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- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



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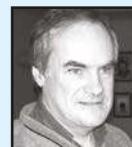
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Having just got back from the 89th Geneva Motor Show, I've realised I've been to the last 26 shows in a row, which officially makes me *old*. I've seen a fair few launches in my time there, stretching right back to the Ferrari F355 in 1994. It's fitting, then, that we celebrate 25 years of this highly regarded Ferrari in this issue.

But it's also great to be able to celebrate some cracking Geneva debuts this year. As you can read in our feature starting on page 12, there was plenty for Italian car enthusiasts to get excited about.

The new Alfa Romeo Tonale (pictured above with Alfa's chief of design, Klaus Busse – and yes, he is very tall) is one the reasons to feel jolly. I know some Alfa fans still find the idea of SUVs mildly disagreeable, but success in this still-growing market segment could well cement Alfa's position as a major manufacturer – which of course helps fund all the nice cars we'd all like to see (and which were notably absent from the show, such as the two-door Giulia GTV and 8C supercar). It also helps that the Tonale looks so good – easily, I'd say, the best-looking compact SUV of all. Here's hoping that it retains those looks in production.

But the real star for me was Fiat's Concept Centoventi electric city car – essentially the new-generation Panda. It's not significant solely for the face that it looks funky, and has loads of clever touches. No, it's the genuinely revolutionary thinking behind it. This is a car you can rent or buy; customise by 3D printing at home; upgrade mechanically in a matter of minutes; reconfigure inside using Lego-style accessories. Fiat even describes it as a Ford Model T for the iPhone generation. With prices likely to be set very low, that could very well be true. It's the clearest indication yet of Fiat's future as an electric city car specialist – and so far, I really like what I see.

Chris Rees
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ITALIAN CAR NEWS

LANCIA COLLECTION UP FOR SALE



A collection of road-going Lancia homologation specials is coming up for auction. RM Sotheby's is selling the cars at its Essen sale in Germany on 11-12 April.

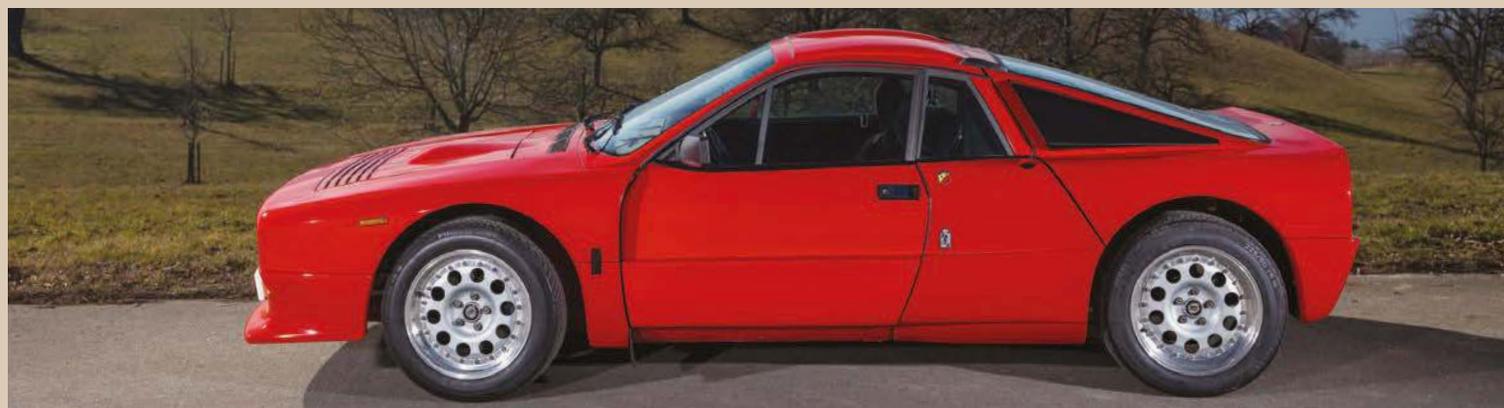
A 1975 Lancia Stratos HF Stradale, one of only 492 produced, is a rare example in unrestored and all-original condition. Initially owned by Guido Bignardi, a member of a

prominent Italian rallying family, the car has had only one further owner since, and is expected to make £420,000 to £450,000.

Also up is a 1984 Lancia 037 Stradale homologation special, which was also delivered new to a member of the Bignardi family. It's described as in "exceptionally well-preserved condition" and has done just 3500km from new. Its estimate is £305,000

to £350,000.

A 1985 Lancia Delta S4 Stradale, designed to homologate the Group B rally car, is one of 200 road-going versions built. It has done less than 2200km from new and is estimated to sell for £390,000 to £480,000. A 1970 Lancia Fulvia Rallye 1.6 HF 'Fanalone' (£52,000 to £60,000) completes the Lancia motorsport line-up.



'ESSESESE' RETURNS TO ABARTH 595

The Abarth 595 esseesse is back after an absence from the market. The revived model features an 180hp engine, BMC air filter, Brembo front brakes, white 17-inch Supersport wheels, Koni FSD rear suspension and a stripe package. Inside, freshly designed Sabelt carbon shell seats with 70th Anniversary stitching are included (these are an option on standard Abarths in the company's 70th Anniversary year), along with carbon pedals and special logos. A seven-inch infotainment display, which is optional on the regular 595, is also included on the esseesse.



BARGAIN TIPO STREET

A new 'Street' trim level has been added to Fiat's Tipo range. Described as "dynamic, stylish and accessible", it's based on the Easy trim level, but adds new 16-inch black alloy wheels, tinted rear windows and contrasting dark mirror covers, grille and door handles (inside and out). LED daytime running lights and special badging complete the picture. Available with the 1.4 95hp petrol engine, it's priced at £15,050, only £500 more than the entry-level Tipo Easy.



STICKER YOUR 500

Personalised name stickers are being offered free to all Fiat 500 owners. At www.my-500.com owners can enter the name of their car, choose from one of 10 colours and Fiat will send them a personalised 500 sticker for free. Owners have until 30 June 2019 to claim their personalised Fiat 500 name sticker; further stickers can be acquired for a small extra cost.



FERRARI: ANOTHER RECORD YEAR

Ferrari has posted another record year in 2018, recording growth of 10.2 per cent. Full year sales amount to 9251 cars – some 853 more than in 2017. The impressive performance was driven by strong demand for V12 models (an increase of 19.6 per cent), with the 812 Superfast accounting for the biggest V12 boost, the LaFerrari Aperta having finished its production run during 2018. Meanwhile, sales of Ferrari's V8 models increased by 7.3 per cent, driven by the Ferrari Portofino and new 488 Pista.

Sales in Europe grew by 13.1 per cent, China/Hong Kong/Taiwan by 12.6 per cent, other Asian countries by 7.8 per cent and America by 6.7 per cent. However, Ferrari supplied fewer engines to Maserati during 2018. Net revenue increased marginally by 0.1 per cent.

**MARCHIONNE VOTED
'PERSON OF THE YEAR'**



World Car Awards jurors have made ex-FCA and Ferrari boss, Sergio Marchionne, their World Car Person of the Year. Marchionne, who tragically passed away in the summer of 2018, was declared the award winner at the recent Geneva Motor Show.

Mike Manley, FCA's new president and CEO, received the trophy on behalf of his former boss: "It is an honour for me to receive this recognition... He was not one for pomp or fuss, preferring instead duty to the company he led for 14 years, and the nurturing of a leadership team to take his legacy forward."



**USED 'SELEZIONE
LAMBORGHINI' CARS**

Lamborghini has launched a new *Selezione Lamborghini Certified Pre-Owned* programme for second-hand cars sold through authorised Lamborghini dealers. This ensures that the car has passed a rigid series of checks, with work carried out by trained Lamborghini technicians, using genuine Lamborghini parts.

Cars must meet rigid criteria, including having no more than 43,500 miles on the clock (62,000 miles for the Urus), and no more than 84 months of use (120 months for the Urus). The car must have undergone regular scheduled maintenance and must pass 150 checks, covering the exterior, interior, mechanicals, electronics and wheels. Cars come with a 12-month warranty, extendable up to 24 months, covering both parts and labour, and can be transferred to new owners. Roadside assistance is also included.

**ALFA WINS CARTIER
CONCOURS INDIA**

A 1973 Alfa Romeo 2000 GTV has won Best in Class – Sports Cars at the recent Cartier Concours d'Elegance 2019 in Jaipur, India. Owned by Arjun Oberoi, it beat stiff competition from Ferraris, Jaguar E-Types and a 1968 Alfa Giulia 1750 to take the trophy.



The car has recently had an extensive restoration lasting five months, using many parts from UK-based Alfa specialist, EB Spares. New-old stock and hard-to-find parts included wheels, exhaust, rubber seals and a host of mechanical items.

EB Spares said: "The last part (an inner door pull) was fitted just two hours before being judged by FIA president, Jean Todt. Arjun has owned the car for 29 years, first in the UK and then in India, and has EB Spares bills going back to the 1980s."



