luciano Greggio & Chris Rees  
Images: Ruoteclassiche/Luci e Immagini/Michael Ward







**D**reams are made of this: virtually every eight-cylinder car that Alfa Romeo ever made, all in one place. Our gathering represents over 80 years of history across seven incredible cars. Each played a crucial role in the history of Alfa Romeo; some are utterly unique. Most are normally housed at Alfa Romeo's Museum at Arese. From Alfa's own collection we have the P2 Gran Premio of 1924, the Tipo B of 1932 (often nicknamed 'P3'), 8C 2300 Le Mans of 1931, 8C 2900B Berlinetta Le Mans Touring of 1938 and 33 Stradale prototype of 1967. To these we can add a privately owned 1972 Montreal and an 8C Competizione. Our chosen venue – Vairano circuit – is soon buzzing with the magical sounds of seven Alfa eight-cylinder engines. Sadly, the only missing 'eight' from Alfa's Arese collection is the 159 Alfetta that was raced to world championship victory by Juan Manuel Fangio. A lack of the methanol fuel it requires meant it was confined to the garage ahead of our shoot.



# FOUR TIMES EIGHT

Alfa's 'eights' can be grouped into four, ordered by the creative masterminds behind each: Jano, Colombo, Chiti and Ferrari



	8C Competizione	Montreal	33 Stradale	8C 2900b Bertinetta	P3 Gran Premio	8C 2300 Le Mans	P2 Gran Premio Le Mans
Year	2008	1972	1967	1938	1932	1931	1924
No built	500	3925	12	1	6	9	6
Capacity (cc)	4691	2593	1995	2926	2564	2336	1987
Power (hp)	450	200	230	220	215	155	155
Speed (mph)	181	137	161	137	144	124	140
Weight (kg)	1585	1270	700	1250	700	1000	750

## JANO'S GENIUS

As soon as he left Fiat for the Portello factory, the engineering genius that was Vittorio Jano started on a new Grand Prix car, following Nicola Romeo's instructions. The new 1924 Alfa Romeo was called P2, and was powered by a 2.0-litre eight-cylinder in-line engine with a Roots supercharger. Initially the power output was 140hp, increasing to 155hp in 1925 and then to 175hp in 1930.

This glorious eight-cylinder generation continued to evolve, and was unrivalled in racing in the early 1930s. In 2.3-litre form, the 8C 2300 won the Mille Miglia in both 1932 and 1933, while the 8C 2300 Le Mans triumphed no fewer than four times at the 24 Hours race, from 1931 to 1934. Raced by Tazio Nuvolari, it also won the Targa Florio in 1931 and in 1932.

Then came the Tipo B (widely known as the 'P3'), which was powered by a 2654cc version of the in-line eight, now with two superchargers and a 215hp output. It debuted triumphantly at the Italian GP in Monza in 1932, and the same year won the French and German GPs, as well as the Ciano Cup in Livorno.

In 1935, Jano derived a Sports model from the 2.9-

litre version of the Tipo B, the 2900A, which secured the top three places at the Mille Miglia. The very last variation was the 180hp 2900B of 1937, which dominated the Brescia race in 1938 driven by Biondetti, who also raced it to victory in 1947.

## COLOMBO'S ALFETTA

Gioacchino Colombo had worked side by side with Jano since the times of the P2. In 1937 he designed the 1.5-litre eight-cylinder Tipo 158 single-seater, also known as the Alfetta. The advent of the war meant that it wouldn't see its best action until the post-war period. The 1479cc supercharged unit initially gave 195hp, uprated to 225hp in 1939 and again in 1947 to 275hp when it got two superchargers. It won repeatedly in 1948 and in 1949, while in 1950 – the first year of Formula 1 – the Alfetta won every race and the world title with Nino Farina. It then had 350hp, increased yet again with the 159 of 1951 to 425hp (still from 1479cc). With Fangio at the wheel, the 159 famously won the inaugural F1 championship. Colombo's sensational Alfetta is pictured in our panel on the following page, second from top.





## CHITI'S 33

Eight-cylinder Alfas were off the menu from 1951 until 1966, when Carlo Chiti became director of Autodelta and designed a racing 1995cc V8, sharing much with the ATS engine he'd engineered years before. The new Alfa V8 had Lucas indirect ignition and 270hp. Placed in the Alfa 33/2, it won the 1968 Targa Florio, 1000km of Nürburgring, 24 Hours of Le Mans, Mugello and Imola. The same engine was developed in 1969 with 3.0 litres and 400hp, growing in 1971 to 420hp and in 1972 to 440hp. A road-going 33 also made this Alfa's first post-war street 'eight'. Chiti's V8 was adapted to power the 1970 Montreal in 2.5-litre, 200hp guise. The project was something of a mix of compromises, and fewer than 4000 Montreals were built up to 1977.

## FERRARI FIREPOWER

When Alfa re-entered the eight-cylinder sports car arena, it turned to its Fiat Group partners, Maserati and Ferrari for its powerplant. The 4691cc naturally aspirated V8 – good for 450hp – was taken directly from the Maserati GranTurismo, although the powerplant itself was actually built by Ferrari.









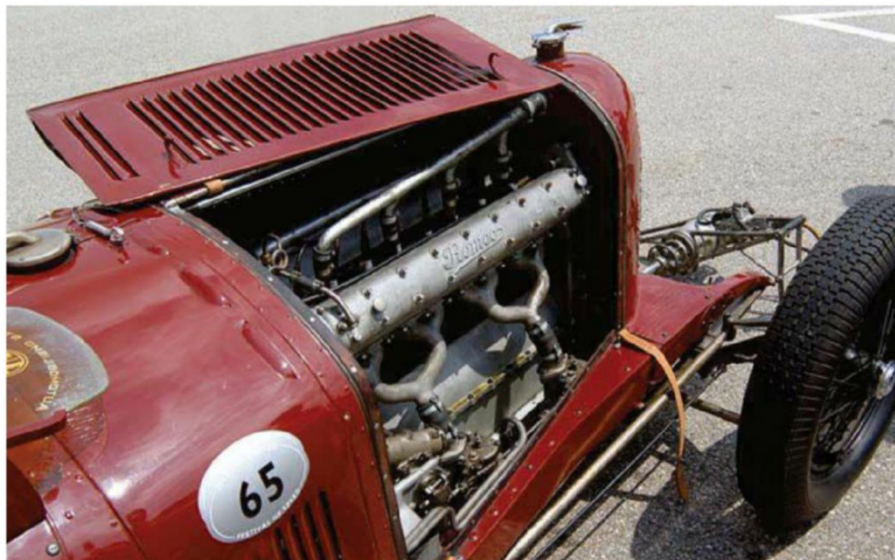
## P2 GRAN PREMIO (1924)

### Vittorio Jano's masterpiece won the first championship for Grand Prix cars

Vittorio Jano knew that an eight-cylinder in-line engine was far from the ideal layout. But the need to create a new Grand Prix car in just a few months forced him to draw on his experience at Fiat, with racers like the 801/402 and 805/405. Maximum reliability was the watchword, so the P2 did not feature the Witting paddle compressor on the front of the engine, whose troublesome reliability had caused the Fiats' withdrawal in the Tours race in 1923. Jano instead opted for the Roots rotary compressor.

The P2 sneaked up on everybody on the day of its debut (9 June 1924, at Cremona), when it won its race at an average speed of nearly 100mph, also beating the world record over the 10 km straight, at 121mph. After that sensational start, three P2 cars were raced by Antonio Ascari, Giuseppe Campari and Louis Wagner in the toughest and most prestigious event of the time, the Grand Prix de l'Automobile Club de France, in Lyon. On 3 August, in front of a crowd of 400,000, Campari scored a resounding success.

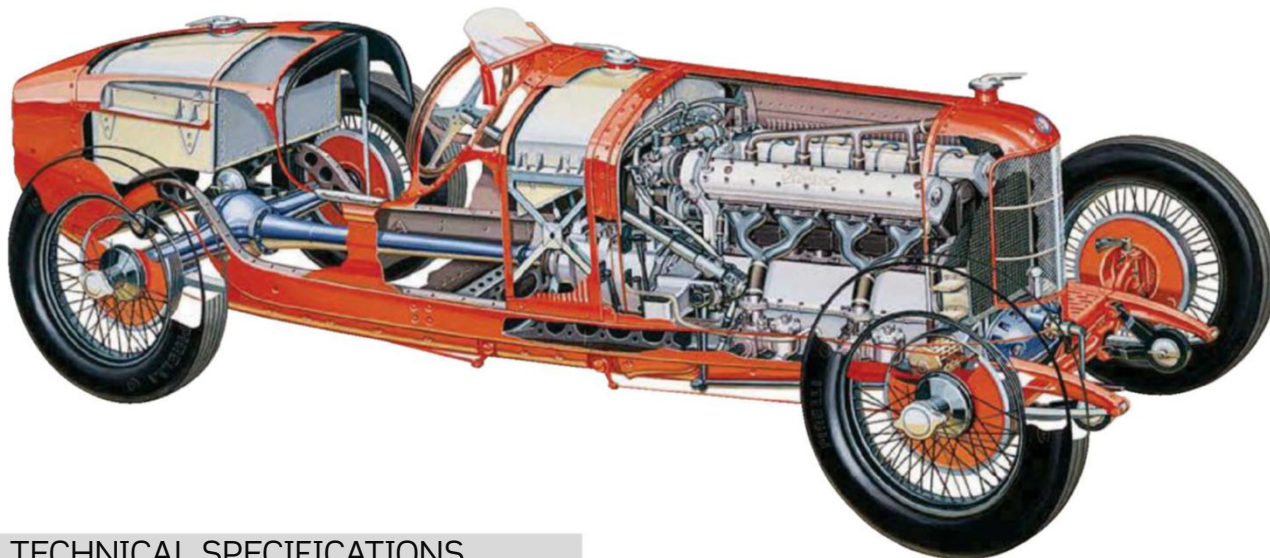
Two months later at the Italian Gran Prix, victory went to Ascari, followed by Wagner, Campari and Fernando Minoia – a four-way triumph. The glorious P2 had defeated Sunbeam, Delage, Fiat and Bugatti. The 1925 racing season was extraordinary for the P2: Alfa



won the first Manufacturer World Cup in the Grand Prix class, based on superb results at Indianapolis, Spa, Montlhéry and Monza.

Jano came up with a special intake manifold that connected the supercharger to the two Memini vertical carburetors. The compressor rotation ratio was 1.235 times that of the engine, enabling it to reach 6800rpm, but Jano declared that it could easily go beyond 8000rpm. Another peculiarity of the eight-cylinder P2 was the drop-down control of the dual-shaft overhead distribution. Jano strongly opposed chain distribution, as he believed the solution was very fragile beyond about 4000rpm.

*Ex-Fiat engineer Vittorio Jano created a 1987cc straight-eight with Roots supercharging that was fast, powerful and reliable*



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO P2 GRAND PRIX (1924)

ENGINE:	1987cc 8-cyl in-line supercharged
BORE/STROKE:	61mm x 85mm
COMPRESSION RATIO:	6:1
POWER:	155hp at 5500rpm
INDUCTION:	2 x Memini Super carburetors
TRANSMISSION:	Rear drive, 4-speed manual
TYRES:	19x5.25 (front), 19x6.00 (rear)
SUSPENSION:	Rigid axles, semi-elliptic longitudinal leaf springs and friction dampers
BRAKES:	Mechanical drum
LENGTH:	4150mm
DRY WEIGHT:	750kg
TOP SPEED:	140mph





## 8C 2300 LE MANS (1931)

### English and French cars dominated Le Mans until the 8C 2300 arrived

At the end of the 1920s, Alfa Romeo enjoyed remarkable prestige. To maintain this superiority, in 1930 Vittorio Jano started developing an eight-cylinder engine based on the bore (65mm) and stroke (88mm) of the six-cylinder 6C 1750. The talented engineer came up with a dual-block eight-cylinder in-line unit in light alloy, with dual-shaft overhead distribution, and central arrangement between the two cylinder blocks.

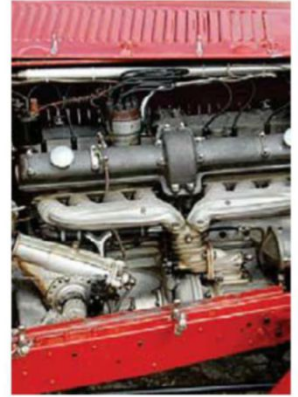
The 24 Hours of Le Mans race had acquired international renown, especially in Britain, and was the ideal event at which to launch the new eight-cylinder model. Alfa Romeo created a series of four-seater open 'torpedos' on the 3100mm wheelbase chassis in order to enrol the car for the French event. The debut occurred in 1931 with two 8C 2300 Le Mans cars powered by 155hp engines. Number 16 (the example pictured on these pages) was given to the Lord Howe-Henry Birkin team, which won the race at an average speed of 125.735km/h. The second car was raced by the Marinoni-Zehender team, which withdrew due to an accident after the ninth hour.

Those elegant torpedoes, bodied by Touring, repeated this success in 1932 (Sommer-Chinetti) and in the two years following (Nuvolari-Sommer in 1933 and Chinetti-Etancelin in 1934). The 8C 2300 also ruled in road race events. A total of 188 examples were manufactured in three series, from 1931 to 1934, with power eventually reaching 180hp.

## TECHNICAL SPECIFICATIONS

### ALFA ROMEO 8C LE MANS

ENGINE:	2336cc 8-cyl in-line supercharged
BORE/STROKE:	65mm x 88mm
COMPRESSION RATIO:	5.75:1
POWER:	155hp at 5250rpm
INDUCTION:	2 x Memini SI 42P carburetors
TRANSMISSION:	Rear drive, 4-speed manual
TYRES:	30x6.00
SUSPENSION:	Rigid axles, semi-elliptic longitudinal leaf springs and friction dampers
BRAKES:	Mechanical drum
LENGTH:	4470mm
DRY WEIGHT:	1200kg
TOP SPEED:	124mph





## ALFA ROMEO EIGHT-CYLINDER GROUP TEST



*Non-synchronised gearbox requires care, best changed at around 2000rpm. Compared to the P3 Gran Premio, it feels like driving a truck*





“ The weight could be shifted to the front, decreasing the oversteer that affected many GP cars of the time ”





## P3 GRAN PREMIO (1932)

### Raced by Tazio Nuvolari, the 'P3' defeated much more modern Auto Unions

Many will remember the 'P3' (officially named Tipo B) for its most epic accomplishment. On 28 July 1935, the long-in-the-tooth single-seater conquered the Grand Prix of Germany at the Nürburgring, thanks to an indomitable Nuvolari who beat five Mercedes-Benzes and four Auto Unions. The story had started long before, in 1932. The 'P3' had an 8C 2300 Monza-based engine expanded to 2654cc and equipped with two Roots superchargers, each feeding one of the two four-cylinder half-blocks, with the power take-off arranged in the middle, between the two.

"An exuberant, generous motor... with a lot of pick-up at slow speed," said Jano during a 1964 interview with Griffith Borgeson. The 'P3' also featured quite an innovative transmission system. To make the car's rear axle lighter and have the driver sitting lower than in conventional single-seaters, Jano came up with the idea of putting the differential outside the gearbox and connecting it to the rear axle through two triangle-

shaped transmission shafts. It was a brilliant idea that proved extremely reliable and efficient during races. In addition, the weight could be shifted more towards the front of the car, decreasing the oversteer that affected many Grand Prix cars of the time.

After a triumphant racing season in 1932, the 'P3' was withdrawn from competition the following year. Modena's Scuderia Ferrari, which had been competing for three years with Alfa Romeo cars, managed to buy the Tipo B single-seaters from Alfa and take on the role of official team. In 1934, engine displacement was increased to 2905cc, in accordance with the new Grand Prix formula that set dry weight at 750kg and left teams free to choose engine displacement. Power was now up to 255hp at 5400rpm.

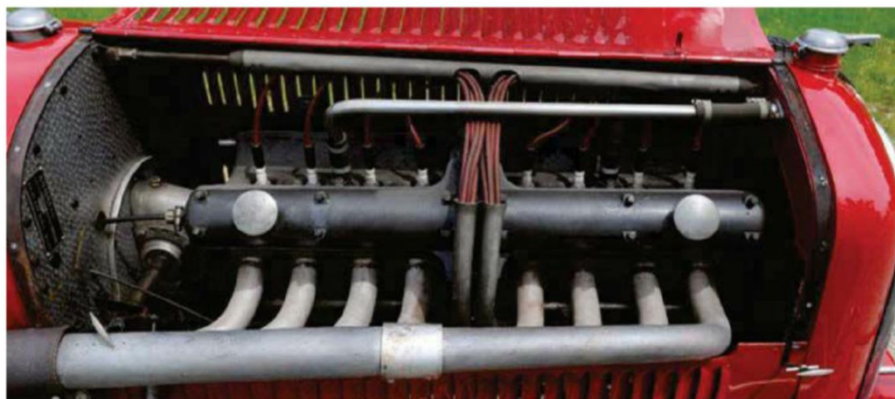
1934 also saw new suspension geometry and the end of anachronistic rigid axles, replaced by a Dubonnet-type independent semi-cantilever system at the rear, while hydraulic braking also replaced the old mechanical set-up. The 2.9-litre Tipo B debuted at the Monaco Grand Prix in April 1934, where Guy Moll won. Achille Varzi raced the new Alfa to victory in Alexandria in April and in Tripoli in May, but Auto Union and Mercedes-Benz single-seaters had become the dominant force by the summer. Alfa Romeo lost its circuit prowess – except for the Grand Prix of Germany, of course.



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO TIPO B 'P3' GRAN PREMIO

ENGINE:	2654cc 8-cyl in-line twin-supercharged
BORE/STROKE:	65mm x 100mm
COMPRESSION RATIO:	6.5:1
POWER:	215hp at 5600rpm
INDUCTION:	2 x Weber carburettors
TRANSMISSION:	Rear drive, 4-speed manual
TYRES:	19x6.00
SUSPENSION:	Rigid axles, semi-elliptic longitudinal leaf springs and friction dampers
BRAKES:	Mechanical drum
LENGTH:	4000mm
DRY WEIGHT:	700kg
TOP SPEED:	144mph





## 8C 2900B BERLINETTA LE MANS (1938)

### A wind-shaped form that stirs up strong emotions

One of the most sensational pre-war cars in the world was undoubtedly Touring's Alfa Romeo Berlinetta of 1938, based on the short-wheelbase (2800mm) 8C 2900B Mille Miglia. The aerodynamic saloon's epic moment came at the June 1938 24 Hours of Le Mans, driven by Raymond Sommer and Clemente Biondetti.