MIURAS TO STAR IN LONDON

The London Concours has announced that a display of Lamborghini Miuras will feature at its 2019 event. In the year that *The Italian Job* movie celebrates its 50th anniversary, the London Concours says that as many as eight examples will be on display, including one in the famous film's paint scheme of Arancia Miura. The event takes place at the Honourable Artillery Company on 5-6 June 2019. More info at www.londonconcours.co.uk



**MORGAN SOLD
TO ITALIAN GROUP**

British sports car maker Morgan is now an Italian-owned company, after a majority stake was sold to the Italian venture capitalist firm, Investindustrial. The surprise announcement was made at the recent Geneva Motor Show. Investindustrial is now the largest shareholder in the business, although the Morgan family retains a share, as do the company's management and staff. New plans to expand production at Malvern were announced, as well as extra investment for future models. Investindustrial has history with vehicle manufacturers; it also owns 37.5% of Aston Martin, and successfully turned motorbike maker Ducati around before selling it off to Volkswagen.

**EVOLUTO FERRARI 348
'RESTOMOD'**

A reimagined Ferrari 348 has been created by Italian company Evoluto Automobili. Looking more like its F355 successor than the 348 base car, it features a wide-body look. The body is made of carbonfibre, helping keep weight down to 1000kg. Tweaked aerodynamics include a rear diffuser, front splitter, rear lip spoiler and larger side scoops. The rear lights are LED units and new exhausts resemble those on modern Ferraris. Wider wheels and tyres compete the package. A clear engine cover shows off the engine, which is a Ferrari 360 Modena unit tuned to deliver up to 500hp.





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PININFARINA TRAILS KARMA CONCEPT

The California-based electric car maker, Karma Automotive, has released the first images of its partnership with design and engineering house, Pininfarina. The Pininfarina-designed concept car will form a three-strong display of Karma cars at Auto Shanghai 2019, which takes place from 16 to 25 April. The unnamed concept shows a rendering with a low roofline and sleek front end and is likely to have a focus on performance and luxury.



TAROX 124 SPIDER BRAKES

Italian company Tarox has developed a new performance brake package for the Fiat and Abarth 124 Spider. 330mm two-piece discs (50mm larger than standard) are available, either grooved, drilled or both. Two billet aluminium calliper options are offered: B32 six-piston or B33 eight-piston. There's also a choice of three pad types: Strada (road), Corsa (track) and Competizione (race). The kit includes all brackets, hoses and hardware required for installation, and fits the 124's OEM 17in wheels. Prices start at £1700 plus VAT from www.tarox.co.uk



FERRARI 355 S WINS AT AMELIA

The Best of Show 'Concours de Sport' award at the annual Amelia Island Concours in March 2019 has been awarded to a 1957 Ferrari 355 S. Chassis number 0674 is owned by Cavallino Investments of Cortland, Ohio. This factory racer started life as a 290 MM, before being upgraded first to a 315 S and then a 335 S. It raced in events such as Le Mans, Sebring, Mille Miglia and Nürburgring 1000km, with drivers including Juan Manuel Fangio, Phil Hill, Olivier Gendebien, Alfonso De Portago, Peter Collins, Maurice Trintignant, Mike Hawthorn, Luigi Musso and Stirling Moss.



THE SUPERCAR EVENT 2019

Over 100 supercars will descend on Goodwood Motor Circuit in Chichester on Saturday 1 June for The Supercar Event 2019. Among the supercars promised will be a rare Ferrari 250 GT SWB Berlinetta, which was bequeathed to the RNLI by its previous owner and sold at auction in 2015 for £6,600,000, the funds being used to purchase two lifeboats.

The event has attracted celebrities such as Chris Evans, Andrea McLean, Phil Tufnell and Shane Richie in the past. Passenger rides start from just £20, raising money for The Children's Trust charity, helping children with brain injury. 14-year olds can also enjoy a driving experience with the Stay Safe Driving School.

A family ticket (two adults, two children aged 4-16) costs £30, adult £12, child/concession £8, with VIP tickets £160. Visit thesupercarevent.com for more.



LA VITA ROSSA

La Vie en Bleu & La Vita Rossa returns to Prescott on 25-26 May 2019, celebrating all things French and Italian. The home of the Bugatti Owners' Club will see lots of hillclimb action, with special competition classes for French and Italian marques,

including a round of the Ferrari Hillclimb Championship.

Confirmed to be present is the very first Bugatti EB110SS ever built (number 1 of 31), as well as the ex-John Surtees Ferrari 330 GT, which he was given by Enzo Ferrari and which he used to commute between race meetings. The ex-Bernie Ecclestone Lamborghini Miura will also be on display in the paddock.

Duncan Pittaway will return to demonstrate his 1911 Fiat S76 'Beast of Turin' with its flame-throwing 28.5-litre engine. A unique and somewhat mysterious 1958 Lancia Aurelia B20-based single-seater built for F2 will make its Prescott debut, too.

All Italian Car owners are being offered a special 'two-for-one' admission and a special display pass for parking. Quote reference LVCC19 at www.prescott-hillclimb.com

ITALIAN PASSION FOR SPEED 2019

This year's Italian Passion for Speed – the fourth of the Cardiff-based event – will grow into a two-day fixture for 2019. This is possible thanks to two new partnerships: The Dreams and Wishes charity (www.dreamsandwishescharity.org) and World X Series Rally (www.worldxseriesrally.com).

World X Series Rally is staging a run from Blenheim Palace in Oxfordshire, via the Morgan factory in Malvern (Worcestershire), over the Brecon Beacons to the Wales Millennium Centre in the heart of Cardiff Bay, arriving on Saturday 8 June. Dreams and Wishes is dedicated to making the dreams of seriously ill children and their families come true in the UK.

On Sunday 9 June, the main event takes place at the Wales Millennium Centre from 7.30am to 4pm, welcoming all Italian performance cars and motorcycles. Expect Alfa Romeos, Abarths, Lancias, Maseratis, Ferraris and Lamborghinis along with Ducatis, Aprilia, Moto Morini and Moto Guzzi motorcycles.

The event is open to all performance Italian cars and motorcycles, with an entry fee of £10 per vehicle. Go to www.italianpassionforspeed.co.uk for more info or contact David Morris on 01743 232 651 or 07773 537 564.



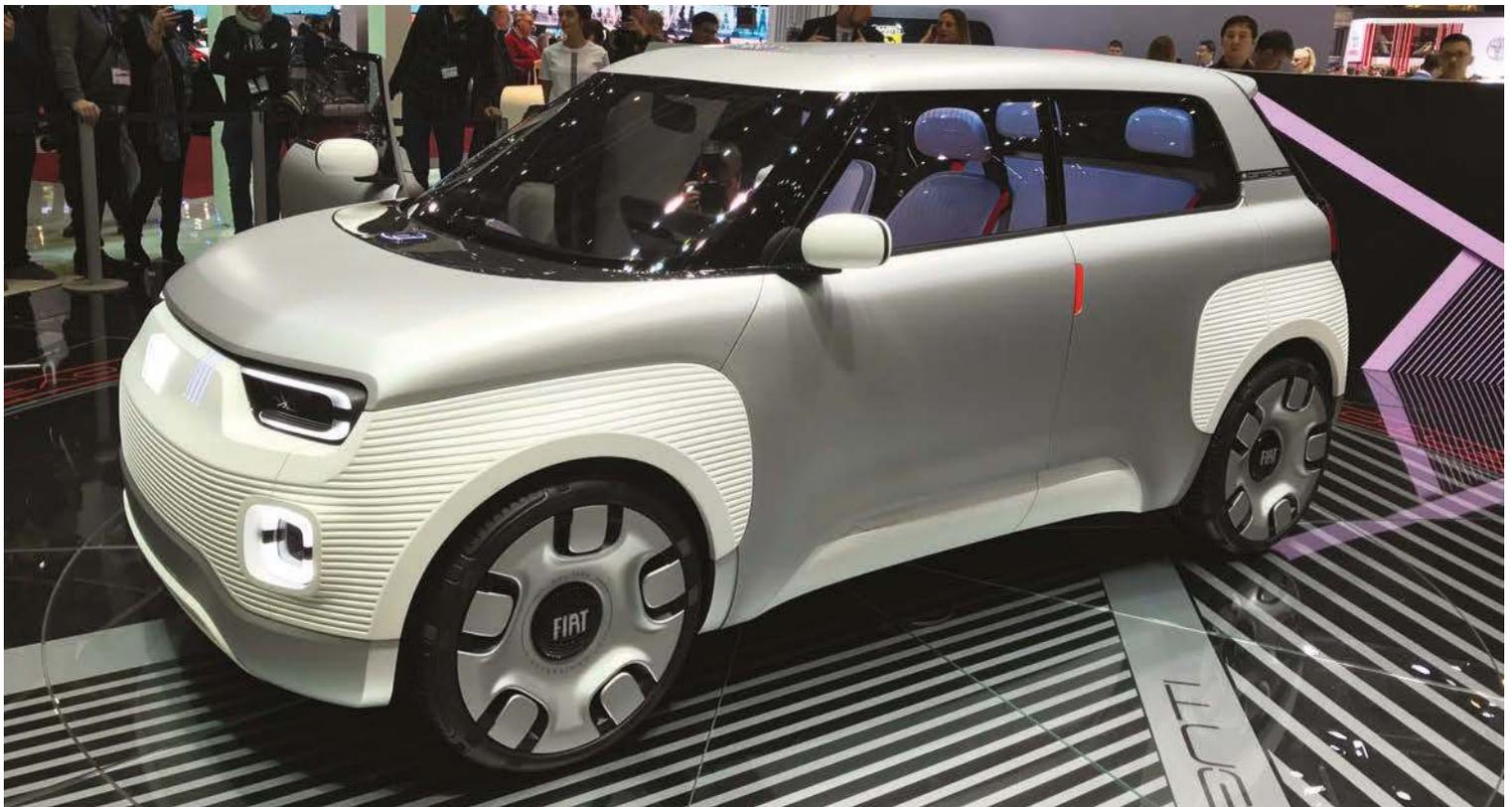
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Geneva 2019

A new Fiat Panda concept and Alfa Romeo's Tonale compact SUV were the surprise stars of the 2019 Geneva Show. With a fresh Ferrari, Lamborghinis and a Pininfarina supercar, this year's show was an Italian classic

Story & images by Chris Rees



FUTURE PANDA: STAR OF SHOW

Undoubtedly the star of Geneva, full stop, was Fiat's Concept Centoventi electric city car. Presaging the next fourth-generation Fiat Panda, it's an exciting mix of customisable cleverness and pared-down city minimalism.

The Centoventi name celebrates Fiat's 120th anniversary this year. It's 3680mm long and 1846mm wide, with a wheelbase of 2430mm. As a comparison, the current Panda is 3705mm long, 1662mm wide and has a 2300mm wheelbase.

The basic car is designed to be easily customised and upgraded. Fiat hopes to offer it in base form with a range of 62 miles, with extra underfloor battery packs available to buy or rent to extend the range as high as 310 miles. The extra batteries can be added in less than five minutes. Fiat hasn't released details of the

electric powertrain yet but recharging is done from a port in front of the windscreen. It is likely to share its underpinnings with the all-new Fiat 500 electric car that's due in a year's time.

The four-seat cabin features a removable passenger seat, replaceable with a range of items like workstations and child seats. The minimal dashboard can be customised with dozens of accessories using a Lego-style interlocking system. Alongside a 10-inch built-in screen, you can use your smartphone or tablet as an extra digital display. A huge 20-inch digital dashboard will be an option.

Fiat's idea to offer just one colour is likened to a "Ford Model T in an iPhone case", since owners can change the bumpers for different styles and colours, as well as the roof, wheels and body wraps. The roof is a polycarbonate 'plug' which can be changed to a roll-top roof, glass sunroof, solar panel or luggage rack.



Some 114 accessories will be offered, either to rent, buy or even 3D-print at home. The new Panda is, says Fiat, 90% production-ready and could reach market as early as 2021, if reaction is favourable. That seems highly likely, as Fiat needs electric cars in its range to meet its CO2 targets. It's intended to be the cheapest electric vehicle on the market – possibly as little as £15,000.



FIAT 500 120TH

Celebrating 120 years of the Fiat brand are a new range of 500 '120th' models: 500, 500X and 500L. They're distinguished by black-and-white 'Tuxedo' livery with copper-coloured details and a special Fiat '120th' logo. The 500 120th has a chrome bonnet accent, 16-inch alloy wheels with copper finish and pinstripe upholstery. Cortina Grey, Carrara Grey, Vesuvius Black, Ice White and Gelato White paint colours are offered. Prices start at £14,960.

ALFA ROMEO

TONALE TURN-UP

One genuine surprise at the show was the Alfa Romeo Tonale: Alfa's new compact plug-in hybrid SUV. Slotting in below the Stelvio, the 'concept' appeared to be remarkably close to production readiness. The name 'Tonale' is taken from the Tonale Pass in the Alps, close to Stelvio.



Alfa Romeo's first electrified car, and its first small SUV, is designed to compete with the Audi A3 and Volvo XC40. Alfa has announced that the Tonale will be built on the Jeep Compass platform. It will share the Jeep's all-wheel drive system, with the front wheels powered by a petrol engine, and the rears by an electric motor. The likely power output is at least 237hp. A conventional petrol version is likely to be offered, too, probably with front-wheel drive.

The DNA controller adds a new dimension as 'Dynamic' mode evolves into 'Dual Power' that gives maximum output from the two engines. A new 'Emozione' button offers specific throttle settings, sharper braking and more direct steering response. 'Natural' and 'Advance Efficiency' modes remain.

The body shape, says Alfa, recalls the Duetto, Disco Volante Spider and GT Junior. The triple headlights, which evoke the Alfa SZ and Brera, will remain on the production model. The transparent roof continues almost seamlessly into the rear screen, with just a floating spoiler interrupting it. Alfa's trademark 'telephone dial' wheels will also make production.

The interior is described as "driver-oriented". The concept has four seats but the production car will be a five-seater. Materials in the concept include aluminium, leather and Alcantara, set off by translucent backlit panels. At last, Alfa has embraced TFT instruments with a 12.3-inch digital cluster, joined by a 10.25-inch central touchscreen. This is connected to two apps: 'Alfista' – an "immersive Alfa Romeo lifestyle experience" (clubs, events and gatherings); and 'Paddock' for vehicle upgrades, merchandise and apparel.



NEW QV RACING EDITIONS

Two new 'Alfa Romeo Racing' limited editions of the Giulia Quadrifoglio and Stelvio Quadrifoglio made their debut. The lairy liveries, with Trofeo White and

Competizione Red two-tone paint, are inspired by Alfa Romeo's F1 car. Inside are Sparco carbon racing seats with red stitching, carbon inserts for the gearknob and steering wheel and 'Alfa Romeo Racing' badging. Both models feature carbon brakes, red brake callipers, Akrapovi titanium exhaust and carbonfibre trim details. The Giulia gets exposed carbonfibre roof and 19in burnished alloy wheels, while the Stelvio has 20-inch wheels.



STELVIO TI JOINS THE LINE-UP

A new Stelvio Ti model features new burnished rear light clusters, carbon details in the grille and mirrors, 20-inch alloy wheels, yellow callipers, gloss black window frames and exhaust pipes, privacy glass and dark badges.

GIULIETTA MY2019

The lightly facelifted 2019 Giulietta debuted at Geneva. The Veloce on show has sports bumpers, yellow Brembo brakes, gloss black trim and gloss black 18-inch wheels with five double spokes. Inside, there's Alcantara and fabric seating with yellow stitching, matte anthracite mouldings and a sports steering wheel with yellow stitching, also on the gear lever and handbrake. Another Giulietta on the stand was painted in striking Visconti Green with brown leather upholstery – we quite liked it!

Three engines are offered: 1.4 petrol (120hp), 1.6 diesel (120hp) and 2.0 diesel (170hp). The range starts with the 1.4 Super at £19,750; Speciale versions carry a £1700 premium, while the range-topping Veloce is £25,850.

ABARTH

A small but significant stand at Geneva celebrated the Scorpion brand's 70th anniversary with a new Abarth 595 esseesse and 124 Rally Tribute limited edition.

The 595 esseesse is back after an absence, with an 180hp engine, BMC air filter, Brembo front brakes, white 17-inch Supersport wheels, Koni FSD rear



suspension and stripe package. Inside are Sabelt 70 carbon shell seats, carbon pedals and special logos.

The 124 Rally Tribute celebrates the 124 racer's R-GT Cup victory in 2018. It has special badges, a numbered plaque and a matt black bonnet. Only 124 cars are being built but sadly it's not destined for the UK.

FERRARI



FERRARI F8 TRIBUTO

Geneva saw the debut of Ferrari's major facelift of the 488 GTB, with a new name – F8 Tributo – that reflects the fact its V8 engine has won so many awards. Indeed, the F8 basically adopts the same 720hp engine as the 488 Pista, albeit with a new exhaust and a different soundtrack.

Almost everything has changed. Ferrari designer, Carlo Palazzani, told me: "This car is a bridge towards a new design language at Ferrari. All the bodywork, aside from the doors and rear flanks, is new. We paid lots of attention to the aerodynamics." There's a new front S-Duct, brake cooling inlets (replicated in the shape of the side body air intakes), air intakes above the headlights and double rear lights. Aerodynamic downforce is improved by 10% over the 488 GTB. The transparent Lexan engine cover features cut-out louvres echoing the F40's.

The dampers have been tuned to make full use of the extra power. There's a new 'Wet' setting on the steering wheel manettino, and for the first time, the Ferrari Dynamic Enhancer operates in Race mode. Inside, the dashboard, door panels and tunnel are all-new, as are the air vents, steering wheel, 8.5-inch touchscreen passenger display and seats.

Weight loss of 40kg, improved aerodynamics and that 720hp engine mean performance is stronger: 0-62mph takes 2.9 seconds (versus 3.0 sec), while 0-124mph is 7.8 seconds (versus 8.7 sec).

LAMBORGHINI

EVO GOES TOPLESS

Starring on Lamborghini's stand was the Huracán EVO Spyder, painted in vivid Verde Selvans. Following the EVO coupe, it combines a 640hp engine derived from Huracán Performante with the Spyder body style. Acceleration to 62mph takes 3.1 seconds and the top speed is 202mph.