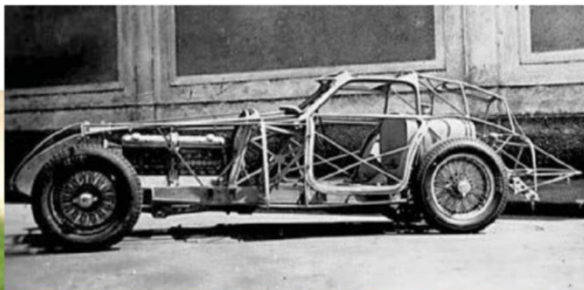
Built on chassis number 412033, it was closely derived from the Grand Prix 8C single-seater of 1935. The one-off used a special Superleggera body, basically a tubular steel framework with aluminium panels, specially designed to counteract the stress in the different areas of the frame. To keep body weight low (just 180kg), the side and rear windows were in Plexiglas. Aerodynamically speaking, the car fully embodied the era's science, based on the formula of a bulky lower part and a 'cabin tower' outline after the theories of Kamm and Jaray.

The engine remained an eight-cylinder, in-line, dual-block, dual-camshaft unit of 2926cc fed by two carburettors and two superchargers, capable of 220hp at 5500rpm. The maximum speed was 137mph, confirmed by the best lap time recorded at Le Mans (average 96.1mph), as well as the enormous gap of 14 laps – equal to 189km – that the 2900B inflicted on its nearest competitor (the Delahaye 135 S driven by Chaboud-Trémoulet). Tragically, the car was forced to withdraw on the 219th lap due to engine failure.

#### TECHNICAL SPECIFICATIONS

##### ALFA 2900B BERLINETTA LE MANS

ENGINE:	2926cc 8-cyl in-line twin-supercharged
BORE/STROKE:	68.2mm x 100mm
COMPRESSION RATIO:	6.5:1
POWER:	220hp at 5500rpm
INDUCTION:	2 x Weber carburettors
TRANSMISSION:	Rear drive, 4-speed manual
TYRES:	19x5.50
SUSPENSION:	Independent; coil springs and hydraulic dampers (front), transversal crossbow, telescopic and drum dampers (rear)
BRAKES:	Hydraulic drum
LENGTH:	4680mm
DRY WEIGHT:	1250kg
TOP SPEED:	137mph

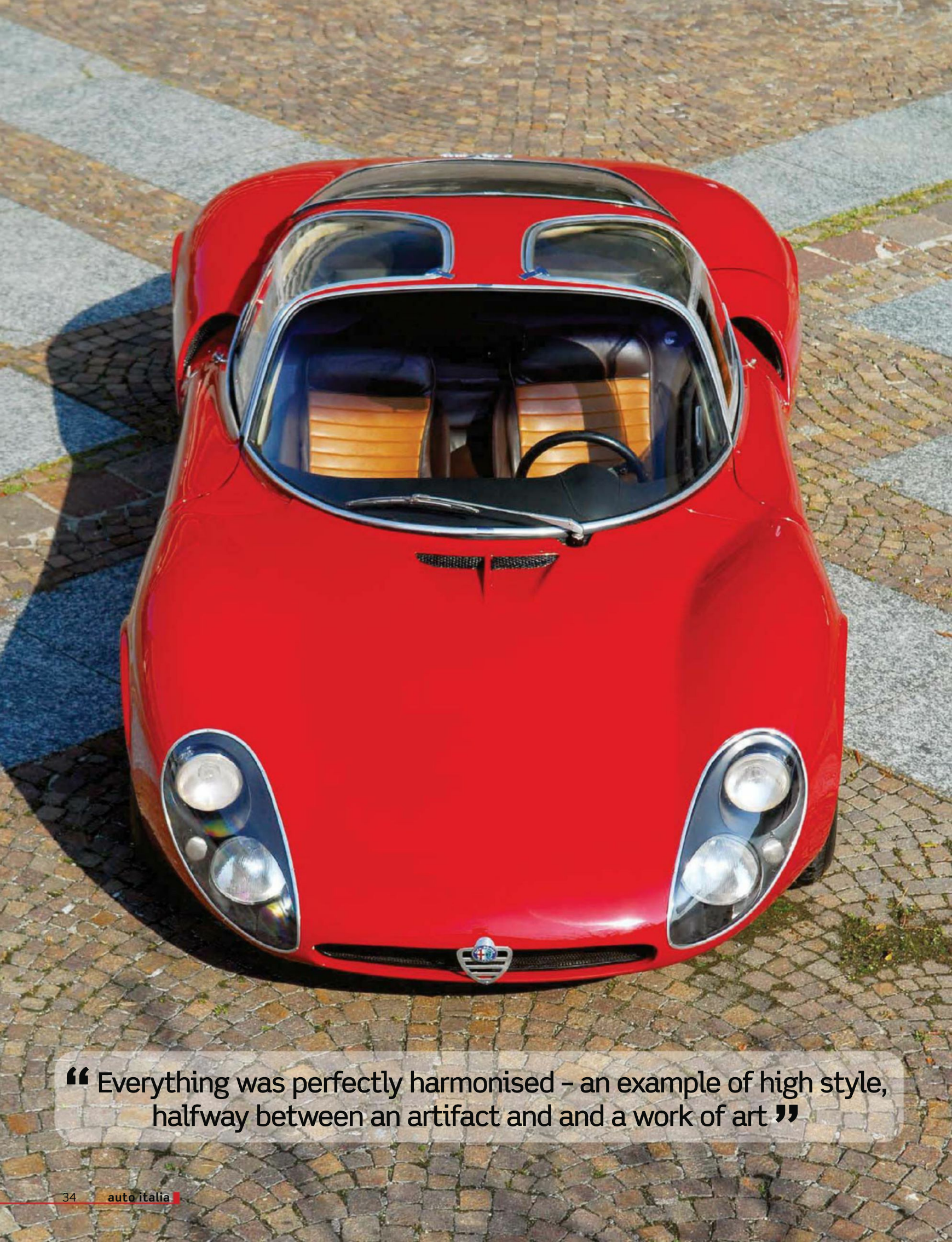




“ Aerodynamically speaking, the car fully embodied the science of the era, based on the theories of Kamm and Jaray ”







“ Everything was perfectly harmonised - an example of high style, halfway between an artifact and and a work of art ”



## 33 STRADALE (1967)

### Is this the most beautiful Alfa ever made?

When, in 1967, Alfa Romeo decided to clothe the mechanicals of the Alfa Romeo 33/2 (the figure '2' indicating its 2.0-litre displacement) with a refined road car ('Stradale') body, it turned to Franco Scaglione. His CV was impeccable, from the three Alfa Romeo BAT concepts to the polished Arnolt-Bristol.

For practicality, the wheelbase was increased by 100mm compared to the 33/2 racer. To strengthen the body, the central part of the chassis was made in steel plate. As for the 33 Stradale's body, highly functional plastic shapes were conjured up. The open surfaces created to evacuate engine heat resulted in a shape of great aesthetic impact, only enhanced by the generous glasshouse. Today, it is clear that the car was strongly influenced by functional and aerodynamic requirements but everything was perfectly harmonised and stunningly beautiful – an example of high style halfway between an artifact and a work of art. It was ultra-low at just 990mm tall.

As for the engine, the V8 was not born at Alfa Romeo at all, but was brought in as a 'dowry' by engineer Carlo Chiti after his experience with ATS. This 90-degree V8 offered 230hp at 8800rpm, and in a car weighing merely 700kg, it was capable of over 160mph.

Coachbuilder Marazzi of Caronno Pertusella (not far from Arese) built the prototype you see here. The production car was extremely sophisticated and unbelievably expensive (in 1968, it cost 9,750,000 lire, at a time when the Lamborghini Miura was 7,700,000 lire). Of the 50 examples originally planned, only 12 were ultimately manufactured.

### TECHNICAL SPECIFICATIONS

#### ALFA ROMEO 33 STRADALE

ENGINE:	1995cc V8
BORE/STROKE:	78mm x 55.2mm
COMPRESSION RATIO:	10:1
POWER:	230hp at 8800rpm
INDUCTION:	Spica mechanical injection
TRANSMISSION:	Rear drive, 6-speed manual
TYRES:	5.25x13 (front), 6.00x13 (rear)
SUSPENSION:	Independent by wishbones, coil springs, hydraulic dampers, anti-roll bars
BRAKES:	Vented discs
LENGTH:	3970mm
DRY WEIGHT:	700kg
TOP SPEED:	161mph



33/2

### One-Two-Three at Daytona

In 1964, Alfa Romeo management decided that the time was ripe for a sport prototype racer in the 2.0-litre class. The first 33/2 prototype was equipped with a TZ2 engine and made its debut on the Balocco circuit in January 1966. The first version with its spider bodywork was called the 'Periscopio' after its striking air vent behind the cabin. In March 1967, it raced for the first time at the Fléron hillclimb in Belgium. Racing success eluded it until, in February 1968, three 33s with new coupe bodywork scored first, second and third places in the 2.0-litre class at the 24 Hours of Daytona. To mark that success, the car was renamed 'Daytona' and in that year, Alfa snatched 14 overall victories and six class wins. In 1969 the 33 was undoubtedly the best sport prototype on track. At the end of the '69 season, Alfa handed the cars over to private drivers, who continued the winning streak the following year.







## MONTREAL (1972)

Conceived for North America, this quirky V8 coupe certainly didn't lack character

Called 'Montreal' because the prototype was launched at the 1967 Montreal Expo, Alfa's new GT coupe featured a very distinctive shape penned by Marcello Gandini at Bertone. The sequence of slots in the roof rear pillar suggested a mid-mounted engine but the V8 was in fact placed up front. That V8 was an expanded version of the 33's, now at 2.6 litres and pumping out 200hp. It hadn't always been planned that way: the model displayed in Canada was based on Giulia mechanicals and the decision to switch to V8 power caused much controversy inside Alfa Romeo, and between Alfa Romeo and Bertone.

Bertone knew that putting a bulky V8 in the body would mean moving the entire powertrain back in the chassis, entailing many compromises. But at Alfa Romeo, politicians prevailed over technicians; they would not listen to Bertone's arguments and the final project was developed with a V8 that radically changed

## TECHNICAL SPECIFICATIONS

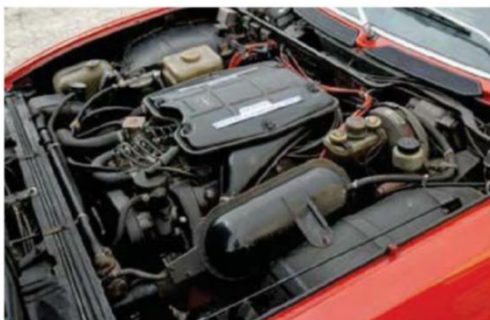
### ALFA ROMEO MONTREAL

ENGINE:	2593cc V8 90 degree
BORE/STROKE:	80mm x 64.5mm
COMPRESSION RATIO:	9:1
POWER:	200hp at 6500rpm
INDUCTION:	Spica mechanical injection
TRANSMISSION:	Rear drive, 5-speed manual
TYRES:	195/70 VR14
SUSPENSION:	Front wishbones, anti-roll bar; rear live axle; coil springs and hydraulic dampers all round
BRAKES:	Vented discs
LENGTH:	4220mm
DRY WEIGHT:	1270kg
TOP SPEED:	137mph

the features of the original design. After much hesitation, manufacture started in 1970. Up to 1977, only 3925 examples were made, a mere 180 of which were right-hand drive.

In the Montreal, each cylinder of the V8 was served by two valves, the exhaust valves being sodium-filled. It also featured a dry-sump oil system and Spica mechanical fuel injection. Perhaps surprisingly, the rear suspension was by antiquated live axle, but that didn't have too much of an effect on what was good handling by the standards of the day.





## 8C COMPETIZIONE (2008)

### Alfa's rare and ultra-desirable modern V8 sports car

When Alfa Romeo debuted its 8C prototype at the 2003 Frankfurt Motor Show, enthusiasts were captivated, but they'd have to wait until 2008 for production to start. Here was a sporty Alfa Romeo grand tourer priced at levels never seen before – comfortably over £100,000.

The 8C Competizione badge harked back to the glorious generation of eight-cylinder racing models of the 1930s; partly that was a marketing exercise – the new 8C was not designed as a racer – but then this was a genuine V8 with the sort of prestige that Alfa hadn't had for many years.

The new car was designed by Wolfgang Egger at Alfa Centro Stile and there were definite references to the Alfa 33 Stradale and TZ in its shape. The carbon bodywork was fitted over a steel floorpan, a construction method that kept dry weight down to 1490kg (1585kg with fluids on board), ideally distributed between the front and rear axles (49%/51%). The sophisticated suspension was the ideal balance between firmness and comfort.





## TECHNICAL SPECIFICATIONS

### ALFA ROMEO 8C COMPETIZIONE

ENGINE:	4691cc V8
BORE/STROKE:	94mm x 84.5mm
COMPRESSION RATIO:	11.25:1
POWER:	450hp at 7000rpm
INDUCTION:	Electronic injection
TRANSMISSION:	Rear drive, 6-speed auto
TYRES:	245/35 R20 (front), 285/35 R20 (rear)
SUSPENSION:	Wishbones, coil springs, hydraulic dampers; front anti-roll bar
BRAKES:	Vented & drilled discs
LENGTH:	4380mm
DRY WEIGHT:	1490kg
TOP SPEED:	181mph

As for the V8 engine, this came straight from Ferrari, or rather Ferrari via Maserati: a 4.7-litre light alloy unit with 450hp, mounted in a front-central location. The six-speed sequential gearbox was located on the rear axle, in block with the differential, again with benefits for handling balance. Performance was sensational: a maximum speed of 181mph and 0-62mph in 4.2 seconds.

Manufacture was set at 500 units, all pre-sold in advance, which made the 8C Competizione a coveted instant classic. Alfa would also build another 500 units of the 8C Spider version.



## How Alfa will revive 8C badge

In 2018, Alfa announced it would build a new 8C. The mid-engined 8C supercar draws design inspiration from the 1967 33 Stradale and will be built around a new carbonfibre monocoque. However, the '8C' moniker is perhaps misleading; it

will not have an eight-cylinder engine, but the Giulia QV's 2.9-litre V6 engine given a power hike by E-Boost (electrically assisted turbocharging) and a pair of front-axle electric motors to give it more than 700hp. That means it will have four-wheel drive and should do 0-62mph in less than 3.0 seconds. Expect a six-digit price tag when the new model arrives in 2021. 🇮🇹





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# AUTOSTILO





# Meeting Waterloo

Delivered new to the Waterloo palace of Belgian royalty in 1957, this stunning one-off Ferrari combines hard-edged 250 GT sportiness with the extravagant style of a Superamerica

Story by Chris Rees  
Images by Darin Schnabel/RM Sotheby's







Say the alphanumeric sigil '250 GT' to any Ferrari fanatic and watch their expression. It's like a magic spell has been cast, a light switching on. Desirable doesn't begin to cut it; the 250 GT represents the pinnacle of 1950s road-going Ferraris, with a spectacular vortex of appeal: V12 power, grace and rarity.

And they don't get much more graceful, or much rarer, than this one-off 1957 250 GT. Among coachbuilt Ferraris of the 1950s – and virtually every major *carrozzeria* worked on Ferrari chassis in that era – one name undoubtedly stands out above all others: Pinin Farina. Not only was Farina Enzo Ferrari's personal favourite coachbuilder, his *carrozzeria* was regarded as the best of the lot among the rarefied clientele who wanted to own something unique. Clientele who wanted to own something unique.

I think 'rarefied' is a fitting description of the client who ordered chassis number 0751 GT: the extraordinary Princess Lilian of Réthy in Belgium. She didn't start life as a princess, however; née Lilian Baels, she merely worked in the royal Saxe-Colburg-Gotha household as a governess to the children of King Leopold III of Belgium. In a story twist worthy of Mary Poppins, the king – who was a widower – asked for her hand in marriage in 1941, at a time when the royal family was effectively held hostage in their war-torn Belgian homeland.

After the end of hostilities, King Leopold indulged his penchant for exotic cars, finding a particular keenness for Ferraris. First he commissioned a Ferrari 342 America in 1953 that was bodied by Pinin Farina. Then two years later he upped his stable with a 375 Plus, again with Pinin Farina cabriolet coachwork. King Leopold was clearly one of Enzo Ferrari's favoured clients; in Enzo's book *My Great Joys*, Il Commendatore said of Leopold: "He seemed to me to be a man who would have made a good engineer, a man gifted in technique and who bitterly regretted not ever having been able to follow his inclination. . . . At the wheel, I found him courageous and able to confront danger with resolution and skill."

The relationship with the Belgian throne became even closer when an apparent disaster befell Ferrari: Pirelli suddenly stopped supplying tyres to Maranello's racing wing in 1955. When Enzo happened to mention this to Princess Lilian, she surprised everyone by persuading the Belgian tyre company Englebert to step in and send tyres to Maranello. Englebert would go on to supply many important competition Ferraris with racing rubber.

So it was that when Lilian was afforded the opportunity to order her own Ferraris, she was afforded special status. A series of unique cars was built for her. The first Ferrari she commissioned was a 'Speciale' in 1955, a Ferrari 250 GT Europa bodied by Vignale. This was an elegant coupe that, highly unusually, used a Chevrolet Corvette windscreen, plus distinctive ventilation grilles in the bonnet and front wings.

In early 1957 came the second of three Speciales she would own, the car we are featuring here. Ferrari's 250 GT coupe was then in its zenith. Series coachbuilt examples were contracted to Carrozzeria Boano; in contrast, Lilian's car would be despatched to Pinin Farina for one-off coupe coachwork.

A Ferrari 508C chassis (number 0751 GT) was duly





despatched to Pinin Farina's workshops in Turin in early September 1957. The bodywork conjured up by Farina was closely related to another Speciale that the carrozzeria had recently built for a neighbouring royal, Prince Bernard of the Netherlands. Also based on a type 508C chassis, his car's swooping lines drew inspiration from the extravagant bodywork that Pinin Farina was doing on 400 and 410 Superamerica chassis. Finished in mid-1957, the Dutch royal 250 GT (chassis number 0725 GT) was distinctive in many of its details, despite having much in common with Pinin Farina designs such as the 410 Superamerica and in particular the 250 Cabriolet Series I, with which it shared essentially the same front end.

Let's move on to the Princess's car. It was delivered to her Waterloo home in January 1958, where it was registered with Belgian diplomatic plates. It too featured a long nose with covered headlamps, plus small bumpers, side lights and bonnet scoop, all borrowing design cues from the recently launched 250 GT Cabriolet Series I. The front wings with their large chromed and louvered vents again had echoes of the Cabriolet.