Roof up or down, the EVO Spyder has more than five times the downforce and efficiency of the original Huracán Spyder, benefiting handling, performance and cockpit comfort. As with the EVO coupe, there's a new front bumper, new sports exhaust, slotted rear spoiler and reshaped underbody. The soft top opens electronically in 17 seconds, and a new 8.4in touchscreen features. The price in the UK is £181,781 excluding tax.





...AND SO DOES SVJ

Also debuting at Geneva was the Aventador SVJ Roadster, painted matt gold. The open-topped SVJ has the same 770hp V12 engine as the coupe. Its manually removable carbonfibre roof can be stored in the front luggage compartment. The Roadster weighs 1575kg, some 50kg more than the coupe. Performance and stiffness are unaffected whether the roof is on or not. With the same aerodynamic treatment as the SVJ coupe, it has 40% more downforce than the SV Roadster. Only 800 examples of the Aventador SVJ Roadster will be made, priced at £323,323 excluding tax, with deliveries starting this summer.

MASERATI

There wasn't much new on Maserati's stand but it announced that the V8-powered Levante Trofeo and GTS are to be sold in Europe. The Levante Trofeo V8 Launch Edition was the highlight: a limited edition (100 units) that comes in either matt blue, yellow or red, with full-grain leather sports seats, carbonfibre trim inserts and 22in wheels. The 3.8-litre V8 has 590hp and offers 0-62mph in 4.1 seconds, plus a 'Corsa' driving mode. Another Levante – the 'One of One' – showcased Maserati's new personalisation programme. Customized by Allegra Antinori of Italian wine firm, Marchesi Antinori, it looked very striking in its tri-coat green paint.

PININFARINA

BARRIER-BREAKING BATTISTA

Pininfarina really stunned Geneva with its sensational new Battista hypercar, with three examples on display. The electric hypercar is the most powerful road-legal car ever made in Italy. Using some components from the Croatian-made Rimac supercar, its four separate electric motors (one for each wheel) deliver an astonishing 1900hp of power and 2300Nm (1696lb ft) of torque. That means 0-62mph in under 2.0 seconds, 0-186mph in under 12sec and a top speed of 217mph.

Technical highlights include a carbon monocoque with a carbon/aluminium rear subframe, carbon brakes, torque vectoring, adjustable suspension, active rear wing, four-wheel drive and low-mounted 120kWh lithium-ion batteries.

Pininfarina will make 150 Battistas, all built in Turin, priced at between £1.5 million and £2 million. Pre-orders are very healthy, reports Mahindra-owned Pininfarina Automobili, which will start deliveries by the end of 2020. The company also plans to launch more EVs in the next four years, including SUVs, and has plans to sell up to 10,000 cars a year by 2024.



PURITALIA BERLINETTA

A new 'super-hybrid coupe' called the Puritalia Berlinetta made its global debut at Geneva. Its plug-in hybrid powertrain consists of a front-mounted V8 engine and a British-made electric motor in the rear. The combined power output is fully 965hp and there's 1248Nm of torque – making it "the most powerful Italian hybrid supercar", says Puritalia Automobili. 0-62mph takes 2.7 seconds and its maximum speed is 208mph.

It has a carbonfibre central tub with aluminium subframes, carbon body panels and an exposed carbon cabin. That keeps weight down, and the car has a 50/50 weight distribution. Four years in development, the Berlinetta is hand-made, taking 800 hours to build and finish the carbonfibre alone. Only 150 cars will be made, each customised to personal specifications, at prices from £475,000.



GFG KANGAROO

Giorgetto and Fabrizio Giugiaro's design house, GFG Style, presented a very striking new concept called the Kangaroo. This two-seater SUV/coupe is powered by electric motors and has four-wheel drive and four-wheel steering. It's designed to tackle any surface: track, sand, dirt or snow.

The name derives from the fact that its body can be raised and lowered by 120mm. There are three configurations: Racing (140mm), Road (190mm) and Off-road (260mm). The camber of the wheels also changes. "Just like a kangaroo," says Fabrizio, "it rises up, springs into action, jumps from one terrain to another and is fast, very fast indeed!" GFG videos show it being tested on the ice circuits of St Moritz.

Technical features include an all-electric platform developed in collaboration with CH Auto, two 180 kW motors, spaceframe chassis, carbonfibre main body, polycarbonate wings and huge 22in wheels. The doors are scissors and the windows open upwards, gullwing style.



TOURING SCIÀDIPERSIA CABRIOLET

Touring Superleggera unveiled a new open-topped version of the Sciàdipersia, which was first seen in coupe form one year ago. It's based on the Maserati GranCabrio, including its 4.7-litre V8 engine, and allows for seating for four people. Only 15 examples of the Sciàdipersia will be made, whether Coupes or Cabriolets. I have to say, personally I prefer the coupe to the convertible.



MOLE ALMAS

Mole Costruzione Artigianale, which recently made waves with its aggressive restyling of Alfa Romeo's 4C, had a second project on show at Geneva. It's a mid-engined supercar concept with a carbon chassis that's been done in conjunction with Adler (which supplies 4C carbon tubs to Alfa Romeo), while the bodywork is also carbon, on the show car finished in red with a black roof. It measures 4730mm long, 1980mm wide and 1218mm high. The powertrain reputedly runs on hydrogen but a petrol engine is more likely in the production version, which Mole promises at a later date.



FORNASARI

The little-known – and we thought defunct – Italian marque Fornasari is back with a model called the Gigi 311 GT. It's now made in Bulgaria and the Middle East rather than Italy. The basis of the coupe (a Spyder convertible is also available) is the Corvette, with power of up to 650hp on offer. Expect a V-max of 211mph and 0-62mph in 3.5 seconds.



ENGLER FF SUPERQUAD

Welcome to the world's largest quadbike. The Engler FF is utterly insane: as it's a quad, you sit astride it and steer using handlebars, and it's powered by – get this – a Lamborghini 5.2-litre V10 tuned to deliver 850hp. It'll do 0-62mph in 2.5 seconds and top out at 217mph. Which sounds completely terrifying.

HARMAN FIAT 500E

Tech company Harman displayed its roofless Fiat 500e two-seat barchetta, which looked very neat with its roll-over hoops and rear humps. It's packed with tech that communicates with your home, a 3D sound system and an external sound synthesis unit so that pedestrians can hear the EV coming.

LAMBORGHINI CENTENARIO

Let no one forget that Lamborghini started out making tractors. This Mad Max steampunk mash-up, called the Centenario, celebrates 100 years of the birth of Ferruccio Lamborghini. It's got factory backing and is the brainchild of Ferruccio's nephew, Fabio. We love its pared-to-the-metal aesthetic. It keeps its original 2.2-litre three-cylinder engine intact; and with 39hp and a top speed of just 25mph, it's surely the slowest vehicle ever to wear the raging bull badge. Just five are being made – three of which have already been sold – and it's yours for £250,000 plus tax.



ABARTH 70TH DISPLAY

A fabulous display of classic Abarths paid a fitting tribute to the marque's 70th anniversary. Some 18 cars were on show. The highlights for us were the 1958 Pininfarina-bodied 500 record car, 1957 Zagato 500 coupe, 1957 Zagato 750 Spider, 1965 Allemano 2400 coupe, 1966 OT2000 and 1968 SE010 2000 Sport Spider.



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70 SCORPIONE

Happy birthday, Abarth – you're 70 years old this year. The UK's leading Abarth specialist tells the story of the Scorpions from his own very personal perspective, while we choose our top Abarth road cars of all time

Story: Tony Castle-Miller

Photography by Michael Ward, Abarth and TCM

It was in 1949 that Carlo Abarth founded the company he named after himself – just one year after I was born – so we both grew up in the same time frame. My early fascination with all things mechanical soon turned me towards cars, and I recall that Abarth was always at the front of my A-Z car annuals. The Scorpion's spell was cast very early in my life as I read about the little cars from Turin that were so fast and so different. I remember pondering how a 1000cc Abarth could manage 120mph, whereas a 1500cc British sports car could barely exceed 100mph.

Two weeks after passing my driving test in 1965, an old MG TC looked possible. Unfortunately the insurance company had different ideas and my father suggested a Ford 100E. The idea of driving something from Dagenham didn't fill me with enthusiasm; however, a locally advertised 1958 Fiat 600 certainly hit the mark. It was fairly rough but good enough to transform with Abarth bits.

Abarth was all about adding something very special, or even slightly special, to mundane production cars. The Fiat 600, launched in 1955, turned out to be the perfect foundation for Abarth – both in racing and road cars. A proliferation of 600-based models was introduced, either with the original Fiat bodywork or special bodies from coachbuilders such as Zagato and Allemano. If you couldn't afford an Abarth, you could certainly afford some Abarth accessories. A twin-pipe exhaust, perhaps, a wood-rim wheel, or a couple of stickers – now your Fiat 600 stood out from the crowd!

I purchased an Abarth twin-pipe exhaust and immediately the car sounded much better (even though probably no faster). A set of Pirelli Cinturato tyres transformed the handling but did nothing for the ride height. How hard could it be, I speculated, to lower the suspension? So I shortened the rear springs and set about 'rebuilding' the front transverse leaf spring. Dismantling the leaf





spring and reversing a couple of leaves seemed to be a simple solution. With the aid of a long piece of timber, I recall pushing the leaf spring back together again – hey presto, my 600 had exactly the ‘competition’ look required. What could possibly go wrong?

I set out for technical college the following morning feeling just a little special. However, my complete misunderstanding of how leaf springs function soon became apparent. The front of the car became lower and lower and the toe-out became greater and greater. By the time I arrived at college, I barely had any lock, as the tyres were right up inside the front wings. Only the front bump stops saved the day.

I re-engineered the front spring again and found a compromise – I was learning! Increased performance was now required and I wrote a letter to Radbourne Racing. I was limited by funds and the ‘rubber’ crankshaft in my 633cc engine – Radbourne suggested a larger carburettor but no guarantees that the engine would not blow up!

During 1960s I particularly followed the wonderfully acrobatic 600-based Touring Cars that two- and three-wheeled their way around Brands Hatch, Silverstone, Thruxton and Snetterton. I was mesmerised by the Fiat Abarth 850 and 1000s driven by the likes of Merzario, Swart, Dystra, Hezamans and home-grown drivers like Fitzpatrick and

the Anstead brothers.

After leaving college in 1969, I worked all summer, seven days a week, and built up an ‘Abarth’ fund. That autumn I purchased an 850 engine together with all the ‘go fast’ goodies that Abarth had on offer. Proper road springs and dampers, disc brakes, wider wheels, instruments and a front Abarth shield saw the car seriously transformed. By now it was bright red and all that was left, was a couple of rear engine lid props. After some teething troubles, the little 850TC worked a charm. It was faster than a Mini Cooper with better brakes but not fabulous in the handling department. It took me a little longer to better understand this area of technology.

I kept my 600/850TC until 1972 and I have many memories of fast drives, failed electrics, frequent stops by the police and much maintenance – a fabulously enjoyable little car that taught me a lot and laid foundations for the future.

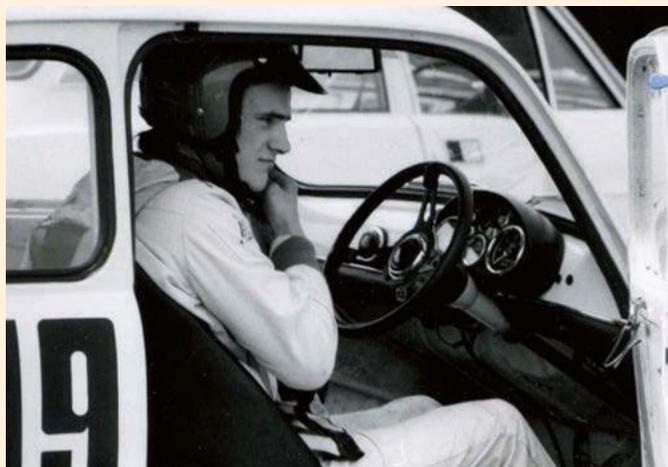
By 1972, I was clawing my way up the greasy pole of corporate life and I bought a respectable car – a Ford Escort Mexico. It turned out to be a nightmare of unreliability and actually rather boring. I was suffering Abarth withdrawal pangs. Then I saw an advert for a Tornado Fiat 600, basically a Fiat 600 with a Ford Cortina power unit – a sort of poor man’s racing Abarth. The big

difference with this Tornado 600 was its Lotus twin-cam engine hanging out the back! I bought the performance of a serious competition Abarth (which by 1970 cost £10,000) for £675. OK, it lacked the sophistication of Abarth suspension and brakes but with 135hp it was blindingly fast.

The Tornado kept the Abarth fire burning during the 1970s, even though Abarth sold out to Fiat in 1971 and the great days had gone. By the end of the decade, my Lotus-engined beast was over the hill in Special Saloon Racing and I decided to rebuild the car to Fiat Abarth 1000 Corsa specification. I removed all the Tornado parts and the Lotus engine, producing the first of a number of Abarth competition touring cars under my stewardship.

When historic saloon racing started in the 1980s, I raced mainly Fiat Abarths in the UK and Europe for the next fifteen seasons. I added a 1000 Bialbero, a ‘Double Bubble’ Zagato and a 1000TCR to my fold. Unfortunately, I never had enough money or time to do those cars justice – motorsport is expensive!

I recall the Double Bubble as both fast and exceptionally noisy. It had been fitted with a 750 twin-cam engine which didn’t do slow – only fast. The Bialbero eventually went to America and set some Land Speed Records in Utah! The factory-built TCR was fabulous





with its eight-port cylinder head and sophisticated brakes and suspension. It now lives in Sussex and is being restored.

In 1986, I decided to bail out of corporate life and start a garage business, Middle Barton Garage, with the support of my old racing mate Geoff Divey. My part in financing the venture involved seriously downsizing my house and selling all my cars.

In the late 1980s I raced in Germany, particularly at the Nürburgring, competing with factory-built Abarths. I managed to write

off my 'home-built' 1000 Corsa at Mallory Park and then acquired my second genuine factory 1000 Corsa Touring Car – a proper 1967 works car with all the Abarth goodies. It had an 85hp single-carb engine, five-speed tranny with LSD, proper suspension, four-wheel disc brakes, Campagnolo wheels and a wonderful noise! Driving it for the first time, it was like riding a bike after a trike or mono skiing after ordinary water skiing. The late, much-missed racing driver, Barry Williams, said it was like an undersized Porsche 935. We enjoyed

success with it in the UK and Europe.

As the business progressed, we built a lightweight 1000 Corsa to Historic Saloon regulations. It was immediately faster than the 'works' car but unreliable due to a radiator problem. It eventually became a good car having a Radiale engine installed, which was the ultimate Abarth 1000cc touring car engine. It is now retired and lives on the west coast of America. The works car was sold back to Italy and now resides in Japan.





In the 1990s I acquired an Abarth Simca but it lacked too many parts that were simply too scarce and too expensive. In consequence I part-exchanged the Simca for a wonderfully original Fiat Abarth 1000 Berlina Corsa, an ex-Italian Championship-winning car driven by 'GeBi'. Then I had the opportunity to swap up into an immaculate 1000TCR, a wide-bodied TCR with a known history from the first day. This was truly my favourite touring car and, having retired from circuit racing, I drove the TCR in European hillclimbs and demonstrations. It looked great, worked very well and with its 'Mouse Tail' exhaust was fabulous to hear.

I should mention the Strada Abarth 130TC, a model on which we did a lot of service work. It was great fun to drive but juicy on fuel and lacking in the retardation department. The fuel consumption and performance were greatly enhanced by dumping the Solex carburettors in favour of

Weber 40DCOE's. We developed a twin-pot calliper conversion that sorted the brakes. It was a real Golf GTI beater and I drove my 130TC all over Europe. It was a tad under-gearred and I recall reaching the tacho red line many times in fifth gear whilst flying across Germany. A really fun car and now very rare.

As Middle Barton Garage progressed, we concentrated our efforts exclusively on Fiat, Alfa Romeo and Lancia but the 'icing on the cake' was always Abarth. We have worked on a very wide variety of Abarth cars, from 595 to 1000TCR, 750 Sestriere to 1000 Bialbero, OTs, Scorpiones, Simcas, 2400 Allemano, Strada, 124 CSA Spider, 131 Group 4, Abarth Osella PA2 Group 6 and Autobianchi A112. All these Abarths have their own particular appeal. Some are aesthetically pleasing, some are wonderfully aggressive and some are just very fast cars – they are all terrific!

I still have a huge affection for the 600-based Abarths and it is wonderful to see

ever-increasing numbers on the road today. These little cars seem to appeal to younger enthusiasts and the wide-bodied TCR is consistently voted as the favourite.

However, by extreme good fortune, I acquired another Abarth Simca four years ago. The car had lain dormant since 1971 when it was offered to me by a wonderful Abarth enthusiast who sadly had become very ill. During the years since admitting defeat with my first Abarth Simca, Middle Barton Garage has worked on a number of these cars and in fact, fully refurbished a *Due Mila* version. So a lot of knowledge has been accumulated and expertise gained. In consequence, the French Racing Blue 1300 Long Nose is progressing well. It is just simply the most beautiful car from any angle. As a lifelong Abarth enthusiast, which would I choose as my favourite model? The TCR. But I am absolutely besotted with my Abarth Simca!

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70th stars

Chris Rees sums up Abarth's most significant models of the last 70 years



CISITALIA 204A (1949)

When Cisitalia – for which Carlo Abarth worked – closed its doors in 1949, Carlo relaunched the 204A (above) under his own name. The likes of Nuvolari piloted them, but the famous scorpion badge would not arrive until 1950.

750 GT ZAGATO (1956)

Abarth's take on the Fiat 600 was to ask Zagato to clothe its chassis, while Abarth fitted an expanded 750cc engine. Double-bubble roof GTs and open-topped Spiders were among the prettiest cars of the 1950s.

ALFA ROMEO 1000 (1958)

Abarth didn't really 'do' Alfas but this amazing 1958 one-off (below right), designed by Franco Scaglione, can be said to have inspired the later Alfa TZ. Abarth reduced the Giulietta's engine capacity to below 1.0 litre.