The coupe's elegant proportions and stance, and

*This was the second Ferrari supplied to Princess Lilian. A Dutch royal also ordered a very similar car*



## FERRARI 250 GT COUPE SPECIALE PININ FARINA



particularly its rear end treatment, would soon find their way on to another royal 250 GT, the coupe of Prince Bertil of Sweden (chassis 0853 GT). This would itself very much presage the series-built 250 GT Pinin Farina coupe that would go into production in the summer of 1958. So it could definitely be said that the Princess's car featured here played a historically significant role in the line of Farina's Ferraris.

built, the Princess ordered her third coachbuilt Ferrari, this time based on a 330 GTC, and it was at this point that she looked to divest herself of the 250 GT. She made approaches to donate it to the brother of an American surgeon who worked at a cardio-vascular hospital which she supported charitably. Dr Ernest De Bakey apparently attempted to refuse the gift politely, but Lilian was not to be dissuaded, and simply sent the

“ The Princess's car played a historically significant role in the line of Farina's Ferraris ”

0751 GT was originally finished in Grigio Fumo Max Meyer and trimmed with *naturale* Connolly Vaumol leather. Unlike the Dutch prince's 128MMC-engined car, which had a large-bore 3117cc engine, the royal Belgian car used a standard 2953cc V12. This was still the era of drum brakes, too, and 16-inch wheels were originally fitted.

Nearly 10 years after her 250 GT Pinin Farina was

car to a port at New Orleans in 1967. The following year, De Bakey passed the car on to a fellow doctor, John Ochsner, who swapped the wheels for 15-inch items and installed disc brakes.

The car passed through the hands of a variety of US owners during the 1970s, with various restoration works being carried out during that time. By 1977, it was in the hands of John Wilson Clinard, an executive



at the Ford Motor Company, who repainted the car red, had the interior retrimmed in beige leather and asked expert John Hajduk to rebuild the engine. After several more changes of ownership, including the well-known New York Ferrari collector Anthony Wang, the Speciale returned to European ownership, firstly with Gregory Noblet and then Philippe Lancksweert (a former partner of Jacques Swaters at Garage Francorchamps in Belgium). Bachelli & Villa of Bastiglia in Italy then conducted a full cosmetic restoration in 1997, repainting the car in Grigio Metallizzato (metallic grey) and re-appointing the cabin in beige leather. The refreshed Speciale was duly presented at the Ferrari 50th Anniversary gatherings in Rome and Maranello in May 1997.

The royal 250 GT returned to the USA in 1998. It was presented in the Pininfarina class at the 2001 Pebble Beach Concours d'Elegance. Here it was delightfully shown in company with the Dutch royal 250 GT coupe (chassis 0853 GT), making a spectacular 'twin set' for display.

Now this rare and seldom-seen 250 GT has resurfaced for sale: RM Sotheby's offered it at its Arizona auction on 18 January 2019. It didn't quite reach its estimate of £8.5m to £10m – strong money for a non-competition Ferrari (for comparison, and a 250 GT Tour de France made 'only' £4.6 million at auction on the same day). But then, this spectacular one-off Speciale has undeniable elegance and true blue royal connections. 🇮🇹



*While this 250 GT has echoes of series-built Ferraris, the overall shape and details are unique*





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# Hot off the Press

This is the UK's oldest surviving Delta HF Turbo, which started life as part of Lancia's UK press fleet. Have the years been kind to this turbo pioneer?

Story: Tim Pitt  
Photos: Michael Ward







It's often said that the fastest car is a rental car. That may be so, but press cars – as loaned to lead-footed journalists for road and track tests – must come a close second. And in 1984, this Lancia press car was faster than most.

Meet the oldest surviving Delta HF Turbo in the UK. It's one of 27 originally registered for media and dealer duties by Lancar, the official Lancia distributor. All were painted Saratoga White with Martini Sportline stripes, marking the Lancia 037's World Rally Championship win the previous year (the Delta's own WRC success would come later). This car first appeared in *Autocar* magazine in June 1984, then remained on press duty until spring 1985. Safe to assume its early days were hard graft.

Today, A231 RKJ is the sole road-going survivor of Lancar's fleet, and it's justly a pampered possession. It has also come full circle, having been restored to its former glory and now driven by an over-excited journalist (guilty as charged). Owner James Bullen has even arranged a reunion with one of its former keepers.

But first, a bit of background. Launched at the Frankfurt Motor Show in late 1983, the Delta HF (soon renamed HF Turbo) was a late entry into the blossoming hot hatchback sector. Having used its Volumex 'positive displacement' supercharger to squeeze more power from the HPE and Coupe, Lancia decided on forced induction for the Delta, citing its "combination of sports performance with the tax and insurance advantages of a small-capacity engine".

Bolting a Garrett T3 turbo to the 1585cc twin-cam liberated 130hp at 5600rpm, along with 141lb ft of torque at 3700rpm. With a kerb weight of one tonne, that meant 0-60mph in 7.9 seconds and 121mph. Indeed, Lancia was particularly proud of the Delta's V-Max. One ad was headlined "The 121mph tank", although the copy also highlighted the "74lb of corrosion-proofing material distributed round its vulnerable parts".

Further upgrades included an oil cooler, sodium-filled valves, an electric fuel pump and a redesigned exhaust, partially made from stainless steel. Stiffer springs, a beefed-up clutch and recalibrated rack-and-pinion steering completed the package. The HF Turbo started life with a Weber twin-choke carburettor, but a fuel-injected version – badged HF Turbo i.e. – followed in





## TECHNICAL SPECIFICATIONS

### LANCIA DELTA HF TURBO

ENGINE:	1585cc 4-cyl turbo
BORE X STROKE:	84mm x 71.5mm
COMPRESSION RATIO:	8:1
INDUCTION:	Weber 32DAT carb
POWER:	130hp at 5600rpm
TORQUE:	141lb ft (191Nm) at 3700rpm
TRANSMISSION:	Front-wheel drive, 5-speed manual
SUSPENSION:	MacPherson struts and wishbones, coil springs, anti-roll bars
BRAKES:	Discs front and rear
TYRES:	170/65 R340
DIMENSIONS:	3890mm (L), 1620mm (W), 1380mm (H)
WEIGHT:	1000kg
MAX SPEED:	121mph
0-62MPH:	7.9sec



1986, along with the four-wheel-drive HF 4WD. The all-conquering integrale would not debut until a year later.

We meet James at his Hertfordshire home, where the car is parked next to another classic from his collection: a Mk1 Volkswagen Golf GTI. The Delta may have five doors, but the similarities between these two Giugiaro designs are very apparent. There's the

The car's former owner, John Price, is with us, too. Incredibly, the different wheels and tyres are the first thing he notices. John paid £2500 for the Delta in 1989 and kept it until 1991, although he continued servicing it for its next owner until 1994. He recalls a late-night duel on the A30 with a Peugeot 405 Mi16, which "eventually cooled down after we got up to about

“ The on/off power delivery is typical of the era: tiresome at times, exhilarating at others ”

same flat nose, chunky C-pillar, 'folded paper' surfacing and sporty, four-square stance. They look like blood brothers.

It's the Lancia that turns most heads, though. Huge 'TURBO' graphics and those unmissable Martini stripes see to that. Swapping the original FHB alloys for 14in Cromadora rims is the only modification James has made. "Michelin TRX metric tyres simply aren't available now," he explains, "so these are the closest modern substitute. To the untrained eye, they're identical."

130mph". His wife Kate's memories are more matter-of-fact: "It was our family car, used for camping holidays on the Welsh coast and home hairdressing visits."

Inside, the Delta feels considerably more compact than any 2019 family car. Headroom is severely restricted for anyone over 6ft 2in (James prefers to drive with the sunroof open) and the bulky Recaro seats rob rear passenger space. On the plus side, it's well-equipped – all HF Turbos had the £740 Executive Pack, including central locking and

*Turbo decals and Martini warpaint are deliciously 1980s. HF shape retains purity later integrales lost*







*The early-type dashboard has bar graphs for minor dials - intriguing but almost impossible to see*

headlamp wash/wipe – and the wool trim, specially designed for Lancia by fashion house Ermenegildo Zegna, feels exquisite. “I’ve just bought an eight-metre roll from Italy,” laughs James. “It’s amazing that the fabric still exists.”

Twisting the Lampredi four-pot into life, I’m impressed the oh-so-80s electronic bar graphs (for oil pressure, water temperature and fuel level) all still work. Shame they’re almost entirely obscured by the Momo wheel. The turbo boost and battery gauges are also near-impossible to read while driving, being tucked down by the gear lever. No wonder Lancia redesigned the dashboard after just two years, reverting to fully analogue instruments.

What this HF Turbo lacks in ergonomics, however, it makes up for in old-school turbo oomph. It feels decidedly ordinary (albeit perfectly tractable) below 3000rpm, but then the T3 begins to stir. By 4000rpm, it’s really flying, a steady surge that lasts to the 6500rpm redline. The on/off power delivery is typical of the era: tiresome at times, exhilarating at others. But keeping the blower on the boil is part of the challenge.

Perhaps acknowledging this fact, Lancia fitted the HF Turbo with a close-ratio five-speed ‘box. Reviewers at the time thought the shift notchy and vague, but the linkage in James’s car – which has just been rebuilt – feels pleasingly tactile and precise. Blip the throttle and you’ll hear a metallic rasp from the tailpipe, followed by a muted whoosh as the boost builds. It’s flawed but fun.

Engine aside, the Delta is a more rounded package: less polarised, more polished. It turns in keenly, damping is nicely judged and the cabin feels well insulated from the road below. You can drive with confidence – it remains impressively neutral and there’s none of the inherent instability of early rear-driven turbo cars. Without the wider track of the integrale, it rolls quite a bit when cornering, but the eventual result is easy-to-manage understeer.

Credit goes to the Delta’s steering, too. Unassisted and heavy at parking speeds, it tingles with a fulsome feedback that few modern machines can match. You can feel its limits through your fingertips, and there’s a delicacy here that seems at odds with the Martini warpaint and waaaait-for-it turbo lag. A car of contrasts, then.

The HF Turbo sowed the seeds for the Delta’s future success and, for that alone, it’s a worthy bookmark in Lancia’s long history. It feels in its element at eight-tenths, where that supple chassis and mid-range wallop trade gloved punches, creating a surprisingly harmonious whole. It isn’t a first-round knockout like the integrale; nor does it try to be.

As for A231 RKJ, it’s absolutely in safe hands. At the time of writing, James had just fitted fresh springs and dampers, before taking it off the road for winter. Still wearing its original ‘Lancia Press Fleet’ plates, it’s a car with more stories than most, and I hope, in time, this article will join its enviable collection of cuttings.



## WHAT THEY SAID AT THE TIME

This Delta HF Turbo was reviewed by many UK motoring magazines in the latter half of 1984. *What Car?* staged a 'performance hatchbacks' group test, pitching it against a Fiat Strada Abarth 130TC, Ford Escort XR3i, Vauxhall Astra GTE and Volkswagen Golf GTI. *Motor* nominated the BMW 318i, Nissan Cherry Turbo and Toyota Corolla 1.6 GT as rivals.

Without exception, the press commended the Delta's ride/handling balance. "You are not forced to put up with a ride like the XR3i, 205 GTI and Honda CRX," said *Performance Car* in November 1984, noting how "the HF romps over British B-roads with confidence", eventually succumbing to the limits of its "unfashionable" TRX tyres. *Motor* agreed, saying: "The Delta handles superbly – and it's a credit to Lancia's chassis engineers that it does so with 130bhp to cope with at the

front wheels." Even *Country Life* praised the "high levels of roadholding and handling".

The Lancia's performance also impressed, despite reservations about its power delivery. "The Delta HF is well able to run with the best of them," said *What Car?*, "[but] it's not until quite late on that the turbocharger cuts in and makes the car really fly." *Car* enjoyed the "delicious mid-range surge", while *Performance Car* revelled in the T3's "seductive low whistle of pleasure". *Motor* was most vocal about the engine's "all-or-nothing" character, describing how "zero brio at low revs" becomes a "high-energy spurt for the horizon when you put your foot down".

Journalists liked the Recaro seats and wool trim, but consistent criticism was levelled at the lack of interior space – particularly headroom – and poor ergonomics. "With a six-foot driver in-situ and the steering wheel

height adjusted to suit, the only gauge he can see properly is the speedometer," grumbled *What Car?*. It also disliked the "bar graph gauges, as seen on the Maestro, which are an electronic green hue that disappears in bright sunlight".

Overall, the HF Turbo was well received, albeit never considered a class-leader. *Autocar* called it "an ideal family man's sporting saloon" in August 1984 (hatchback body notwithstanding) and *Performance Car* detected "an individuality that grown-up Alfasud drivers would particularly savour". Surprisingly, the rally-inspired livery proved unpopular, the latter title declaring: "Although liked by the ladies, the Martini striping of the test car was apparently provocative enough to evoke a degree of hostility from other road users we have not previously encountered." 🇮🇹







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# Are Trends Electric?

**PAOLO PININFARINA WAS IN UPBEAT MOOD WHEN WE SPOKE TO HIM AT THE CAMBIANO FACTORY NEAR TURIN ABOUT HIS NEW ELECTRIC HYPERCAR, DUE TO BE UNVEILED IN MARCH AT GENEVA. HOW HAVE CLASSIC PININFARINA DESIGNS IN THE FACTORY COLLECTION INFLUENCED THE NEW CAR?**

Words: Johnny Tipler  
Photos: Pininfarina/Johnny Tipler

*You preside over a truly eclectic collection of Pininfarina-designed cars in the museum. When did you start assembling the collection?*

We organised the collection in 2010 for our 80th anniversary. It's dedicated to the founder, my grandfather, who started the company in 1930. We don't call it a museum, though: it is a collection of pieces of automotive art. I like to use the word collection, because we are not a museum, we are a design house. Sure, we make history and tradition, but innovation is more important.

*And your grandfather started off working for his father before that?*

Yes, he started in 1906 when he was only 13, working with his older brother Giovanni at Stabilimenti Farina. He was learning about draughtsmanship and renderings and creative coachbuilding work, and his father could see he had a very special talent. You know the story of how the name came about? His real name was Giovan-Battista Farina, and Pinin was his nickname, meaning 'little boy', and it stuck, so he

changed it legally to Pininfarina. He was a visionary person with a lot of talent, dedication and commitment, and a little lucky to be born in the right place at the right time, with the right people around.

*Which car makers was he designing for?*

When he started here in 1930 he formed a strong association with Lancia, though he was very much open to the world: he visited the United States regularly to keep an eye on the scene there and he was offered a job by Henry Ford. He designed for Cadillac and for Fiat, and his firm did outstanding pieces of work in the '30s and '40s.

*What in your view were his most outstanding creations?*

Pinin's first car was a Lancia DiLambda in 1932, followed by a Fiat Ardita; then there was a four-door saloon on a Bentley chassis which had a sloping radiator and sporting lines. Then in 1937 came his aerodynamic Lancia Aprilia which had fared-in wheels, curved windscreen and tapering all-enveloping body. The next year he produced an

elegant Lancia Asturia cabriolet in the *Grande Routière* style which had distinctive torpedo mudguards. What is important now is that, after 88 years, we are still inspired by the same ideas, and the PFO Hypercar stems directly from that history of tradition and innovation; the spirit is the same, and this vision is the secret of the success of this company.

*How did the transition of control unfold within the family?*

The link between the company and the family has always been very visible, going back to when the company was established. It developed after the war, when you see the presence of my grandfather, my father Sergio and my uncle Renzo, so there is the feeling that one generation is not enough, and eventually two generations are not enough. One example from that period is the Nash-Healey which was a project for the American market, and then the Alfa Giulietta which was very important because it was the first Pininfarina-designed car built in large numbers. The Nash was around 500 pieces, the

LEFT TO RIGHT: Corporate CEO Silvio Pietro Angori, chairman Paolo Pininfarina and CEO Michael Perschke





“ Pininfarina’s spirit is still the same, and this vision is the secret of our success ”







*The Sintesi of 2008 marked a pioneering moment for Pininfarina, exploring electric propulsion a decade before the new PFO*

Giulietta Spider 27,000, so that is another story. The Giulietta was built to meet the demand of the post-war *Roman Holiday* generation and was an outstanding success, a symbol of the *dolce vita* era of the 1950s.

***Which of the cars in the collection did Pininfarina use himself?***

The Lancia Flaminia Berlina; this is the mother of all the post-war cars, because it is the first car that was done not for a client but for ourselves, to showcase the company and satisfy my grandfather. It's also very important because it is the only car that has been designed, engineered, built, owned and driven by the same person. And also, it's a little bit different because it is a sedan, and also the solution of the door openings, the suicide doors on the back. It's from 1957, so it's 61 years old, but that solution you can find in cars shown on the

market just recently, so in a way it is 60 years ahead of its time.

***How did Pininfarina respond to the challenges of changing technology back then?***

The second generation was represented by my father who became chairman in 1966, and it was he who developed and built the company as it is now. You have design engineering coming in, and as well as cars we ventured into design and development of other transportation and products. My father insisted on innovation and the right results so we became a little less artistic and more engineered, and that was in line with the period and absolutely necessary to stay in the market. Just being creative was not enough to stay in the market, we needed to be more organised, more of an engineering and development company. So, my father produced some very special cars to

develop and publicise the Pininfarina brand. The Ferrari V12-powered Sigma was done to help rewrite the regulations to improve the safety of Formula 1 drivers after Lorenzo Bandini died at Monaco in 1967. It showed that Pininfarina was not just designing for the car market but also designing for Formula 1, for the future and for safety, and that was very important.

***Was the company using a wind tunnel in those days?***

Yes, the wind tunnel is another outstanding and important thing that my father introduced, because the wind tunnel and the research that it produced was the response to a difficult moment. The energy crisis was very bad in the early '70s, so it became an opportunity for the designer to come up with designs that were futuristic, aerodynamic and energy saving, and scientifically proven by the wind tunnel. I would

say that aerodynamics was the investment of the second generation, and now we have investment in electric propulsion, because the future is electric and so we go electric and that is the spirit of the next generation.

***What other avenues of design have you explored?***

We have many different projects that demonstrate that Pininfarina will provide design and engineering services: architecture, interiors, kitchens, furniture, products, lifestyle objects like bicycles and watches; audio systems; aircraft cabin interiors; Eurostar carriages; the Princess performance yacht; architecture, including towers, wind tunnel and sports stadia. We have so many possibilities with innovation, not only automotive and engineering, but industrial and civil design. This is the secret of Pininfarina:





never relax, always be curious about the future, and explore the future with new solutions.