850TC (1961)

When Abarth launched his Fiat 600D-derived 847cc engine, it was ideally timed for Italy's new 850cc racing class. Abarth's 52hp road engine became fire-breathing in Corsa racing guise, with up to 78hp.



595/695 (1963)

Abarth leapt on the Fiat 500 in 1957, but it was the highly tuned 595 and 695 versions of the 1960s that catapulted the marque into the hearts of enthusiasts. Achieving 38hp in 695 SS form was no mean feat.



SCORPIONE (1968)

Few Abarth models ever earned the 'Scorpione' name but this lithely styled coupe – the work of coachbuilder Francis Lombardi – deserved it. Based on the Fiat 850 floorpan, it was fitted with a tuned Fiat 124 engine.



SIMCA 1300 GT (1962)

Abarth's very first self-made engine arrived in the glorious 1962 Abarth Simca. Boasting almost 100hp per litre (125hp), the 1.3-litre engine offered sensational performance. The coupe body was achingly pretty, too.



OT2000 & OT1300 (1966)

Shoehorning a monster 2.0-litre 185hp engine into the back of a Fiat 850 Coupe was a terrifyingly audacious move. Only two OT2000s were ever made but the 1.3-litre OT1300 (75hp) had greater production success.





AUTOBIANCHI A112 ABARTH (1971)

The A112 qualifies as the world's first ever hot hatchback, launched in 1971 just as Fiat took over at Abarth. The front-wheel drive pocket rocket had up to 70hp and lasted in production right up until 1985.

124 RALLY (1972)

Stripping out Fiat's 124 Spider to reduce weight to 938kg, tweaking the 1.8-litre engine to give 128hp and adding a hardtop, produced a star that successfully homologated the 124 rally racer.





131 RALLY (1976)

Abarth's continued success in rallying came courtesy of the 131 Rally. The road-going Stradale homologated the triple World Championship-winning rally car – a true classic of 1970s motorsport.

RITMO/STRADA (1981)

Fiat's answer to the VW Golf GTI arrived in 1981 in the form of the Abarth-badged Ritmo (Strada) 125TC, with 125hp of power (later 130hp). It was a fizzbomb of raw performance and bucking bronco handling.



500/595/695 (2008-DATE)

A huge success for FCA, the Abarth-branded 500 offered peppy power (up to 180hp) and plenty of customisation options. Dozens of derivatives have kept enthusiasts happy for over a decade.

124 SPIDER (2016-DATE)

Rorty exhaust, hard-nosed suspension, retro colour schemes, plush trim – the Abarth 124 Spider is a top-spec roadster with good value on its side. It's easily the most desirable member of the 124/MX-5 family. 🇮🇹



PUNTO (2007-2015)

Abarth returned as a standalone brand in 2007 with the Grande Punto, which offered up to 180hp in esseesse form. This was a genuinely talented hot hatch, even if was eclipsed in the market by the Abarth 500 family.



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The Abarth Heritage Group, open to all Abarth cars manufactured prior to 1990, will be celebrating the 70th Anniversary of the founding of Abarth & Co. The celebration will take place at Brands Hatch on Saturday 17th and Sunday 18th August 2019

- **Saturday 17th August** – evening Prosecco reception and dinner with guest speakers, at the Brands Hatch Mercure Hotel
- **Sunday 18th August at the Brands Hatch Festival Italia**
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 - Grand circuit cavalcade for all Abarth Heritage cars
 - Two circuit demonstration sessions for selected fast/competition Abarth Heritage Group cars
 - Each participating Abarth Heritage Group driver and Abarth car will receive two tickets to the Festival Italia
 - The entry fee for the Abarth Heritage Group package will be £35.00 per person for all entries received prior to April 30th (thereafter £40.00 per person)

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The French Connection

This is one of a pair of OSCA 1600GTs that competed in the 1962 Le Mans 24-Hours race. How does it drive? It's time to find out...

Story by Simon Park
Photography by Michael Ward



Howling contentedly along my favourite fast stretch of the B4425 in Gloucestershire, it is quite easy to imagine the tension that John Gordon might have felt, tearing rather more breathlessly down the Mulsanne straight at Le Mans in this self-same OSCA 1600GT, in the late afternoon of 23 June 1962. He had been clocked there doing just 99mph – slower even than both the 1200cc Lotus Elites and the Abarth-Simca 1300s. So the question was not if, but when, he'd be blown sideways by the passing 4.0-litre Ferrari 330 TRI/LM, which topped 180mph there in practice and which would, the following day, put Phil Hill and Olivier Gendebien on the top step of the podium.

By then, however, the OSCA's crew, John Gordon and John Bentley, were doubtless in a far more relaxed frame of mind – feet up with a nice cold beer, probably – since the car's twin-plug twin-cam engine had cashed in its chips after a meagre 12 laps due to a bearing failure. For the two Americans, both seasoned competitors in SCCA racing back home, it was a disappointingly early bath – although Bentley, who was in fact British-born, never even got to drive this time.

The two Johns had first teamed up in 1960, with the joint purchase of an OSCA 750. That year had seen them win the Index of Performance at the 12 Hours of Sebring and finish a creditable 18th overall at Le Mans in another 750, entered by Luigi Chinetti's North American Racing Team (NART). Back again at Sebring, in March 1962, they won their class in their own 750; and that same race saw the competition debut of the 1600GT – although the sole example, also entered by NART, failed to finish.

But the success of the Gordon/Bentley duo in the older 750 didn't go unnoticed on planet OSCA, and an approach from the Maserati brothers offering them a 'works' drive in a 1600GT at Le Mans, in June, was soon forthcoming. Mind you, they had to buy the car – for close on \$7000 – but it came with 'factory support'. Chassis 0036 was a top-of-the-range GTS variant, complete with twin-plug ignition and 140hp. It was one of two 1600GTs entered, the other being chassis 007, for Jose Behra (Jean's younger brother) and another



American driver, George Arents. That car fared rather better than 0036, running for 22 hours before its transmission failed.

By the end of 1962, Gordon and Bentley had returned their car to the USA where they quite quickly sold it, transferring their allegiance to a Lotus Elite. Whatever their feelings about the OSCA, they must have had a quiet chuckle when, back at their happy hunting ground – the 12 Hours of Sebring, in early 1963 – their Lotus completed 151 laps for 38th place, 12 laps and two places ahead of 0036.

0036 TODAY

Elvio Deganello gave us an exemplary summary of the 1600GT's gestation and history in *Auto Italia* issue 266 (April 2018), and it was shortly after this that I stumbled across 0036 whilst on a visit to The Classic Motor Hub (to see a man about a Lancia, as it happens). Details of the OSCA's comings and goings over the last half-century would probably fill this entire magazine; so suffice to say that, 56 years after its debut at La Sarthe, it has popped up in the Cotswolds – and it's wearing its years exceedingly well.

Of the 128 1600GTs built, 98 wore Zagato bodywork; and you can't walk past it without pausing, for a moment at least, to ogle and wonder at Ercole Spada's fabulously elegant architecture. There are few prettier mid-20th century GT cars, from the perfectly profiled fastback and low waistline to the very beautiful, very rare (virtually irreplaceable) Amadori magnesium wheels. 'But wait!' I hear you cry – 'What about the double bubble roof?' Well spotted. Since OSCA built this particular car specifically for Le Mans, it may have deleted the bubbles for aerodynamic reasons. Who knows? Whatever, 0036 is believed to be the only 1600GT Zagato with a flat roof.

Even more obscure is the question of the rear suspension. Anecdotally, the 1600GT chassis came with a proper independent rear end, via double wishbones and coil springs; but there was a simpler version, designated *ponte posteriore rigido* (rigid rear



This is the only OSCA 1600GT Zagato without a double-bubble roof – possibly for aerodynamics

OSCA 1600GT ZAGATO



axle'), with which 0036 was equipped. Unfortunately, OSCA's record-keeping was typical of Italian manufacturers at that time – to wit, a dog's dinner – so we have no way of knowing exactly which cars came with what, or why.

We *do* know that 0036 ran at Le Mans with a four-speed gearbox, but I can vouch for the fact that it now has five forward gears – and one backward one as well, apparently, although I never found it. However, everything else is pretty straightforward. A comfy bucket seat and a good driving position are a good start. Visibility in all directions is admirable, too – although the price of the generous fenestration was a poor Cd figure, contributing to its tardiness on the Mulsanne straight. Ahead of you, there's an 8000rpm Jaeger rev counter (with no red line), a hilariously optimistic 260km/h (161mph) speedo and a full set of smaller gauges.

Getting up and running requires plenty of revs to overcome some initial fluffiness, typical of high performance engines of the period with this sort of specification. Another change over the years has been to the carburation. In 1962, it ran with twin 45 DCO downdraught Webers rather than the 42 DC03s currently fitted. In fact, OSCA's original engine data specifies the smaller size, so how the 45s got there is conjectural. A direct comparison between the two would be interesting, but as it is, once you're up to around 4000rpm or thereabouts, the motor has cleared its throat and settled into a smooth, hard bellow.

Noise there is aplenty; but even allowing for my wariness of running right up to 7000rpm, where peak power reputedly lies, straight-line thrust was a bit less than I was expecting, and one wonders if a rolling-road session might not now be in order. In any event, this is an engine that demands and thrives on revs – which is how it should be in a 1960s Italian racer. The gearchange is quite slick but the synchromesh prefers not to be rushed. It steers crisply, too – nicely linear, with little free play on the wheel. For our road test, Minilite wheels replaced the Amadoris and 175/70 R15



This is a noisy, dramatic animal in action, if ultimately not super-fast. Steering is crisp and direct



TECHNICAL SPECIFICATIONS

OSCA 1600GT ZAGATO

ENGINE:	1568cc 4-cyl twin-cam
BORE X STROKE:	78mm x 82mm
CARBURETTORS:	2 x Weber 42 DC03 twin-choke
POWER:	140hp @ 7000rpm
TORQUE:	105lb ft @ 4400rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
BODY/CHASSIS:	Aluminium/tubular steel
SUSPENSION:	Independent, double wishbones, coil springs, telescopic dampers (front); rigid axle, telescopic dampers (rear)
BRAKES:	Girling discs all round
WHEELS:	15-inch Amadori magnesium alloy
WEIGHT:	817kg



86H Avon radials were fitted, in deference to the originals' age and rarity.

Back in the day, John Gordon declared himself unhappy with the performance of the Girling disc brakes; but whilst they feel initially a bit 'dead', they work well enough now when pushed hard. 50 years of fettling has obviously improved them – no surprise

back was ready to step out pretty smartly if pushed too far, too fast. And a rear track 52mm narrower than the front doesn't help here, either.

But let's not overstate the case. With a little more time and practice you'd soon learn to adjust your inputs to the car's behaviour which, generally speaking, is sweet and secure. The Maserati

“ The back end was ready to step out pretty quickly if pushed too far, too fast ”

there. But another of Gordon's observations did ring true. The OSCA is quick to turn in, and grips well. But with the rear-mounted, 80-litre fuel tank full to the brim (as it would have been at Le Mans), weight was heavily biased rearwards, right over that rigid rear end. I only had a little fuel on board, but still sensed that the

brothers' last GT might never have gone on fully to realise its potential on the track, but who cares? It's a lovely place to spend time, and when a car is as beautiful as this, you can forgive it just about anything. If I were a fair bit younger and a great deal wealthier... Oh well, dream on. 



Our thanks to The Classic Motor Hub, currently offering the OSCA for sale. The Classic Motor Hub, Old Walls, Ablington, Bibury, Cirencester, Glos GL7 5NX
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Ferrari's Saviour

When Ferrari launched the F355 at the Geneva Show 25 years ago, enthusiasts breathed a sigh of relief. So did Ferrari's governing board, led by Luca di Montezemolo – for here was a car that turned the company's fortunes around

Story by Chris Rees
Images by Michael Ward

In 1990 – one year before being taken on to become President of Ferrari – Luca di Montezemolo had bought himself a brand new Ferrari 348. He really didn't like it. In an interview with *Automobile* magazine some years later, he declared: "With the exception of its good looks I was utterly disappointed. This was clearly the worst product Ferrari had developed for some time." He wasn't shy about expressing his opinions to the company's engineers, either, telling them: "The 348 is not a Ferrari for me."

Montezemolo's view of the 348 as lacklustre – perhaps unfairly, as our story in *Auto Italia* December 2018 laid bare – was symptomatic of a general malaise at Ferrari in the years following Enzo's death. Overall sales were sluggish – in 1993, for instance, Ferrari sold just 2345 cars (today, it's well over 9000). The company was also ridden with debt. Montezemolo really got stuck in: he made efforts to improve





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“ It’s no overstatement to say that the F355 was the car that saved Ferrari ”



product quality, transformed how the 348 drove, and restored Ferrari’s financial performance. He was in charge when the highly important 456 GT was launched and then he assumed control of the development of Ferrari’s most important models ever: the 348’s replacement, called F355.

It was 25 years ago that the F355 debuted at the 1994 Geneva Show. As we look back, it’s no overstatement to say that this model was instrumental in transforming Ferrari’s fortunes – it may even be true to say that it saved Ferrari. Of the F355 Montezemolo later reflected: “This was a big step forward, a big change from the 348... An emotional driving experience, beautiful but practical... It became a brand itself and was a totally new page in the eight-cylinder book... That car started the new generation. From that came the 360, the 458.”

That’s a remarkable achievement, considering that the F355 basically shared the same structure as the 348: steel monocoque bodywork with some aluminium panels and a tubular rear subframe. It did look great, with sleek, clean lines, and a few stylistic nods to Maranello classics of the past. Gone were the oh-so-1980s side strakes of the 348, replaced by simpler but still-bold air intakes in the doors and sills. 1800 hours of wind-tunnel testing produced a car that generated more downforce the faster it went, thanks in part to a

flat underbody with an integral diffuser.

The engine was a 3.5-litre dry-sump V8 with five valves per cylinder (three inlet, two exhaust), four camshafts and a flat-plane crank. It was this spec that gave the car its name: 3.5 litres and five valves per cylinder, hence 355. Peak power was a very healthy 380hp at 8250rpm, with the redline set at a stratospheric 8500rpm. With 109hp per litre, this engine had the highest specific output of any naturally aspirated unit at the time. It translated to a 0-60mph time of 4.6 seconds, 0-100mph in 10.8 seconds and a top speed of 183mph.

LAUNCH & EVOLUTION

As launched in 1994, the F355 was offered in coupe and targa (GTS) versions, the latter with a removable black roof panel. Then in 1995 came the F355 Spider that had a fully open roof that was operated electrically, the soft-top mimicking the coupe’s rear roof buttresses. The Spider’s overall weight rose by around 70kg compared to the coupe and GTS.

In 1996, Ferrari added driver and passenger airbags as standard. The engine management system was also upgraded from Motronic 2.7 to 5.2, a step that ensured cleaner exhaust emissions, smoother power delivery and more stable idle. However, some of the earlier car’s throttle sharpness was lost.

A big rear aerofoil was one of the changes made to the Challenge, for which there was a one-make series



Three F355 body styles were offered: coupe, GTS (targa roof) and Spider (fully opening soft-top)

In 1997 came another significant step for the model – and indeed for Ferrari as a whole. This was the moment when the F1 paddle shift automated transmission was launched as an alternative to the open-gate six-speed manual. Note the lack of an ‘F’ before the ‘355’ in this model, which was known as the 355 F1.

Of the F1 gearbox, Luca di Montezemolo said: “An influential British car magazine said the 348 had a gearbox like a truck and I recalled that Ferrari had been the first to introduce paddle shift in Formula 1, and I said I wanted to transfer this technology to a road car. People said Enzo would have died twice but they didn’t understand: Enzo was always looking to the future. We were the first to do this and now every Ferrari has this gearbox.”

Late in the production cycle came the optional Fiorano handling pack (lowered/uprated suspension, beefier anti-roll bars, quicker steering rack, uprated brakes), but very few cars ever got this; as few as 14 UK cars were so fitted. The final F355 model was the Serie Fiorano Spider of 1999, of which just 104 were made, with the Fiorano pack and a dashboard badge.

The closest the F355 got to a ‘Special Series’ model was the Challenge racer, which had race seats, a rear aerofoil, sports exhaust, roll cage and 100kg less weight. Officially only 109 Challenge cars were made





but Challenge upgrades could be purchased separately in period. Some Challenge cars have since been converted to road use.

The F355 disappeared in 1999 when the 360 Modena replaced it. By this time, it had proven itself a huge success. Indeed, it was the first Ferrari ever to sell more than 10,000 units – the final total was actually 11,273. Of those, around a quarter had F1 transmission. The coupe was the most popular body style, followed by the Spider, then the GTS.

ON THE ROAD

Part of the reason why the 355 family has seen enthusiasts flock to it in recent years is the fact that, quite simply, it drives so well. It's a quick car, for sure, but there's plenty of fun to be had at speeds well below licence-losing level. It's the delicacy of the handling balance that really delights – a far cry from the twitchiness of early Ferrari 348s. Even with the adaptive suspension set to Comfort mode, the handling is special, but switch to Sports and the car covers ground quickly, incisively and with ease. The power steering is superbly feelsome, too, although you might need to take care in the wet when the lack of any form of traction or stability control might catch you unawares. As for the brakes, they're far better than pretty much anything else of this era.

Most 355s came with a manual gearbox, and frankly that is the more enjoyable transmission to use. Today's Ferraris may only come with F1 automatic transmission, but the 355's was an early incarnation that feels less

incisive than modern systems. And since the 355 dates from the 'modern classic' era, buyers tend to prefer the manual's open alloy shift gate with its smooth snick-click change, light clutch action and satisfying downshifts – it's a real pleasure to use.

The interior may feel a little plain by modern standards, but it has an understated style and an excellent driving position – although if you're tall, you might find your head brushing the roof.

Once the 3.5-litre naturally aspirated V8 has warmed up, it's a very eager-revving unit. It really comes into its own above 5000rpm and will happily sing at its 8500rpm peak, where it's sensationally vocal. OK, 380hp and a 0-60mph time of 4.6 seconds might not be terribly impressive in our modern, high-powered world but the F355's linear power delivery and superb soundtrack more than make up for this.