**The evolution of a particular design concept is evident in the two Ferraris side-by-side in the collection – the P6 of 1968 and the 365 Berlinetta Boxer of 1971; could you describe that progression?**

Those cars are like mother and daughter, the concept car and the production car. The P6 is a very important concept car because it is very sinful, very pure, and let's say it's a dream car. But the BB is for production, and this to me is very important: it's a transition between '60s and '70s design. Is the mother of the baby better than the baby in aesthetic terms, because there were no constraints on its design, while the baby has to conform to practical rationalisations like safety legislation? Or you could say that, because it incorporates all these

things, the daughter is actually better than the mother. The truth is, they are both fantastic cars in their own right.

**What is the first car that you were personally responsible for productionising?**

The Ferrari FF is very special to me because it is the first Ferrari that I was personally involved in the design of, and was the first project when I represented Pininfarina as the chairman of the company. And actually, it is not just because it represents the new generation of Ferrari, it is the level of innovation which is special, because this is the shooting brake concept, the first four-wheel drive Ferrari, the first with a rear opening hatch, and the first that can accommodate four passengers comfortably. It reaches into new dimensions, and that was challenging but we succeeded. It shows that Pininfarina is devoted to innovation, and we made

something meaningful but still very classical.

**Talking of classical, the car you have alongside the Ferrari FF is the Fiat 124 Spider.**

The design of the Fiat 124 Spider is timeless, and we made 200,000 units from the '60s into the '80s. It was in production for 20 years, but it went out of production only because the twin-cam engines were no longer available, otherwise it could have continued certainly for another 10 years. So this is the secret: it is a demonstration of when you make something that is classical it will last for years and years.

**The Alfa Romeo Duettottanta pays tribute to the Duetto of 1966. Does it reflect how you see a modern Alfa Spider?**

The Duettottanta is a car that we made to celebrate 80 years of Pininfarina and 100 years of Alfa Romeo in 2010,

and it is where we displayed our ideas about brand identity, especially in the front end. Unfortunately these ideas were not put into production because the approach of the Alfa brand was quite conservative, although it was considered as a very good demonstration of our knowledge and history with Alfa Romeo.

**And the Ferrari Sergio?**

Here we have a very special car that I made for my father. He died in 2012 and the workforce said, "Mr Chairman, we have to make a car for your father." I said it must be a Ferrari because we have made more than 100 Ferraris, so I called my mother and said I think that the Dino should be the inspiration, and she agreed with me. So the Dino was the start of it. This gives you the idea of how the family link is important to the business. The Dino was the car that we loved at the time because it had a

**TOP: Sergio fronts fabulous Farina Ferrari line-up. ABOVE: Rare Nash-Healey sits alongside delicate Alfa Giulietta Spider**



new six-cylinder engine, and it was a new brand as well, and it was a car of the second generation. The base for the Sergio came from the Ferrari 458 Speciale A. There are some elements of the Dino in the rear bumper, so it is very clean, very pure, very fluid and very dynamic. We made just six examples of the Sergio. In the future we have other options and other off-shoots for this platform.

*Ahead of the forthcoming PFO Hypercar, you have already explored electric cars?*

Most of our cars represent tradition, but an innovation like the Sintesi, a brave project we did in 2008, is also an engineering milestone. This car has a lot of innovation. It is powered by electric traction motors on each wheel, and it can exchange information with other vehicles by wireless technology, and it is a good example of a car that is somehow out of time or out of the box.

*Designed by Farina in 1947, the Cisitalia is an absolute design landmark and widely regarded as iconic*

*What would you say is Pininfarina's most enduring design of all time?*

## A HYPERCAR NAMED BATTISTA

Pininfarina's electric hypercar will be named after Pininfarina's founder, Battista 'Pinin' Farina. Set to be the fastest and most powerful car ever designed and produced in Italy, the Battista will be revealed at the Geneva Motor Show in March 2019. The fully electric hypercar will have carbonfibre bodywork, 1900hp of power and 2300Nm of torque. It should accelerate to 62 mph in less than 2.0 seconds and break the 250mph barrier, with a claimed range of over 300 miles. No more than 150 Battistas will be sold from late 2020 – 50 for the USA, 50 for Europe and 50 for Asia – priced at around £2 million each.



The Cisitalia 202 contains the most Pininfarina DNA because it is classical, it is light with a tubular chassis, it is elegant, it is fluid, and the solution of the front radiator grille was completely new in 1947. The bumper is lower than the wings, the front of the bonnet is lower than the back of the car, all of which was

revolutionary styling in the late 1940s. My grandfather wanted to make a successful production car on a Fiat 1100 base, so it is very simple, very pure, and the lightness is outstanding. It represents affordable luxury. It is such an outstanding design that it can cross the border from industry to art;

actually since 1960, a Cisitalia 202 has been permanently displayed at the Museum of Modern Art in New York, and that's a major endorsement of the car and Pininfarina. It's a car with timeless styling and presence, and we shall see the PFO hypercar projected in the same way in the future. 🇮🇹





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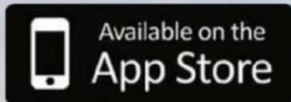
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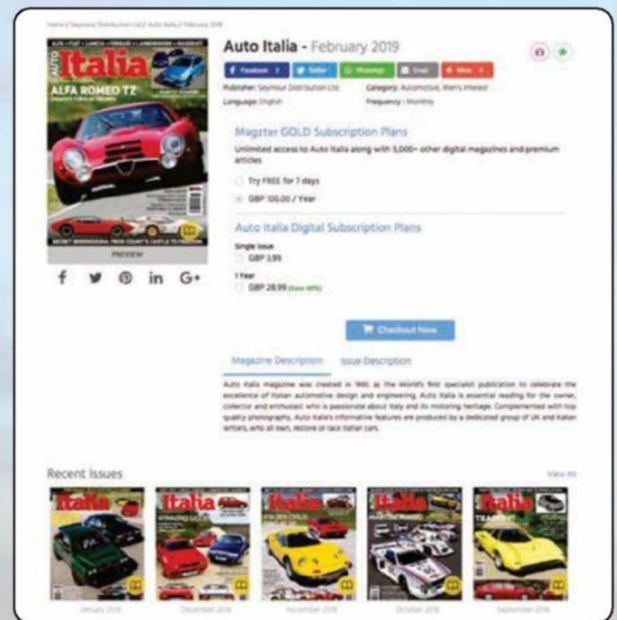
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# FLYING SCOTSMAN

One Scotsman's determined hunt for a Mille Miglia-eligible racer led him to this delightfully delicate and historic 1948 Giannini 750 Sport. It's won a firm place in his heart

Story by David Ross  
Photography by Michael Ward

For retired electronics engineer, Syd Fraser, it all seemed so simple. Build a hugely successful business through the glory days of the Aberdeen oil bonanza and go on to gather a highly prized collection of historic classic cars and modern supercars. While Syd had long been passionate about cars, actually collecting them was not his ultimate ambition. That was to gain an entry for Italy's greatest road event, the Mille Miglia. No longer a race, it is now a regularity event, but the Italians still adore it and it attracts huge crowds and generates considerable excitement. Since Syd had a number of rare Ferrari models in his collection, all he had to do was post off an entry and one was bound to be accepted.

Not so. As he says: "You may have an historic Ferrari or Maserati but it's not the make and model that persuades the organisers to grant an entry. What they look for is a car with a genuine race provenance, and preferably one that took part in the great days of the 1000-mile race around Italy."

The first Mille Miglia was held in 1927 and tales of heroism and daring deeds abounded throughout the event's glory years. Sadly, it all ended in 1957 when Alfonso de Portago lost control of his Ferrari in a crash that ended his life, the life of his American co-driver, Edmund Nelson, and nine spectators.

Today, the Mille Miglia uses extremely sophisticated precision timing that enables the organisers to set a distance to 100th of a second. Says Syd: "Some entrants take the whole event very seriously but most just enjoy the run as it generates enormous excitement and huge crowds wherever it goes. Hardly surprising as the entry comprises some of the most historically significant cars from the event's glory days."

So the hunt began for a car that would meet the organisers' criteria and, if it had featured in the awards list, so much the better. It didn't need to be an Italian exotic with a value in telephone numbers. Syd had his eye on a Stanguellini but, while on a visit to Venice, he travelled to nearby Treviso and purchased a Bandini. This is one of the more

highly respected of the class of lesser-known cars amusingly dubbed 'etceterini'.

Basically, etceterini were hand-made sports cars with small-capacity (600cc to 1100cc) engines, built between 1940 and 1965, usually legal for road use but capable of putting up a decent showing on the race events of the day. There is a list of some 85 or so different etceterini, all of which are now highly prized and sought after. In Britain, where we had the 1098cc FWA Coventry Climax engine powering the likes of Lotus and Elva, the Fiat engine, even with a twin-cam head, was not really competitive. However, etceterini did dominate 'H' and 'G' modified classes in the SCCA races in the USA, at least until American industrialist Powel Crosley produced his own small-capacity engine complete with a Bandini DOHC head. That proved to be a power unit that was hard to beat.

"As an engineer, I have always admired the skill exhibited by the artisans who built these etceterini," says Syd. Ilario Bandini was typical of them, fabricating the chassis, hand-







hammering the lightweight aluminium bodywork and even, in Bandini's case, creating a twin-overhead camshaft head that allowed the little Fiat engines to breathe freely and rev to dizzying heights.

While the Bandini initially looked to be ideal, a more in-depth inspection showed that there would be a great deal of fettling required to get the car ready for the highly demanding excursion. So when Syd was advised of a Giannini 750 Sport that not only appeared to fit the bill mechanically, but also had a most impressive Mille Miglia provenance, he went ahead and purchased it from Bernard Marreyt, whose garage in Aalst near Brussels specialises in obscure cars.

So, three years ago, accompanied by his friend Bernie Leclercq, Syd at last achieved his ambition by having his entry accepted. Duly delivered by the Belgian garage where it had been prepared, the car took to the historic Mille Miglia starting ramp in 2015.

The little 750cc-engined car, manufactured in 1948, had been in the ownership of the Maggiorelli family for over 60 years and had been extremely competitive in a number of races, the most significant being the Mille Miglia of 1949, when it came first in its class crewed by the Maggiorelli brothers with Maggiorello Maggiorelli at the wheel.

Syd's open two-seat car is one of only a handful made by Giannini. If you have not heard of this little company, the Roman concern is probably better known for tuning small Fiat road cars such as 500s and 127s. But it is actually one of the better known of the jewel-like etceterini makers, possibly



LEFT: The portly Signor Giannini stands by his 750 Sport as it readies for the 1949 Mille Miglia start





second only to Abarth.

While a number of etceterini, including several Gianninis, emerged from well-known Italian coachbuilders with stylish lines and beautifully presented interiors, Syd Fraser's Giannini is of a fairly basic design. Indeed, it's unkindly referred to by his family as a 'Noddy car' and certainly 'Spartan' is a good way to describe the interior.

Like the vast majority of other cars in its class, the Fraser Giannini relies on underpinnings sourced from the little Fiat Topolino with its leaf springs, solid rear axle and drum brakes. While the steering gear is quite rudimentary, Syd reports that it is only slightly imprecise at the straight ahead but surprisingly accurate around corners.

The four-speed gearbox has the original Topolino ratios with a lengthy gap between third and fourth but, as Syd adds, the lightweight car is happy to move away from rest in second gear.

I wondered what it might be like running on such 'skinny' tyres. Syd points out that – with some reservations – they are pretty much all that's needed to handle the limited power of the tiny Fiat engine. "They help make the Giannini extremely agile but they do have difficulty finding grip on the wet cobbles so

to see the road ahead."

That's just something the Giannini occupants have to contend with but, when the sun is shining and the roads are dry, the little car is an absolute joy to be in, as Syd reports: "It's not a fast car but it is extremely agile so it's handy when

squeezing through the narrow streets so often encountered in Italian towns on

**“ It's extremely agile so it's handy when squeezing through narrow streets on the Mille Miglia route ”**

the Mille Miglia route," he says. However, their size means the spare wheel and some basic tools can be carried behind the seats.

One disadvantage that has made itself apparent during each of the three Mille Miglia events that Syd has so far completed has been the lack of any form of weather protection. "If you think it rains in Scotland, try Italy!" laughs Syd. "On one occasion the heavens opened and it rained as I have never experienced it before. Sometimes it's so bad the event has to be halted as it's impossible

often found along the Mille Miglia route." On one twisty bit in the mountains, the Giannini passed a Mercedes Gullwing which didn't overtake again until it came to a long straight. The same thing happened with a D-Type Jaguar.

When delivered, Syd's Giannini came with the original G1 750cc engine but, concerned about the possibility of damaging such a rare unit, Syd fitted a tuned 600cc Topolino engine instead. This has served extremely well over the three years that he and Bernie have completed the Mille Miglia.

Having given the little car a year off in







2018, the plan is to return to the 1000-mile event in 2019 with the car's 750cc engine freshly restored to its original condition. The motive is that it will be 70 years since the Gianni achieved its class win and won the Borgo Trophy (Borgo having produced the Gianni's pistons). This trophy now resides, along with other Gianni memorabilia, with Syd in Aberdeen. There's also a plaque on the dash to commemorate this. Fiat was so impressed by the Maggiorellis' performance that it sent a congratulatory telegram from the Turin factory. Syd has this, too, along with several certificates from the years the Maggiorellis took part, as well as the lead seals from each race.

In that highly successful 1949 event, the Gianni sported the number 233, which meant it left the starting ramp at 2.33am. Syd has a picture of the car about to head off with a rather corpulent Mr Gianni standing alongside. With Syd having said the interior was rather cramped, one does

wonder how the far-from-slim Signor Gianni ever managed to shoe-horn himself in behind the wheel.

Despite his fabulous collection of largely Italian and German exotica, Syd admits that the little Gianni has won a place in his heart. "I just love the way it enables me to relive history and there's no reason to think it won't go on doing so for many years to come. I really do think I'll never part with it."

This coming season, the Gianni will be exhibited at the Grampian Transport Museum, 20 miles or so west of Aberdeen. The surrounding roads are simply marvellous, so anyone seeking a scenic route over the Grampian mountains from the east coast to the likes of Elgin, Inverness and the west coast, a call in to the GTM at Alford is thoroughly recommended.

Syd is a trustee of the museum and an expert behind the Museum's involvement in Formula 24 racing, which competes in the International Green Power series. On Saturday

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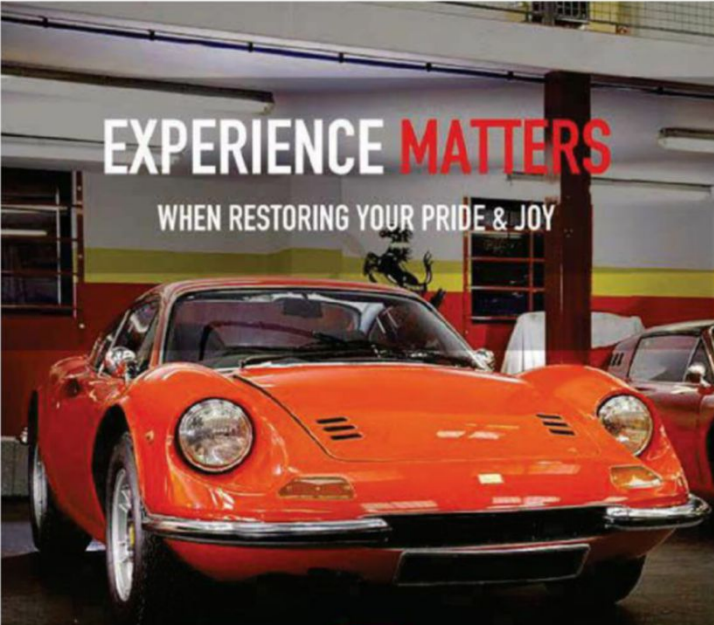
mornings he helps with the running of the well-attended Young Engineers Club where he can pass on his vast experience to young up-and-coming engineers.

As he says: "Before you can grasp the future, it's good to understand the past and the Gianni and its G1 engine are wonderful race-winning examples of what went on way back in the 1940s and 1950s." 🇮🇹





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# NEC Classic Car Show



Pundit and philosopher Steve Berry ponders what defines an Italian classic – and an Italian car, full stop – at Britain’s biggest classic show in Birmingham

Story by Steve Berry  
Photography by Michael Ward and Leigh Jones





A nice lady asks: "Do you like dogs?" Well, that old red Alfa GTV 2000 I bought from a professional squash player in Bristol was undoubtedly a dog. As was the Lancia HPE Volumex that ejected its entire exhaust system and was cursed with a permanently moist velour driver's seat. As for my Fiat X1/9, that was a howling hound of St Bernard proportions: electrics like Frankenstein's castle, rotten as a Russian election and as prone to overheating as a Bedouin's trouser press. So, on the available evidence, I don't just like dogs – I love 'em.

Poor woman. She was of course 'chugging' for down-on-their-luck canines at the NEC Classic Car Show. But I was there for the cars, of course; not all classic, not by my definition; and not all old, either.

Take the Lamborghini Urus on display. Helpfully the owners' club had stuck an LM002 next to the Audis-urus-wagen just in case a confused journalist (I would blame heavy drinking but the hard-drinking hack of old is as endangered as the red squirrel these days) came

along and thought, I didn't know, that Isuzu invented the idea of a supercar on stilts. It's quite a thing, the Urus, isn't it? Six hundred and fourteen horsepower, 2.2 tonnes and an eight-speed automatic gearbox connected to a twin-turbo 4.0-litre V8. It is, of course, about as Italian as a Dr Oetker pizza – as in, not very. For me, the engine is missing at least couple of, if not four, cylinders. And here's the clincher: "The engine is fully assembled at a VW plant in Hungary and shipped to Italy". For £175,000 or thereabouts, I'd rather like my Italian supercar engine to be fully assembled in Italy. I'm sure it's an absolute hoot to drive, and if I were a premiership footballer/oil-rich oligarch/Stormzy, I'd want one. But I'm not, and I don't.

If the motor industry were Star Wars, then Volkswagen would be the Empire, and Wolfsburg the Death Star. I love the big, bad, brutal Lamborghini LM002 – a Top Trumps legend, an epic folly of a motor car, a miss-hit of a military vehicle turned into a V12-engined peregrine perch for oil-rich Arabs. Vulgar displays of wealth are, for some reason, much





more palatable if they originate from a different era. The Rambo Lambo was entirely Italian from the riveted-on aluminium roof to the Pirelli Scorpion run-flat tyres. The V12 engine was entirely assembled in Sant'Agata. I don't know if you care about this – possibly you don't, you just want a great car – but one thing the Lamborghini Urus isn't, is Italian. It's not so much a car as the ultimate exercise in badge engineering; the Sunbeam Stiletto to the Porsche Cayenne's Hillman Imp. And I don't mean that in a good way.

It's always nice to see a De Tomaso Pantera and, if it's an early car without the awkward cosmetic surgery, like the one on show at the NEC, then so much the better. Here's a car that looks great from every angle. Front three-quarters? Gorgeous. Side on? Bellissimo. Rear three-quarters? Nurse, the screens! I started in this game as a photographer (yes, I know, 'should have stayed one') and I'm here to tell you that very few cars are 360 degrees gorgeous. The Pantera is probably the least Italian of all the great Italian cars.

Designed by an American – Tom Tjaarda – and fitted with a V8 line-backer of a lump that could only ever have come out of Detroit, driving the rear wheels through a gearbox that was straight out of Stuttgart. Italian? Well, the background on the De Tomaso badge is the Argentinian flag. You knew that; I know you knew that. And I know that, like me, you still think of the Pantera as an Italian car. Odd, that.

One of the best things about the NEC show is that you will invariably come across a car the existence of which you were previously unaware. Ladies and gentlemen, boys and girls – I give you the Frisky. No really, you're welcome. At medium distance I had assumed Italian origins and Fiat underpinnings. "I see you're interested in our Friskys," said one of the owners, with rather more certainty than my passing interest might have deserved. "Wolverhampton-made in the late 1950s, with motorbike engines," he offered. "Not Italian," I replied. "No, but the styling was by Michelotti," he affirmed.

The more I looked at these comically undersized cars

*CLOCKWISE FROM TOP LEFT: Urus & LM002; Maserati stand; Fiat Coupe; timeless De Tomaso; Alfa club stand; Dino dynasty*





– doomed almost before they got going thanks to the brilliance of both the Mini and the Fiat 500 – the more I saw the genius of Italian design. Anyone can make a supercar look sexy. It is an entirely different matter when you're given something with the same

luggage I'd hoped it would be; I think – bizarrely – that the saloon had more luggage space, but I might be wrong. And it wasn't pretty enough for me to tolerate its shortcomings. It was, however, great to see one here that was so well kept but obviously in regular

“ If the only thing I'd seen at the NEC was the Alfaholics Spider R V6, it would have been worth it ”

wheelbase as a shopping trolley. All of the car-making nations had a go at these microcars – yes, even the Americans – and the only ones that don't look like something scratched by Salvador Dali on a toilet door are the ones designed by Italians. The Frisky may be a footnote in motoring history, and perhaps not even that, but it did leave us with two of the greatest names ever given to a car: Friskysprint and Frisky Family Three. I legged it just as they were asking if I'd like to receive their newsletter.

I'm not entirely averse to something with 12 cylinders and a quarter-of-a million-pound price tag, but they're beginning to bore me more than a little. Instead I seek out the odd, the unusual and the downright eccentric. Think the Italians never made an awkward-looking car? Look, there's a washing-machine-white Lancia Beta Berlina – the hatchback that isn't.

Seen enough over-restored Dinosaurs for one lifetime? Yes, I think I have as well. But did you see the boxy-but-good Alfa 33 4x4 Sport Wagon? Proper stopped me in my tracks, that did. I owned one, briefly. Indeed, it might be the shortest time I've ever kept a car. I moved it on in a weekend, since it wasn't the fast load-

use. The people who preserve and use ordinary cars are as important as any white-gloved conservator fingering a manuscript.

If I'd gone to this show and the only thing in any of the cavernous halls that make up the National Exhibition Centre was the Alfaholics Spider R V6, then it would have been worth it. I'd seen it on the Alfaholics website and was fully aware of the quality of the cars that come out of its workshop. But this really is something very special. We all have a car that we love more than any other. It changes from week to week when you're young, but at some point, usually in late adolescence, it solidifies. That's it, that's your car – for life. For me, it is the Series 2 Alfa Romeo Spider. And this is some kind of ultimate. Powered by a 24-valve 3.0-litre Busso V6 with everything else upgraded to cope with the extra horsepower and torque. The standard of restoration is impeccable but with nothing overdone and the damn thing is just so... perfect. I stood there slack-jawed in front of this masterpiece. A couple of people spoke to me but in my head all I could hear was the wail of that V6. Worth it just to see that car. 🇮🇹

*Simply gorgeous: 3.0-litre V6 Busso power nestling under the bonnet of the Alfaholics Spider R V6*





# IMOLA CLASSIC

Imola played host to some great classic races in 2018

Story & images by Keith Bluemel



The Peter Auto organisation ran the Imola Classic race meeting at the *Autodromo Internazionale Enzo e Dino Ferrari* in October, offering free entry to all. This attracted a big audience to watch a packed weekend of classic racing, despite the weather being a mix of sunshine and showers. At least it didn't suffer from the torrential rain and storms that some parts of Italy were experiencing that weekend.

The event attracted strong entries in most of the races, with only the Euro F2 Classics having sparse

grids. The Heritage Touring Cup, with its colourful array of well-known liveries, attracted a very healthy 48 entries, and the Sixties Endurance Race topped the charts with a massive 54-car entry.

Classic Endurance Races provided great duels for cars built between 1966 and 1974, plus sports racing cars between 1966 and 1971; a second Classic Endurance Race ran for GT cars built between 1975 and 1981, and sports racing cars between 1972 and 1981. There was a wide array of makes and models on the grids as a result.







There were also two races for Group C cars, those monstrosly powerful endurance racing protagonists that dominated endurance racing between 1982 and 1994. A further pair of races, called The Greatest's Trophy, were open to pre-1966 sports and GT cars, with the emphasis on gentlemanly driving, in respect of the value of some of the cars taking part. The Heritage Touring Cup was open to saloon cars eligible for the European Touring Car Championship between 1966 and 1984, in a number of classes dependent upon age and engine capacity, whilst the Sixties Endurance race was for pre-1963 sports cars and pre-1966 GT Cars that ran in endurance races in period. From this it can be seen that there was scope for many varied trips down memory lane.

A number of familiar names were in the driving seats, notably five-time Le Mans 24 Hour Race winner, Emanuele Pirro. He shared a beautiful Alfa Romeo T33/3 with Gianluca Rattazzi in the Classic Endurance Racing 1 race. Other well-known names taking part included Jurgen Barth, Ralf Kelleners, Soheil Ayari and Raymond Narac.

The vagaries of the weather through the course of the weekend caused a few off-course excursions under the changing conditions, and with them a number of full course yellows and safety car periods. However, it also made for some exciting racing and mixed up the race finishing orders, notably where there were two races for a category. None of these races featured the same winner on both days.

## RESULTS: HIGHLIGHTS FOR ITALIAN CARS

### Classic Endurance Racing 2

3rd - Franco Meiners,  
Lancia Beta Montecarlo Turbo

### The Greatest's Trophy Race 1

3rd - Christian Bouriez, Bizzarrini 5300 GT

### The Greatest's Trophy Race 2

2nd - Franco Meiners, Alfa Romeo Giulia TZ  
3rd - Christian Dumolin, Ferrari 250 GT Drogo

## FERRARI ENTRIES

### Classic Endurance Racing 2

# 46, 512 BB/LM, chassis # 35525,  
Christian Bouriez  
# 47, 512 BB/LM, chassis # 44023,  
Jeremy Lanckswert/Christophe Van Riet

### The Greatest's Trophy

# 41, 275 GTB4, chassis # 09247,  
Jan Gijzen  
# 56, 250 GT SWB Berlinetta,  
chassis # 3107 GT, Conrad M. & Conrad C.  
Ulrich  
# 114, 250 GT "Drogo", chassis # 2391 GT,  
Larry Kinch  
# 120, 250 GT Drogo, chassis # 1717 GT,  
Christian Dumolin



*CLOCKWISE FROM TOP: Franco Meiners' Beta Montecarlo Turbo and Alfa TZ; 105 Giulias in full flow; Drogo-bodied Ferrari 250 GT of Christian Dumolin; Emanuele Pirro in a superb Alfa Romeo T33/3*





# Fiery Redheads

Few cars are as exciting as a 12-cylinder Ferrari, but what is a Testarossa really like to own? Here's everything you need to know about the Testarossa, 512 TR and F512 M

Story by Richard Dredge  
Photography by Michael Ward



If ever there were a car that summed up the excesses of the 1980s, it's the Ferrari Testarossa. With its impossibly low, wide stance, in-yer-face body side strakes and 4942cc flat-12 engine rumbling in the middle, no car epitomised the greed-is-good Thatcher era better than Ferrari's Berlinetta Boxer successor.

The Testarossa burst onto the scene in 1984, swapping the Boxer's lithe lines for something far more brutal, but this wasn't a car that was all show and no go. The engine – the only flat-12 ever fitted to a production car – was carried over from the Boxer but with cooling and timing systems revised and new four-valve cylinder heads along with a fresh fuel injection system. The result was up to 390hp, a top speed beyond 180mph and a 0-60mph sprint in little more than five seconds. There was even reasonable practicality courtesy of a boot in the nose and some space behind the cabin's two seats.

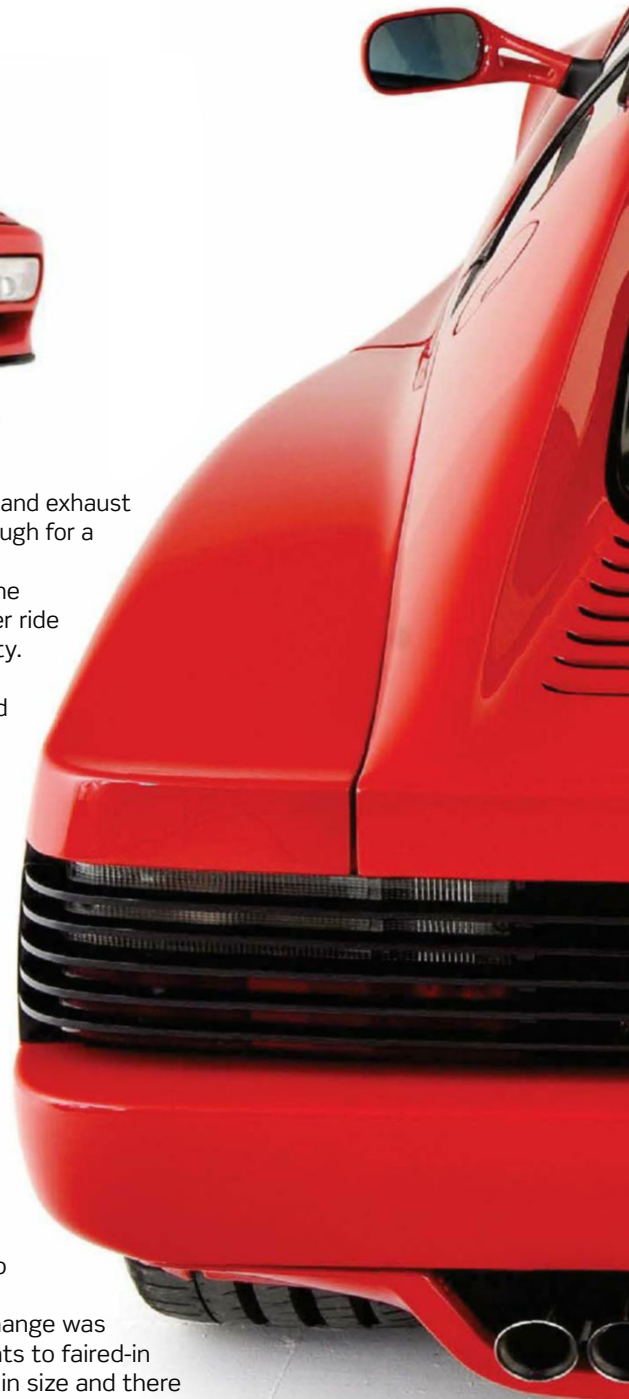
The earliest cars featured knock-on central-nut alloy wheels and on the driver's side there was a single mirror (*'monospecchio'*), half-way up the A-post. By 1985, Ferrari had switched to a pair of door mirrors mounted at the base of the A-pillars, while from 1988 the wheels were held on by five studs.

The changes became more significant in 1991 when the Testarossa gave way to the 512 TR. This used the same flat-12 engine but with a higher compression ratio (from 8.7:1 to 10:1), while an integrated Bosch Motronic 2.7 electronic ignition/injection system was adopted in place of the previous Magnetti Marelli ignition and Bosch injection. These changes along with

modifications to the pistons, intake and exhaust saw the power jump to 428hp – enough for a top speed of 194mph.

The engine was also lowered in the chassis which, along with a squatter ride height, reduced the centre of gravity. The adoption of alloy front stub axles, rear hubs, damper bodies and steering joints cut the kerb weight by around 50kg, while the bodyshell was re-engineered to improve torsional stiffness by 12.5%. There were now 18-inch wheels with wider, lower-profile tyres, stronger brakes, a beefed-up clutch and a strengthened gearbox. Inside, the cabin was overhauled with new seats, instruments and switchgear. The steering was sharpened up, too; the new rack had just 3.2 turns between locks in place of the previous 3.4. At first anti-lock brakes weren't available but they became standard in 1993.

The final round of updates came in 1994 when the F512 M picked up the baton, the 'M' standing for *Modificato*. The biggest obvious change was a move away from pop-up headlights to faired-in units. The front grille was reduced in size and there were now four circular rear lights in place of the





previous square items nestling behind slats. Ferrari also managed to shave 40kg from the kerb weight, add more power, fit new 18-inch Speedline wheels and the cabin was titivated with a fresh steering wheel, new pedals and a new gearknob.

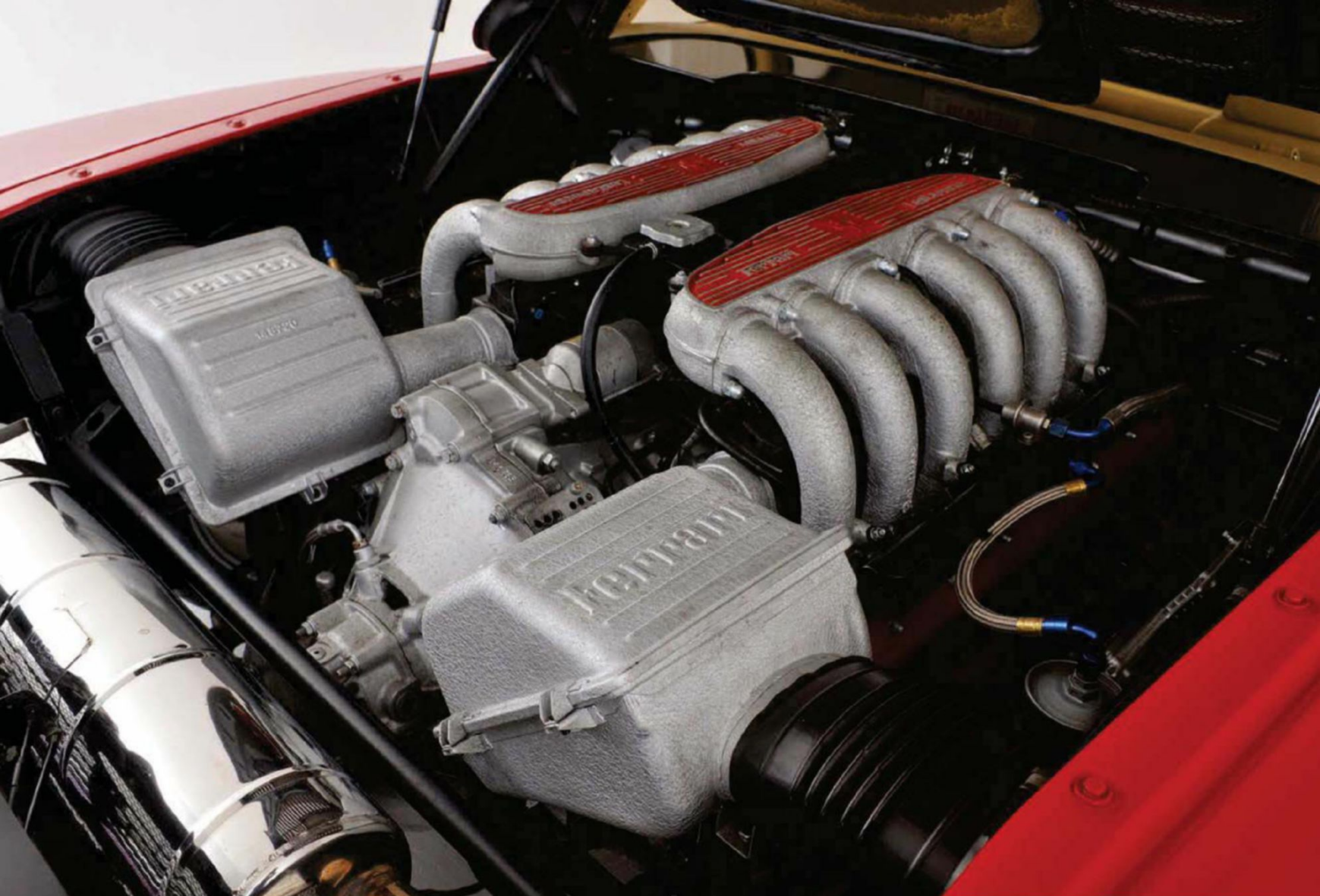
By the time F512 M production ended in 1996, the TR family had proven very successful. Testarossa production totalled 7177, of which 438 were right-hand drive; 512 TR production ran to 2280 (88 of them RHD, including 38 ABS models), while just 501 F512 Ms were made, a mere 41 of which had the steering wheel on the right.

## DRIVING IMPRESSIONS

These might appear to be different shades of the same colour, but the Testarossa and 512 TR are quite different to drive. For many years, Nicky Paul-Barron has worked as a circuit instructor for the Ferrari Owners' Club and has been fortunate enough to drive most Ferrari models on the track. He told us: "It's only in this environment that you can really appreciate the difference between the various iterations of Testarossa. None of them is short of power and they're all very fast, but the transition from Testarossa to 512







TR brought much greater stability and security thanks to the lower centre of gravity.

"The 512 TR also brought a significant amount of extra power, but you have to explore the upper reaches of the rev range to make use of it. That's not a chore, though, as this is an engine that thrives on being revved. But crucially you don't have to rev it if you don't want to; any of these cars will potter along in fifth gear with plenty of torque and ample flexibility."

Another 512 TR owner – and model specialist – Tony Worswick, adds: "These cars are defined by their engine, and although there are more powerful Ferrari powerplants, this remains one of the most effortless and smooth engines ever made, with a thirst for revs that belies its capacity. The power just builds as the revs increase, and when the V8s are sounding strained, the flat-12 is just asking for more. The engine being positioned above the gearbox does ultimately limit the handling, and this is a fairly big and heavy car, so unless you are good, or feel lucky, it is not a car to throw around."

### OWNER'S VIEW

Seven years ago, Nicky Paul-Barron bought the 512 TR pictured here. He says: "The 12-cylinder cars always seemed that little bit special to me. I've owned or raced most of the eight-cylinder *tipos* plus a lovely 246 Dino. When the chance came along to buy another Ferrari it had to be a 12-pot. I like Boxers but wasn't keen on the prices, nor the possible reliability and condition issues. I knew the best option was a 512 TR as they are so

much better than the Testarossa and I preferred the styling to the later F512 M. Plus the M was more money again. My TR doesn't get much use, which is a shame, but whenever I do have a drive it always impresses. Mine has a Tubi exhaust and the soundtrack is thrilling; the car is so much more exciting than a 550 and totally engaging on the road."

Tony Worswick is a Ferrari specialist with his own workshop ([northernsupercars.co.uk](http://northernsupercars.co.uk)) in which he works on these cars all of the time. He comments: "I'm lucky in that I have owned or driven all of the Testarossa range and have done significant mileage in all of them. My first was a white Testarossa that I loved. Nobody ever got it mixed up with anything else, and it had presence coming out of its ears. Brakes in that period were not up to the rest of the car, and a thrash to the pub would always result in serious deterioration in stopping power. The 512 TR mostly solved that and many other minor issues, especially the ABS cars which had a much better front-to-rear brake balance, this system being carried over to the F512 M which is very similar to a late 512 TR mechanically, and to drive.

"The changes between the Testarossa and the 512 TR/M are much greater than is immediately apparent. My personal favourite is a late 512 TR; some of the V8 cars are as quick and maybe handle better, but the 512 TR is more than a car; it is an event, a special occasion, and if speed limits did not exist it would be one of the best ways of covering big distances on fast roads.

"At one point I owned a Testarossa and a 512 TR but it was always the latter Ferrari that I took out because it's

*Glorious flat-12 engine isn't too troublesome but does need to be removed for cambelt and gearbox work*





*Big front boot makes this a surprisingly practical car. Air con and electric windows may have 'issues'*

better in every way. I had to force myself to take the Testarossa so I decided to sell it and keep the 512 which is a blunderbuss of a car; it's the last of the dinosaurs, but in so many ways it's all the better for it.

"Practicality is excellent; you could easily go away in one of these cars for a week as they're such great cruisers and there's plenty of luggage capacity. Reliability is also generally very good with few weak spots, but maintenance costs are high because there

tooth surface 'picking up'. You'll hear it ages before it causes a problem. Better parts are available to fix things but fitting them is a big job, best combined with a cambelt service. Also, the differential case was manufactured in two halves then welded together. Eventually you get a fatigue fracture in the weld which cause the diff casing to spread, putting the crown wheel and pinion out of mesh which causes major damage if not caught almost immediately. The 512 TR

**“ These cars are defined by their engine – one of the most effortless and smooth engines ever made ”**

are no shortcuts. For example, you have to take the engine out for a cambelt change or any gearbox work, and the price of parts, particularly body panels and trim, is very high, even by Ferrari standards. It was the range-topper for most of its time, and very much built by hand. But at least these cars are easy to work on in most areas, with the exception of cambelts and the gearbox, which needs special tools and is complicated as well. The rest could be done by a competent home mechanic."

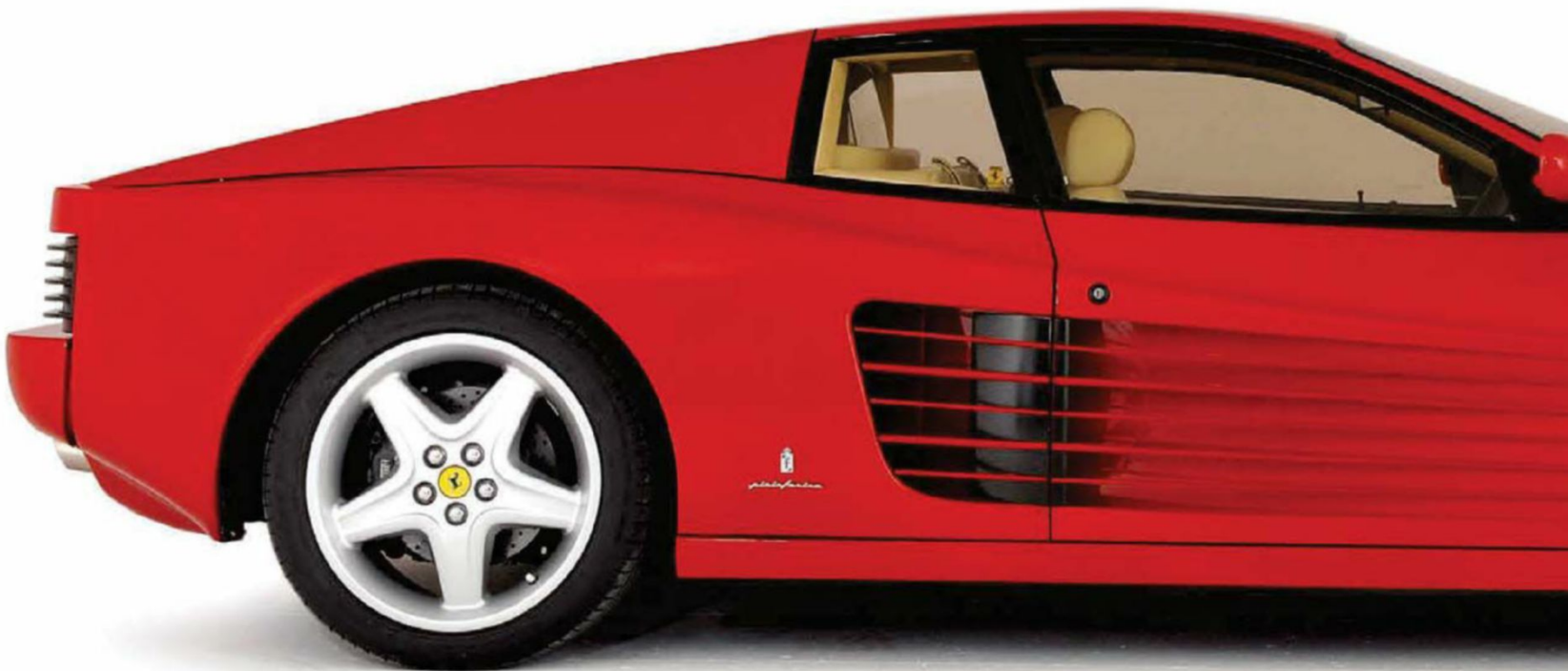
### WHAT TO LOOK FOR

Says Tony Worswick: "The gearbox is the Achilles' Heel of what is otherwise largely a bombproof car. Second and sometimes first gears can get noisy due to the

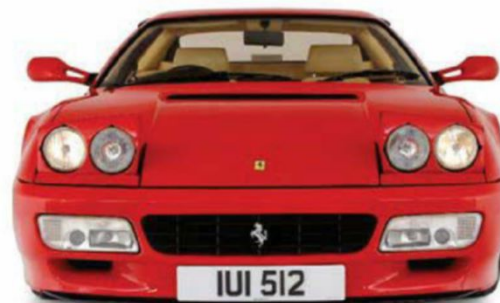
diff is the same but the F512 M gearbox has a one-piece diff case with no weld. I've had one-piece billet diff cases made which are much stronger, along with crown wheel and pinion sets."

A big issue for many of these cars is that they're rarely used, leading to dried-out seals, hardened O-rings and gaskets plus gummed-up injectors and perished hoses. Metering units on the Testarossa (but not later versions) are unreliable on cars used infrequently. Left unused for ages and rarely serviced, when the time comes to sell, there's often a whole heap of costly recommissioning work needed. So if the car you're buying has done very few miles in recent years, pay for a professional inspection which will highlight the size of any likely bills.









The bodysell is made from aluminium, apart from the steel roof and doors. Underneath this is a steel frame which rarely corrodes, but check the alloy panels for flaking paint which can peel off. Look for bubbling along the door bottoms and the wings where they meet the A- and B-posts. Check for accident damage, too. Those side strakes are a nightmare to repair, so ensure all five fins are straight and parallel. Also check that the front and rear bonnets are aligned properly and that they close easily; if they don't, it may simply be that the catch needs to be adjusted.

The flat-12 is strong, but needs specialist care. An annual service (or every 6250 miles) is essential, as are fresh cam belts every 15,000 miles (or three to four years); the engine has to come out to replace these. See if the engine fires from cold; it should start immediately, unless it hasn't been run for a few weeks. Expect the powerplant to idle at 2500rpm until warm, at which point it should settle to a nice even 1000rpm.

The five-speed manual gearbox is strong but you won't be able to engage second until everything has warmed up. Testarossa clutches typically last 10-15,000 miles; replacement is straightforward. While you're at it, convert to a 512 TR set-up, which lasts twice as long.

The car's weight takes its toll on the suspension. There are six dampers, all of which can wear out, while the suspension bushes perish. Replacing any of these isn't too costly though.

Check the leather dash top for shrinkage, especially in the corners, and ensure all of the electrics work. The items most likely to give trouble are the air con, lights and windows.

## COST & VALUE ANALYSIS

The good news is that values for these cars have been falling over the past couple of years, reflecting the fact that the Ferrari market overheated. The bad news is that some sellers haven't latched onto this and are still asking unrealistic sums. While all of these Ferraris represent very good value for money, you'll still need at least £80,000 to secure something worth owning. You shouldn't go into Ferrari ownership if money is



## TECHNICAL SPECIFICATIONS

FERRARI	TESTAROSSA	512 TR	F512 M
ENGINE:	4942cc flat-12	4942cc flat-12	4942cc flat-12
BORE X STROKE:	82mm x 78mm	82mm x 78mm	82mm x 78mm
COMPRESSION RATIO:	8.7:1	10:1	10.4:1
FUELLING:	Bosch K-Jetronic	Bosch Motronic M2.7	Bosch Motronic M2.7
POWER:	396hp at 6800rpm	428hp at 6750rpm	440hp at 6750rpm
TORQUE:	361lb ft (490Nm) at 4500rpm	361lb ft (490Nm) at 4500rpm	369lb ft (500Nm) at 5500rpm
TRANSMISSION:	5-speed manual	5-speed manual	5-speed manual
SUSPENSION:	Wishbones, coilover dampers and anti-roll bars	front and rear	front and rear
BRAKES:	Ventilated discs	Ventilated discs	Ventilated discs
TYRES:	225/50 VR16 (front), 255/50 VR16 (rear)	235/40 ZR18 (front), 295/50 ZR168 (rear)	235/40 ZR18 (front), 295/50 ZR168 (rear)
DIMENSIONS:	4486mm (L), 1976mm (W), 1130mm (H)	4480mm (L), 1976mm (W), 1135mm (H)	4480mm (L), 1976mm (W), 1133mm (H)
WEIGHT:	1506kg	1473kg	1455kg
TOP SPEED:	181mph	195mph	196mph
0-62MPH:	5.4sec	4.9sec	4.7sec

## USEFUL CONTACTS

### SALES & SERVICE

- Autofficina, 5 Ruxley Lane, Epsom, Surrey KT19 0JB. Tel: 020 8391 0002. Web: [www.autofficina.co.uk](http://www.autofficina.co.uk)
- Barkaways, Unit 6 Arnold Business Park, Branbridges Road, Tonbridge, Kent TN12 5LG. Tel: 01622 872100. Web: [www.barkaways.com](http://www.barkaways.com)
- DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Herts WD3 6EA. Tel: 01923 287 687. Web: [www.dkeng.co.uk](http://www.dkeng.co.uk)
- Emblem Sports Cars, Unit 2c & 2d, Sharp Road, Poole, Dorset BH12 4BG. Tel: 01202 722247. Web: [www.emblemsportscars.com](http://www.emblemsportscars.com)
- Foskers, Unit 5 Brands Hatch Park, Scratchers Lane, Fawkham, Longfield, Kent DA3 8PU. Tel: 01474 874777. Web: [www.foskers.com](http://www.foskers.com)
- Hoyle-Fox Classics, Unit 9, Wycke Hill Business Park, Maldon, Essex CM9 6UZ. Tel: 01621 841444. Web: [www.hoylefoxclassics.co.uk](http://www.hoylefoxclassics.co.uk)
- Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007. Web: [www.joemacari.com](http://www.joemacari.com)
- Northern Supercars. Worswick Eng Ltd, Philips Road, Blackburn, Lancashire BB15 5SG. Tel: 01254 261351. Web: [www.northernsupercars.co.uk](http://www.northernsupercars.co.uk)
- Rardley Motors, Headley Rd, Grayshott, Hindhead, Surrey GU26 6LB. Tel: 01428 606616. Web: [www.rardleymotors.com](http://www.rardleymotors.com)

### PARTS


- Superformance, Unit G1, R D Park, Stephenson Close, Hoddesdon, Herts EN11 0BW. Tel: 01992 445 300. Web: [www.superformance.co.uk](http://www.superformance.co.uk)
- Eurospares. Tel: 01787 477169. Web: [www.eurospares.co.uk](http://www.eurospares.co.uk)
- Maranello Concessionaires, Unit B8 Crabtree Road, Egham, Surrey TW20 8RN. Tel: 01784 436222. Web: [www.ferrariparts.co.uk](http://www.ferrariparts.co.uk)

really tight because of the possibility of big bills striking at any time, but if you want the maximum car for your money it's worth finding a decent left-hand drive model if you can, as these fetch around 25% less than an equivalent RHD car.

A high-mileage early Testarossa is the most affordable model. The newest, the F512 M, is worth the most, while the 512 TR sits in the middle. The top end would be a concours F512 M, which can be worth up to £175,000, whereas an equivalent



Testarossa and 512 TR will fetch around £125,000 and £150,000 respectively.

Running costs need not be ferocious, with a typical annual service priced at £1000 or so. But the engine has to come out to renew the cam belts every three years and you should expect to pay around £2000 for this service. With extras invariably required relatively frequently you'll be doing well to average less than £3000 per year over a period of ownership – if you use the car. 



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# TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES

**Alfa Romeo SZ & Maserati Quattroporte Sport GT**  
**Also owns: Fiat Panda 100HP**

**Y**es, it's been a very expensive year for the SZ. Having had both the doors re-hung and the propshaft replaced in the first half of the year, a nasty noise from the rear brakes caused another haemorrhaging of the old wallet at the tail end of 2018.

In transaxle Alfas, the rear brakes are inboard and therefore not visible unless you put the car up on a ramp. So the SZ duly returned for yet another time to Adrian Jardine at Alfa Aid in Maidenhead. After an inspection, I got a call from him with the doom-laden words, "it's a mess back there."

The big problem with the SZ is that its brakes are basically race car-spec. Unless you're driving the car hard – taking it on the track, for instance – the front

brakes are usually all that's needed to bring the car to a halt, and the rears just don't get used. Result? Corroded discs and callipers. That's exactly what had happened to mine.

Of course – you knew this was coming, didn't you? – the discs and callipers are unique to the SZ. Equally inevitably, these parts are now very hard to come across. Cue some more parts-made-from-scratch action. Then came another sting: the handbrake cable was also



corroded, and snapped during disassembly. Minor issue, right? Wrong. A new spare cable supposedly designed for the SZ simply didn't fit. You can't adapt an Alfa 75 cable, either, as it's a different length. It had to be made from scratch...

The long and short of it is that, after almost three months in the garage, I finally got the SZ back, just in time for its winter lay-up. 2018 has been a low-mileage year; I plan to use it a lot more in 2019.

As for the Maserati

Quattroporte Sport GT, it's finally time for me to part with it. I can honestly say that it's been the most reliable car I've ever owned. Other than servicing (at Scuderia Scaglietti), new tyres and a new battery, it's needed nothing, and has had no problems whatsoever. It truly is a reluctant sale for me, but if you're in the market for an immaculate, low-mileage, ZF-gearbox QP Sport GT, please turn to the classifieds section starting on page 92.







## SIMON PARK

### Maserati Quattroporte IV V8 Evoluzione

Also owns: Abarth 595 Competizione, Maserati 4200 Spyder

"Never underestimate the seductive powers of a 40- or 50-something Italian temptress," I advised last year, in these pages, when evaluating my decision to eschew further dalliances with older, classic (or not) cars. But when the temptress in question is a mere 18

and ridiculously undervalued by 'the market' – well, the seduction is all but irresistible. That's my excuse, anyway, for ignoring my own advice and succumbing to the manifold charms of an immaculate RHD, 17,000-mile, manual transmission QPIV 3.2-litre V8 Evo.

Resplendent in cherry red Rosso Indianapolis, with colour-matched Alcantara panels in the cabin contrasting with unmarked black leather seats (piped red, of course), she's the real

deal, and quite a rare beast. And I did something I'd never previously done (nor thought I'd ever do) – I bought her sight unseen. It was a measure of the trust I placed in the opinion of the estimable Marios Kriticos, of Manchester specialists Autosshield Maserati – the go-to man for Masers oop north – who inspected it for me. "You will win the Maserati Club Concours with this car!" he assured me. Blimey, steady on...

The Quattroporte in all

its six versions has been a marque icon for 55 years. 12 years ago, I did a series of road tests for *Auto Italia* of the first five, and the 'IV' (the various QPs have always traditionally been identified by Roman numerals) was the one that stuck in my mind. That was 'just' an early, high-mileage 2.8-litre V6 with auto transmission; but its balance, behaviour and sheer focus endeared it to me immediately. And whilst Marcello Gandini may have more distinctive and dramatic designs on

his CV, the subtle beauty of the QPIV's architecture reflects to perfection the essential ethos of Maserati.

Both V6 and V8 versions were offered from 1994 onwards; but after Ferrari took over its Modenese rival in 1997, much modified and improved *evoluzione* versions of both soon followed. With the lusty 335hp V8 installed, mated to Getrag's exemplary six-on-a-stick gearbox, it goes like a proper Maser should. In





typical twin-turbo fashion, the mid-range grunt is eye-popping – an easy match for the 4200 Spyder sitting alongside it in the garage (although beyond about five thou, the rev-happy, normally-aspirated Spyder's extra litre and 60-odd horses soon start to tell, and it's game over). But both are seriously great engines.

The 'IV' is the smallest of all the QPs and is probably the only one to which the adjective 'chuckable' could realistically be applied. It feels solid as a rock, goes where you point it, sticks like S2AB on its 245/40 R17 Pirelli P7s and appears to be entirely devoid of any tendency to bad manners when asked to hurry. I do like that in a car.

Having averaged less than 1000 miles in each of its 18 years, there are some signs of under-use – a few little niggles that will get sorted out in time. Marios also identified, and subsequently rectified, a number of issues, replacing a rear crankshaft oil seal and part of the exhaust system before I took delivery. The QPIV is not the easiest of cars to maintain and service, but

for now, the outlook's bright and sunny.

Only one complaint: why on earth did Maserati (or was it perhaps Ferrari, out of raw jealousy?) ditch that divine, classic ovoid clock on the Evos and replace it with a cheap-as-chips, Christmas cracker digital job? At least they had the good grace to hide it behind the gear lever – where you can barely see it. D'oh!

## SIMON CHARLESWORTH

### Alfa Romeo Alfetta

Although in superb, almost eerie, condition for a *berlina* and a credit to its previous and only other owner, the Alfetta has not seen much use. Before I bought the 1978 2000 nearly five years ago, said chap managed just 1310 miles over the previous eight years of his ownership.

Until 2018, Britain's miserable 'summers' should have fallen foul of the Trade Descriptions Act. Last year's glorious summer should have seen the Alfetta enjoy the most use it has experienced since the early 1990s. Alas, life got in the way.

As the MOT expiry loomed, I had forgotten that when not used, Alfas love to sulk. When it was dry and I was free, the Alfetta was paroled from its SORN and taken out for a run. All was going well, the twin-cam was in great voice, the Dell'Ortos were in tune and idled impeccably. We were reacquainted and I was realising how much I'd missed it. Yes, rush-hour was brewing, but by then I was homeward bound. To my relief, its preliminary 2018 run was deemed successf...

Hold on. What's that? The clutch pedal doesn't feel right. It's gone light, spongy and now it's numb. Depression and exasperation fill my thoughts. Then, just in time for the dawdling hell of Bristol's Cumberland Basin, the clutch goes AWOL. The cabin turns blue.

To much relief, I managed to limp somewhere quieter to call the nice man in a yellow van. After the AA insisted its computer was right and the Alfa was still SORN'd, I was lucky enough to get a patrolman, Mark Nolan, with extensive 'transaxle' experience. This was the



first call of his shift and the Alfetta had made his day.

The clutch slave cylinder was to blame. The system was bled, the clutch returned and I was escorted to Alfa specialist, Les Dufty of Automeo. During the course of which, it was noted by Mark that the rear lights were putting on a show worthy of Saturday Night Fever. Oh goody.

Broadly speaking, Les's technique for changing a clutch slave cylinder (£60.60) and hose (£11.10), involves a bespoke tool that holds the clutch fork back, affording access. Taking a day to fit, it's less costly than propshaft down, transaxle unit

down and probably bank account down.

While the Alfa was in the air – and given the impending MOT – I felt it wise to replace the rear tyres with a pair of Pirelli Cinturatos (£307.80), fitted by a local fitter for £30. A trip to the auto electricians followed, and after lengthy fault tracing and connection repairs, a refurbished alternator was fitted. The bill came to £548.34, after I noticed that the oil temperature gauge had stopped working too. The Alfetta's due a return visit as, when the alternator was fitted, the air con compressor was disconnected. All of which just left the nail-biting, pace-filled tension of the MOT test. I say 'just'...





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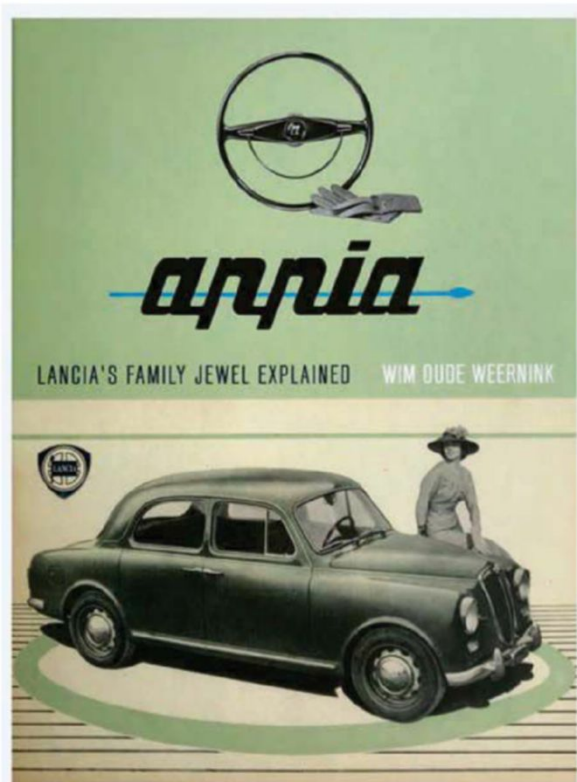
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**Appia: Lancia's Family Jewel Explained**  
 By Wim Oude Weernink  
 Publisher: Simon Stevin  
 ISBN: 978-9080-649-637  
 £42

Dutch writer Wim Oude Weernink is a recognised authority on Lancia and this new book is a study of one of his favourite cars, the Appia. His first ever Lancia was an Appia, and he still owns two examples (a Pininfarina Coupe and a Camioncino pick-up).

The Appia was launched in 1953 and made until 1963, the last compact car made by Lancia with traditional sliding pillar independent

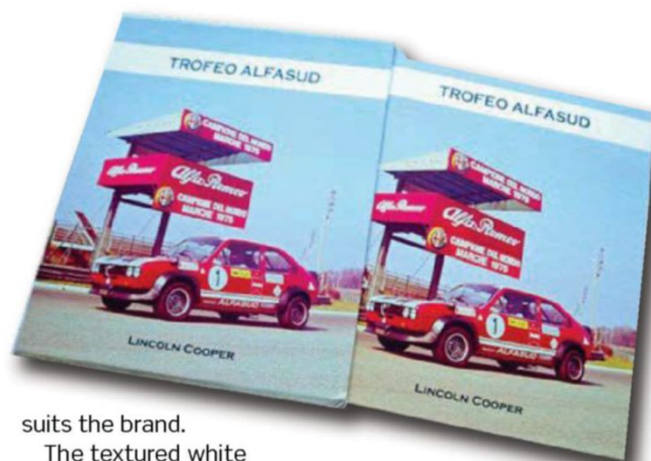
front suspension. With its V4 engine, aircraft-quality engineering and construction and elegant styling, it's widely appreciated as a classic.

This book covers all aspects of the model. Its evolution is ably described through its forebears, its technical progress and the differences between the three distinct series of Appia. There is a fascinating chapter about period accessories and tuning equipment, plus a section called 'Keep the Appia Fit' on maintaining and restoring the car today.

Perhaps the most interesting chapter is the

one devoted to the 'Speciale' coachbuilt models made by the likes of Allemano, Boano, Motto, Pininfarina, Vignale, Zagato and the Swiss carrozzeria Ghia-Aigle. Racing and commercial variants are also covered.

Although only 100 pages long, this is a very high-quality book written with clear passion and knowledge. It's lavishly illustrated with mostly period photos in colour and black-and-white. The print run is limited to just 500 copies, and if you want a copy, UK distribution is via the Lancia Appia Consortium club, with a small proportion of the price going to the club – email doncross@adcross30.plus.com for full details. **CR**



suits the brand.

The textured white cover with an embossed Cavallino makes you feel like you should be handling it with white gloves. The quality inside is every bit as high-end, with excellent photography, fine reproduction and excellent story-telling.

Over 224 pages, with text entirely in English, you get reports on every



**The Ferrari Yearbook 2018**  
 Publisher: Ferrari  
 £100

Every year since 1949, Ferrari has produced an annual 'Yearbook' looking back at its achievements in the year just gone. 2018's edition marks a definite step up in quality from what has gone before. This year, it's a hardback book, rather than a glorified magazine, and is produced with a sense of artistry and quality that much better

resonate with that emotion, but Trofeo Alfasud must be at the pinnacle of such works. The reader is guided from an overview of the model itself and its position in the automotive hierarchy of the period, through the announcement that there would be a racing series for the model. Detailed accounts are presented, covering the Italian and European Alfasud Championships from 1977 until 1983, plus reports from France, Austria and Germany. The Ice and Snow series are covered, as are the races in Australia. Drivers are featured and interviewed and even Alfasud memorabilia is covered. A full results section completes this near-500 page book.

Over 224 pages, with text entirely in English, you get reports on every race in the 2018 Formula 1 season, every new car currently offered by Ferrari, items on classics, museums, the new Centro Stile building and even a splash of poetry. Our favourite piece is written by Will Self about a journey through Scotland. No question, this is a must for Ferrari fans. **CR**

**Trofeo Alfasud**  
 By Lincoln Cooper  
 ISBN: 979-1220-035-606  
 Publisher: Trofeoalfasud.it  
 £150

On his own admission at the end of this substantial book, the author states that it was a labour of love, taking six years to write. I think many of us who author motoring books can

obtain this book somehow. It is not bedtime reading from cover to cover, but more like sitting by the fire with a large glass of Sangiovese, spending a few evenings dipping into it. Even if you aren't a 'Sud fanatic, try and get a good look at this book, as it isn't just what it states on the cover; it is a quite magnificent achievement on quality paper and with a great 'feel', just asking to be read and enjoyed. Grab one of just 500 numbered copies now at Trofeoalfasud.it. **PC**





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OR EMAIL CHRISREES@AUTO-ITALIA.NET



## QV OR NOT QV?

I have just finished reading in the current Auto Italia your article on the Alfa Romeo Stelvio Quadrifoglio Verde and am puzzled by your comment in the penultimate paragraph on page 21 that you do not understand why the model is referred to as the QV. How can this be when, in the paragraph opposite you state that, "if you want to spot a QV compared to a standard Stelvio look for (among others) the Green Cloverleaf badges"!

As far as I know, Verde is always included to differentiate the specification from the Quadrifoglio Oro [Gold Four-leaf (clover)], a designation much used in the 1970s and 1980s on the 'Sud, Alfetta, Alfa 6, 90 and 33. This is a light-hearted criticism but nevertheless one which I am surprised at having to make!

**John Haynes**

*Many thanks for your erudite exposition of the cloverleaf badge on Alfas. The Giulia and Stelvio are called simply 'Quadrifoglio' and not 'Quadrifoglio Verde' as on past Alfas – hence our 'QV' or 'Q' question. Alfa's design department still calls the cars QV because they were originally going to be*

*named 'Quadrifoglio Verde', we understand. Most of Alfa's marketing material simply says 'Q', however. – Editor*

## FIAT SPIDER RARITY

Here's a car I've recently seen for sale in Palermo on the island of Sicily. It's described as a Caprera 600 Fiat Spider Capri, which I've never even heard of, and it has a rear-mounted Giannini engine. It's certainly unusual-looking, with very distinctive rear fins. The ad says it was made



in 1960 – I guess that fits in with the tailfins! Do you know anything more about it? Is it a prototype or an actual production car?

**Geoffrey Harker**

*Caprera was one of the coachbuilder minnows. It began making special bodies in 1958 with the Capri sports car and the Amalfi saloon, both based on the Fiat 600. Both convertible and coupe versions of the Capri were made but they must surely be extremely rare. – Editor*



## RUDDER JUDDER

I recently had a chat with someone who was experiencing 'judder' from the front end of his new Alfa Romeo Giulia when doing tight turns. He said it was particularly noticeable when first starting out in the morning.

I had exactly the same experience in my Maserati, with my front wheels juddering and losing grip at the front on full or near-full lock, so I looked into it and had many conversations about it. Eventually I got this official reply from Maserati:

"The car is set up for sporty handling affecting the camber and toe of the wheels. Adding that to the limited slip differential fitted at rear of vehicle, the differential wants to push the car at a straight-ahead position, turning each rear wheel at the same speed. When left or right steering is applied, the front tyres have to overcome the pressure of the rear differential. In cold or wet conditions the front tyres

momentarily lose grip to relax and regain their position causing the sensation of a judder."

I'm guessing this applies to all cars with rear-wheel drive and a rear diff, so nothing to worry about apparently!

**George Kyros**

## ABARTH SPRITE

I've just come across these images of the 'Abarth Sprite' on the Australian Sprite Parts website. I'd never seen this car before but I think it's fascinating. It's a 1958 Fiat 500 that racer Warwick Holyoake bought



new from Italy and exported to Australia. Needing a bit more power for the track, he transformed it by fitting an Austin-Healey Sprite engine in the tail, mounted to the standard Fiat gearbox. The engine's extra length required a new extended rear end to be made (in alloy by local builder Stan Brown). Apparently it all worked very well and the car set several lap records. The car still exists and will be raced again in historic meetings 'down under'.

**Dave Brown**







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Some features may appear in a later issue





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## DIARY DATES 2019

**February 22-24****Race Retro**

Stoneleigh Park, Works

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

**March 22-24****Restoration & Classic Car Show**

NEC Birmingham

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

**March 30****Goodwood Trackday**

(Lancia Motor Club)

[www.lancia.myzen.co.uk](http://www.lancia.myzen.co.uk)

**April 6****Alton Italian Car Breakfast**

The Departure Lounge Cafe,

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

**April 6-7****Goodwood Members Meeting**

Goodwood Circuit, Sussex

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

**April 10-14****Techno-Classica Essen**

Essen, Germany

[www.siha.de](http://www.siha.de)

**April 14****Spring Alfa Day (AROC)**

National Motor Museum, Beaulieu

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

**April 19-22****Horsham Piazza Italia**

Horsham, Sussex

[www.horsham.gov.uk](http://www.horsham.gov.uk)

**April 26-28****Ireland Rally**

(Lancia Motor Club)

[www.lancia.myzen.co.uk](http://www.lancia.myzen.co.uk)

**May 4****Auto Italia Italian Car Day**

Brooklands Museum, Surrey

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

**May 10-12****Great Northern Weekend**

(Lancia Motor Club)

Northumberland

[www.lancia.myzen.co.uk](http://www.lancia.myzen.co.uk)

**May 11-12****Prescott Hill Climb**

Open Classic Car Event

[www.cleevevale.org.uk](http://www.cleevevale.org.uk)

**May 12****Classics at the Villa**

Villa Scalabrini

Shenley, WD7 9BB

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

**May 15-18****Mille Miglia**

Brescia-Padova-Rome-Parma-

Brescia, Italy

[www.1000miglia.eu](http://www.1000miglia.eu)

**May 19****AROC South West Alfa Day**

Mapperton House,

Beaminstre, Devon

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

**May 24-26****Concorso d'Eleganza**

Villa d'Este

Lake Como, Italy

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

**May 25-26****La Vie en Bleu / La Vita Rossa**

Prescott Hill Climb

[www.prescott-hillclimb.com](http://www.prescott-hillclimb.com)

**May 26****Scottish Italian Car Day (AROC)**

Hopetoun House, South

Queensferry, Edinburgh

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

**May 31 - June 3****Sliding Pillar Rally**

(Lancia Motor Club)

Dinant, Ardennes, France

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**June 1****Alton Italian Car Breakfast**

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**June 7-9****FFFEAR 2019 (Lancia Motor Club)**

Norfolk

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**June 16****Cotswold Alfa Day (AROC)**

Compton Verney

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

**June 23****Italian Car Day**

With Auto Sportivo

Sharnbrook Hotel, Bedford

[autosportivolt.d.wixsite.com](http://autosportivolt.d.wixsite.com)

**June 30****National Alfa Day (AROC)**

Bicester Heritage, Oxon

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

**July 4-7****Goodwood Festival of Speed**

Chichester, Sussex

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

**July 14****Supercar Sunday**

Brooklands Museum, Surrey

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

**July 26-28****Silverstone Classic**

Silverstone Circuit

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

**August 3****Alton Italian Car Breakfast**

The Departure Lounge Cafe,

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**August 18****Festival Italia**

Brands Hatch Circuit

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

**September 13-15****Goodwood Revival**

Chichester, Sussex

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

**October 5****Alton Italian Car Breakfast**

The Departure Lounge Cafe,

Hants GU34 4BH

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

**October 13****Autumn Motorsport Festival**

Brooklands Museum, Surrey

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



# AUTO ITALIA CLASSIFIEDS

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## ALFA ROMEO



**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. A277/011



**1967 Alfa Duetto Spider.** Red, fully restored over 2011/13, photos and receipts available on request. 1750 period engine fitted, original UK car, vehicle and engine numbers available on inquiry. Great overall condition and a very fine example of this rare car, regularly maintained by Victory Garage over the 4 years of ownership, current MOT, EPOA. Tel: 07777 3345221. Email: marilynjbutt@btinternet.com. A277/033



**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. A277/052



**1969 F12 Minibus.** Rare minibus, engine, suspension, floor and chassis all rebuilt, body and trim to do. All metalwork, trim etc is there as patterns, all glass and seals. Must be seen, rising in value and worth much more than VWs, £12,000, current one for sale at Euro 55,000 in Italy. NOVA reg supplied, if you wanted me to restore for you that can be done, F12 at NAD 2018 was mine. Tel: Ed Seymour, 07973 711948. A277/032



**1979 Alfetta GTS.** 69,000 miles, red. A chance to own what *Auto Italia* called 'The Rarest Alfetta'. The Alfetta GTS was a UK-only edition, only two survive and this is the only one on the road (howmanyleft.co.uk). It has spent most of its life in Italy, hence its excellent rust-free condition. Freshly restored, it has a new MOT and is ready to show, collect or simply enjoy driving, £25,000. Tel: Neil, 01403 289719. A277/035



**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. A277/050



**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). A277/053



**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. A277/051



**Alfa Romeo Spider 3.2 JTS.** This stunning car was very loved by a car fanatic who sadly had to give it up due to dementia, I am his daughter and selling because it deserves to be enjoyed by someone who will love it as my father did. Very well looked after and low mileage, it needs some TLC to bring it back to its full glory, MOT 24/10/2019. Tel: 07760 506450. Email: ljg2016@aol.co.uk (Norfolk). A277/036

**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. A277/054



**2008 Alfa Romeo 159 Ti 2.4 JTDm.** Black, 60,000 miles, Bose and front/rear parking sensors, AHM remap and full service history (Monza & Bianco). One owner and well loved! £6995. Tel: 07941 241204. Email: BlackAlfaRomeo159Ti@hotmail.com (Surrey). A277/009





**Alfa Romeo GT 3.2 V6.** An opportunity to own one of the best if not the best GTs in the UK, owned by an AROC member, this car was bought by me through Ned Kirkham at Autolusso. Low mileage, very rare beautiful colour, one of only 4 V6s in this colour in the country, it's a fantastic car. Shark fin 18" alloys, 330 Brembos, Quaife LSD and beautiful Autodelta stainless steel exhaust system. Top end rebuild at 43,000 miles by Autolusso, all paperwork of this included plus FSH. One previous owner only, this GT wants for nothing. All paperwork, the car is standard apart from the exhaust and new Alpine stereo head unit. Looking for a passionate Alfa fan who will love this car as much as I do, only reason for selling is I have a new Giulia Veloce and do not have a garage. This car needs driving, only serious interest wanted please, it's a future modern classic in the making! £8750 ovno. Tel: 07969 998078. Email: robbo2006@btinternet.com. A277/01



**2007 Alfa Romeo 939 Spider 2.2 JTS.** 68,500 miles, silver with blue hood. Superb condition, new gearbox bearings and timing chain kit at 67,000 miles, C.Quartz ceramic paint protection, service history, ice cold air con, everything works. Reluctant sale due to loss of garage space, £5750 ono. Email: nigel.shepherd@email.com. A277/034



**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). A277/048



**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 ovno. Tel: 07411 262957. A277/049

### FERRARI

**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. A277/012



**Ferrari 599 HGTE.** I am selling my 599 HGTE which has recently been serviced at HR Owen, it has only covered 4300 warranted miles. Finished in black with black and silver stitching, perfect example with tool kit and all extras. Email: rajinmehta@icloud.com. A277/018



**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. A277/047

	<p><b>1970 Citroen SM</b> Superb driver, all upgrades, £18k current receipts: <b>£42,495</b></p>		<p><b>1972 Lancia Fulvia 1600HF</b> UK RHD model with incredible history file. New engine, good original car. <b>£34,995</b></p>
	<p><b>1972 Lancia Fulvia 1.3S</b> Excellent example in a rare colour, much new work: <b>£17,995</b></p>		<p><b>1991 Alfa Romeo SZ</b> UK car, 35k miles, Excellent: <b>£44,995</b></p>
	<p><b>1968 Alfa Romeo 1750 Spider</b> Factory RHD model in good restored condition: <b>£34,995</b></p>		<p><b>1962 Alfa Romeo Giulietta Sprint</b> Tidy LHD 101 series in azzuro iseo, new interior, only: <b>£29,995</b></p>
	<p><b>1971 Fiat Vignale Gamine</b> Rare RHD in good original order: <b>£24,995</b></p>	<p><b>We are Italian car specialists, more vehicles online and arriving, please see our website</b> <b>T +44 (0) 1424 893362 E hello@mrspeedlux.com W www.mrspeedlux.com</b></p>	

ITALIAN CARS FOR SALE CLASSIFIEDS





**Ferrari 550 Barchetta.** RHD, Rosso/black interior, in beautiful condition with only 12,000 enjoyable miles, recent belts and service, sensibly offered for sale at £360,000. Tel: 07774 478893. A277/019



**Ferrari 360 Challenge.** Very quick class winning Ferrari 360 Challenge, one of 2 built to Carbon Michellotto specification. Class Overall Winner 2013 Ferrari open, Class Overall Winner 2014 Ferrari open, many podiums and fastest laps. Lightly tracked/raced since 2015, new Stradale engine 2013, 3 sets wheels and tyres, full air jack system, Autotel comms system. Well known, very well maintained, ready to race. Tel: Paul, 07887 996666. A277/017



**1977 Ferrari 512 BB for sale.** Red with tan 'Daytona' seat interior, 42,000 miles. A Ferrari Owner's Club concours winning car, also featured in *Classic & Sports Car* magazine article, full service record and recent cam belt change, £285,000, private sale. Tel: 07980 296749. Email: burfords@btinternet.com. A277/020

**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: brianrdavies@aol.com for full update and full photo specification (FOClub member). A277/013



**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. A277/061



**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. A277/060



**1980 Ferrari 308 Dino GT4.** 54,000 miles, Argento with blue interior. Serviced by Italia Autosport last 4 years, full cambelt service, brake pipes and pads, alternator, ignition and carbs set up 150 miles ago. Other work carried out on coolant and fuel system, suspension, undertrays and chassis rustproofing. Restored between 1999 and 2014, previously owned by Foskers, £42,500. For full details call Rick: 07760 374464. A277/016



**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. A277/062



**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). A277/058



**Ferrari 355 Challenge Spec.** 1997, owned by me since 2003 with occasional summer use only for race series, hillclimbs, track days and tours with FOC, pictured on the way back from its last race at Val de Vienne 2016. Current MOT, approx 30K miles, £50,000. Tel: 0044 7823 447241. Email: johnshirleyinverroy@gmail.com. A277/015



**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). A277/059

**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. A277/014

FIAT



**1995 Fiat Coupe 16V N/A.** 82,000 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, interior in good condition, history file, drives very well, call for further details, £750. Tel: 07854 932595 (Orpington area). A277/003



**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. A277/057

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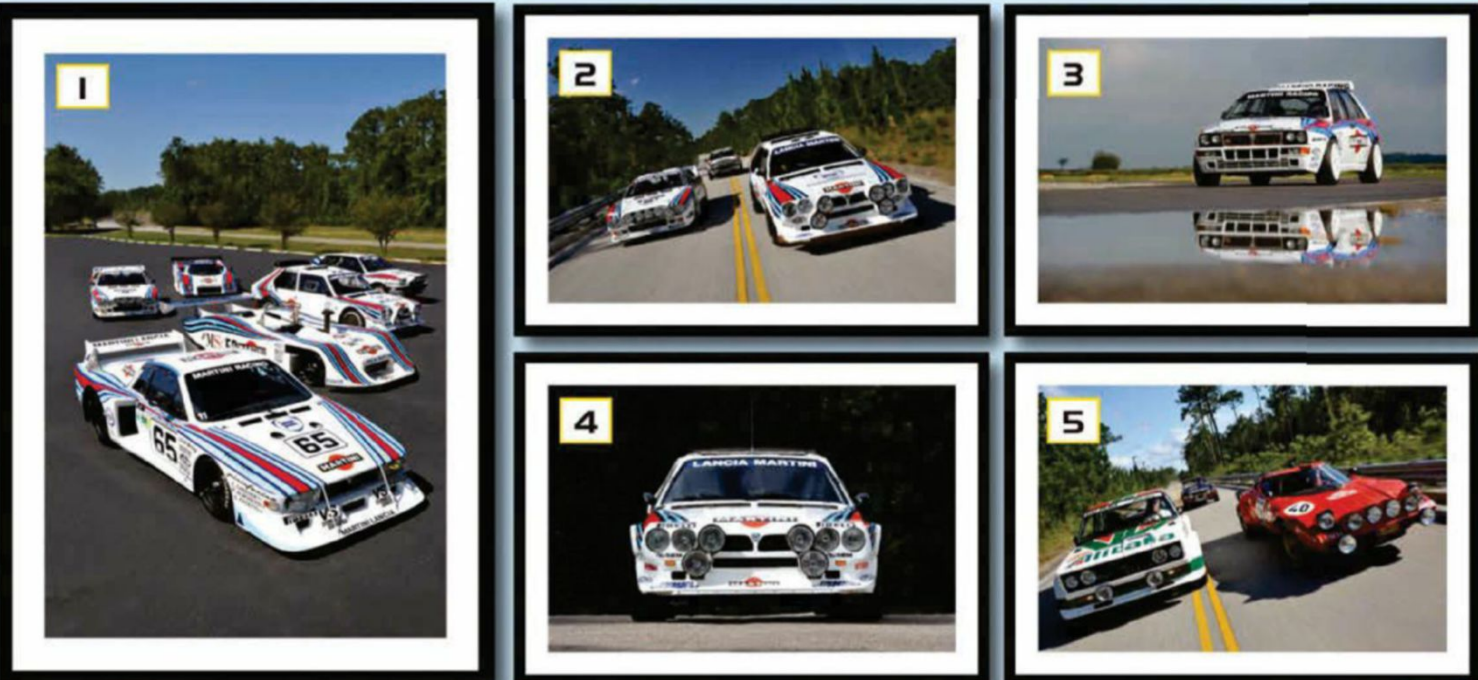
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**AUTO Italia**

*\*Frames for illustration only*

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**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). A277/055

MASERATI



**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



**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. A277/001

**Classifieds are free! Just email your text and photograph to [liz.solo@ntlworld.com](mailto:liz.solo@ntlworld.com)**

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. A277/022



**Maserati 3200 GT, Automatic.** The Best Version of the twin-turbo V8. 1999, 65,000 miles, Silver with perfect navy blue leather. Outstanding condition throughout, including the entire underside of the car. Original Becker Stereo with multi changer in the boot. Tool Kit, 3 Keys, Leather Wallet, 2 box files of history, old Mots, and service and repair invoices dating right back to when it was a new car. Very recent, no expense spared, £21k mechanical service work to engine, gearbox, suspension, brakes and more by THE leading marque specialists - McGrath Maserati. This includes a cam belt service, valve clearances checked and reset, reconditioned gearbox, new propshaft coupling, replacement wishbones and uprights, brake discs, brake pads, intercooler, turbos checked and new retaining bolts fitted, throttle body up-grade, front subframe/chassis upgrade, new air-con pump, 4 new tyres, new crankshaft oil seal, gaskets and new coolant and turbo hoses as required, and much much more.... While the engine gearbox and front subframe were out of the car, everything that needed attention was dealt with. Everything is listed on the McGrath Maserati invoices. HPI clear and any inspection most welcome. At £15,950 you are unlikely to find a better 3200, especially with such a low mileage. Contact: Roberto Giordanelli. Tel: 07973 508132. [info@roberto-giordanelli.com](mailto:info@roberto-giordanelli.com) The car is located in Sunbury-on-Thames.



**F355 seats and interior trim.** A matching set of genuine original 355 seats, tunnel cover and handbrake console removed from my 1994 (M2.7) GTS. No rips or holes, but might benefit from some light refurbishment. Magnolia/Crema colour, complete with seat runners, all working, will fit other tipos, asking £995 for the set, might split. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A277/026



**F430 Scuderia wheels set with tyres.** As new (done less than 100mls) genuine Ferrari 19 3 F430 Scuderia (style) grey wheel set with new Michelin Pilot Sport 4S tyres (285/35ZR19 rear 225/35ZR19 front), 10x19 rear wheels, front wheels 7.5x19. Perfect condition, no marks, includes genuine centre caps and genuine Ferrari TPMS, look fantastic and reduces unsprung weight that improves the way the car drives, lighter faster turn in, collection only, titanium bolts not included, £3800. Tel: 07850 161520 North East/Yorkshire). A277/027



**360CS/430 Sports front wheel.** One refurbished front wheel to fit 360 Challenge Stradale or 430 with optional sports wheels, £600. Email: megstafford@me.com. A277/029

MISCELLANEOUS

**Auto Italia magazine collection.**

Complete set of magazines from number 1 to 274. Excellent condition. Buyer collects.

All offers considered. Email David: [roberts967@btinternet.com](mailto:roberts967@btinternet.com)

**AROC magazine collection.** Free upon collection from me in Leeds, West Yorkshire, approx 1985-2017, good condition. Text: 07742 598214. Email: [rob.murphy2@btinternet.com](mailto:rob.murphy2@btinternet.com). A277/037

**'355 YEL'.** What better reg number for your yellow 355? On retention and ready for immediate transfer, £4500. Tel: Neil, 07957 420069. Email: [neilgos430@gmail.com](mailto:neilgos430@gmail.com). A277/038

**'A1 GTO'.** Ferrari registration mark for sale, currently on my motorcycle, A1 GTO, £10,000. Email: [meredith292@googlemail.com](mailto:meredith292@googlemail.com). A277/039

**'EFF 488'.** On retention, £5K ono. Email: [mpeco49@btinternet.com](mailto:mpeco49@btinternet.com). A277/046



**For your vintage garage.** 7 tin petrol sign, 8x12 inches, £45 post free. Tel: 020 8399 7541 (Surrey). A277/065



**Poster of Derrick Warwick's BTCC Alfa Romeo 155** from the 1994 season. In very good condition and measuring 60x42cm, £10 inc p&p to UK address. Email: [tonymitchellmore@gmail.com](mailto:tonymitchellmore@gmail.com). A277/002

**'F1 DNO'.** Ferrari plate F1 DNO, on retention and ready for transfer, £4800. Email: [robin@clementsretail.com](mailto:robin@clementsretail.com). A277/040

**'A488 GTS'.** (488 Spider) on retention, £9600. Email: [956007@gmail.com](mailto:956007@gmail.com). A277/041

**'C8 GTC'.** On retention certificate, offers please (expected value £600). Tel: Harvey, 07899 944132. A277/042

**'R1 GTB'.** Registration R1 GTB for sale, currently on retention certificate, FOC member, £2500. Tel: 07866473184. A277/043



**Wall plaque.** Perfect for your garage wall, shield shape cast iron wall plaque, painted with raised design. H: 30cm, w: 20cm, d: 0.6cm, this is a reproduction it is not an original, £25 + £6 carriage, can deliver to Cavallino House if required (live in Towcester). Email: [b.norfield@gmail.com](mailto:b.norfield@gmail.com). A277/030







**Models and 365GT bits.** Two x Ferrari F1 model, Schumacher 1/6th scale, £5000. 365GT2+2 plastic perspex head light covers, £500; hand brake cable, £150; and oil filter, £10. Tel: 07836 239377 (Haslemere). A277/021



**Goodwood Road Racing Company.** GRRC member grille badges, cost new £205, price £150, new in pkts, comp with fixings, just left club. Tel: 07398 015688 (West Sussex). A277/006



**Lancia bonnet badge.** Enamel finish, size 2.5x2.5 inches, mnf J Fray Vitrofilm JF7075 62381345/2, £45 post. Tel: 07580 313669 (Surrey). A277/005  
**'430 FER'.** Registration for sale, currently on a retention, without a doubt the best plate you could have on a 430. Tel: 07808 777434. A277/044



**Genuine Ferrari 458 indoor car cover.** Email: alistairbeverley@yahoo.co.uk. A277/066



**Ferrari Girard-Perregaux watch.** Limited edition Swiss movement 250 GT TdF watch. Worn regularly but still in excellent condition, complete with Ferrari-branded box and all books, yellow face, £950. Email: peterv@warnersgroup.co.uk. A277/031



**'Ferrari World' magazine.** I have 14 editions of Ferrari World magazine for sale including 4 year books 2010/2011/2012/2013. I'm open to offers as I want them out of the way, they are all immaculate, never been read. Email: bi.electricalsolutions@gmail.com. A277/067

**'RED 458S'.** Not much can be said, very obvious private plate, Spider or Speciale. Licence plate looking for the perfect car... RED 458S, £25,000. Email: Bob, red458sitalia@gmail.com. A277/045

**WANTED**

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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## SBARRO ALFA ROMEO DIVA

**ALFA ROMEO CREATED A MID-ENGINE CONCEPT CAR FULLY FIVE YEARS BEFORE THE 4C, IN CONJUNCTION WITH SWISS-ITALIAN, FRANCO SBARRO**

Story by Chris Rees

**F**rancisco Sbarro is one of the great mavericks of the car world. The Swiss-Italian has been building low-volume sports cars and concepts since the 1960s, and still appears every year at the Geneva Motor Show with a gaggle of surprising newcomers.

He certainly has form with Alfa Romeo, having presented the Alfa Romeo-badged twin-engined Issima at the Geneva Show in 1995. By his standards, the Alfa Romeo Diva that rocked up to the Sbarro stand at Geneva in 2006 looked quite tame. But it had a special significance: it was actually designed in-house at Fiat HQ.

Franco Sbarro presented it as a “research prototype” but it was far more than just another styling mock-up. It was largely developed by Elasis, which was Fiat’s research and development wing set up in the south of Italy at Pomigliano d’Arco (a venture that only lasted from 2003 to 2010).



Sbarro also said that the Diva was designed in-house at Alfa Romeo Centro Stile, by its then head, Wolfgang Egger. The Diva project was carried out in collaboration with Sbarro’s ‘Espera’ design school, which was celebrating its 10th anniversary in 2006. The design was then transformed into reality by Sbarro and his Espera students.

If you think there’s a hint of 4C about the Diva, that’s not too surprising. In terms of construction, it was quite similar, comprising a central chassis tub made of carbonfibre (realised by the ATR Group); meanwhile, special carbon engine/gearbox mounts were made by SRS. Some elements from the Alfa Romeo 159 were also used, suitably modified to accept a mid-mounted Alfa 147 GTA engine. As for the double wishbone pushrod suspension system, that was taken directly from the Ferrari F430.

In terms of style, Sbarro said the Diva was inspired by the 1960s Alfa 33 Stradale, but its

resemblance to the forthcoming Alfa 4C was also remarkable. The proportions were very similar, for instance. The lights used LED technology,

with a set of small diodes for headlamps – very much prefiguring the 4C’s own controversial lights.

The nose featured an F1-style ducted spoiler either side of the Alfa shield grille.

The vented brake discs gained extra cooling via air intakes at the front end. The rear end had hints of 33 Stradale and 8C Competizione about it, with a centre-exit exhaust mounted high up, just below the ‘floating’ spoiler. A rear grille housing the lights and badge permitted a clear view of the engine and rear suspension.

Extreme lightness was at the heart of the Diva. It tipped the scales at 1100kg, pretty much identical to the later 4C. The weight distribution was 40% front, 60% rear – again very similar to the 4C’s 38% and 62%.

There were many contrasts with the 4C, however. Rather than a four-cylinder engine, a tuned version of Alfa’s 3.2-litre V6 Busso engine was fitted transversely. The 250hp of the standard 147/156 GTA was upped to 290hp. Tubistyle provided a one-off exhaust system, which used variable geometry. Alfa Romeo’s six-speed Selespeed robotised gearbox delivered power to the



rear wheels. The claimed top speed was 168mph and acceleration from 0 to 62mph was quoted as 4.8 seconds.

The doors were gullwing, or rather scissor doors that hinged forwards, pivoting at the corner of the windscreen pillar – a set-up very much in contrast with the future 4C’s conventional doors. The interior took inspiration from racing practice, with two half-leather sports seats, four-point harnesses, a Momo steering wheel and a centre console punctuated by *manettini* to adjust the engine and suspension settings.

After its Geneva Show debut, the Diva made an appearance at the Villa d’Este Concours d’Elegance in 2006. Any speculation that Alfa might build the car in series was quickly quashed, however. Reportedly the Diva prototype ended its days at Dallara – the very company that helped Alfa develop its 4C. Was that a coincidence, we wonder?



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