PRICES

Enthusiasts love the F355. It's more highly regarded than the 348 and is currently in higher demand than the later 360. In line with several Ferraris that have leapt up in demand in recent years, there was a price bubble that has now burst – well, perhaps more accurately, mildly deflated. The peak was 2016, when average prices were nudging the £100,000 mark; that's now dropped to £85k.

The entry point is £60k. For that, expect a left-hooker (there are now quite a few LHD cars in the UK), or a car with high mileage. 355s are quite mileage-sensitive when it comes to pricing, with very low-

Glorious V8 engine is one of the big attractions of the F355, offering 380hp and excellent performance



Typical prices

- 1996 Spider, manual, red, 41k miles, £63,995
- 1998 GTS, auto, red, 22k miles, LHD, £74,950
- 1998 coupe, Fiorano pack, manual, black, 29k miles, £79,950
- 1996 Spider, auto, red, 32k miles, £84,995
- 1998 GTS, manual, yellow, 20k miles, £99,950

TECHNICAL SPECIFICATIONS

FERRARI F355

ENGINE:	3496cc V8
BORE X STROKE:	85mm x 87mm
COMPRESSION RATIO:	11.1:1
FUELLING:	Bosch Motronic
POWER:	380hp at 8250rpm
TORQUE:	268lb ft (364Nm) at 6000rpm
TRANSMISSION:	Six-speed manual or semi-auto
BRAKES:	Ventilated discs: 300mm front, 310mm rear
TYRES:	225/40 ZR18 front, 265/40 ZR18 rear
DIMENSIONS:	4250mm (L), 1944mm (W), 1170mm (H)
WEIGHT:	1450kg (dry)
MAX SPEED:	183mph
0-62MPH:	4.6sec

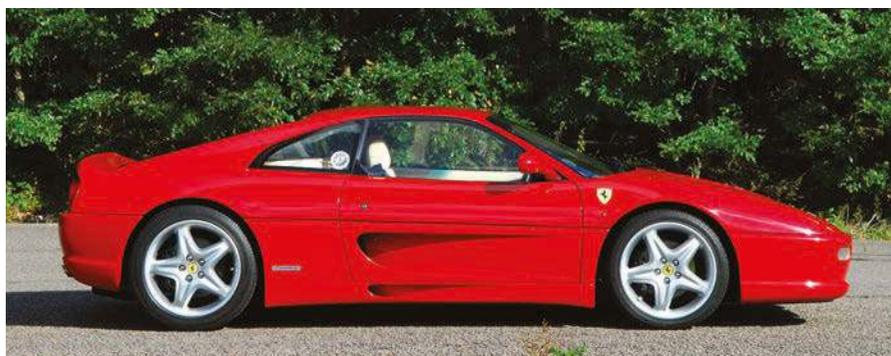
mileage cars (say, under 20,000 miles) attracting a significant premium. The very best cars are still fetching well above £100k. High-mileage cars at the right price should not be ignored, though, as long as they've been serviced properly. As ever, service history and overall condition are vital.

Being such a strong-selling model, there are plenty of 355s to choose from on the market but there are some definite preferences on spec. Manual cars are much preferred, with a price premium of some margin over F1 cars. Traditionally buyers prefer the coupe but Spiders definitely have their following. The most popular colours are red, black, yellow and blue. Most desirable model? A low-mileage RHD manual F355 coupe in red with the Fiorano handling pack.

CHECK POINTS

As with most Ferraris, the F355 needs regular expert attention. If it's lacked TLC, it can feel decidedly off-colour, so test-drive it carefully and ideally get an expert to give it a thorough inspection.

The engine is strong, although heavy oil consumption can indicate valve guide wear. Exhaust manifolds have been known to crack and uprated exhausts are popular but often very noisy. A fresh set of cambelts is required every three years; since the engine or fuel tank need to come out to do this, it's a big and costly job. Don't worry too much about whether the car has



the early Motronic 2.7 management system or the later 5.2; they've both got their advantages.

Gearboxes are strong but the F1 gearbox has a reputation for getting through clutches. With careful use, up to 20,000 miles is possible. Replacements can be as little as £600 but damaged release bearings will at least double this. The adaptive dampers can last for up to 60,000 miles but heavy use can halve this.

Look for cracking paint at the base of the rear buttresses, allowing water to get into the bodywork. Corrosion in the rear subframe can only really be checked properly on a ramp. The cabin's leather trim can suffer from shrinkage if exposed to the sun, while the centre console plastic finish can get sticky with age. 🇮🇹

The 355 family doesn't suffer from too many problems. Some Challenge racers are now road cars



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SAY 'S' TO THE DRESS

The Sebring was the last of Maserati's fabled 3500GT line. Vignale's understated shape has always left Chris Rees a bit cold; can a spirited drive change his mind?

Story by Chris Rees
Photography by Michael Ward





It's time for me to make a frank admission. The Sebring has always been the least appealing classic Maserati for me. I know – sorry. It's always seemed somehow unsexy. Dowdy, even. There's something about the squared-off profile, the almost saloon-style glasshouse and the peculiar front end treatment that felt 'off' to me. Not ugly – far from it – just not as pretty or as desirable as other Maseratis.

Deep down, I've always known that's an unfair view. But there it is; it's still a genuine feeling. If you don't love a car, you don't love it. I certainly understand why people do love the Sebring; but I never have done.

But here's the thing. Having spent some time with a superb specimen of Sebringhood, courtesy of Andy Heywood at McGrath Maserati, something has shifted. Having received an invitation to drive it to and from our photographic studio, it would have been churlish in the extreme to have refused a bash in a classic 1960s Maserati. After all, this is a model from the golden era, and an extremely rare one at that; when would I get such a chance again?

So I duly rocked up to McGrath's Kimpton HQ to be presented with an immaculate burgundy car, a late model dating from 1967. I have to say, it does look good in a rather understated, classically reserved kind of way. In the flesh, am I coming around to how it looks?

The Sebring is part of the 3500GT family, or more specifically the 3500GTI, which I believe is the first car ever to be badged 'GTI'. The Gran Turismo Iniezione

(Grand Touring Injection) moniker was coined – as with its VW Golf GTI namesake over a decade later – in honour of its fuel injection system. Unlike Maserati's grander 5000GT model, which was clothed by all manner of different coachbuilders, the 3500GT was essentially a model reserved for Carrozzeria Touring. Yes, there were one-offs by Frua and Bertone, but Touring was the sole coachbuilder of the series 3500GT coupe. It was a different story for the 1959 3500GT Spyder, though: Maserati turned to Alfredo Vignale's styling house, which crafted an exceptionally pretty body open-roof on top of a slightly shorter wheelbase than the coupe.

Maserati had just introduced its 3500GTI coupe with fuel-injected power, and chose this moment to conjure up an alternative coupe: the 3500GTI S. The 'S' was originally conceived to stand for 'Sport' but switched to Sebring prior to launch. The new model's shape – pretty much the last designed by Giovanni Michelotti for Vignale before he struck out on his own as an independent – was more angular and upright than Touring's coupe, giving it a more solid, beefier look. It was based on the Spyder's short-wheelbase chassis (2500mm versus the 2600mm of the 3500GT coupe), although its exterior dimensions were pretty much identical to the Touring coupe's. The Sebring was bodied mostly in steel, with only the bonnet and bootlid in aluminium.

Why the name Sebring? It referred to the famous victory achieved by Juan Manuel Fangio and Jean Behra



at Sebring in a 450S in 1957. Perhaps just as likely is the fact that the new model was targeted mostly at American customers, for whom the Sebring race track was an iconic institution.

Vignale built the Sebring prototype in late 1961 and, after some modifications requested by Maserati in early 1962, it was duly unveiled at the Geneva Motor Show in March 1962. The Sebring didn't replace the Touring-bodied 3500GTI; at least not initially, for the two models remained on sale side-by-side until 1964. The Sebring was built at Vignale's factory just outside Turin.

Early Sebrings (retrospectively dubbed Series I) were powered by the 3500GTI's 3485cc straight-six engine.

through it. Many owners, especially in America, were tempted to replace the fuel injection system with more reliable Weber carburettors. Indeed 'our' car is so fitted, with triple Webers doing the fuelling duties.

The Sebring was fitted with a five-speed ZF manual gearbox or, as an option, Borg Warner automatic. This connected to a Salisbury live rear axle suspended by semi-elliptic leaf springs, while at the front were double wishbones and coil springs. Standard were Borrani disc wheels with aluminium rims and steel centres, which perhaps looked a bit dowdy. Even so, surprisingly few owners splashed out the extra cash to order optional Borrani wires, which do look much nicer. Other optional extras in

“ The exceptional engine was virtually competition-spec, including exotic Lucas fuel injection ”

This exceptional engine was virtually competition-specification, with its aluminium block and head, solid steel billet crankshaft, twin-plug ignition, hemispherical combustion chambers and double overhead camshafts driven by helical gear and triplex chain.

Exotic, racing-derived Lucas indirect fuel injection was standard equipment, which had benefits for both torque and overall performance. However, ironically the very feature that made these cars so exceptional has since been eradicated from many examples still on the road. When new, the Lucas fuel injection system had an unfortunate reputation for poor reliability. The pump needed high pressures to operate and, in hot conditions, caused vapour locks in the fuel passing

period included air conditioning, tinted glass, special paintwork and a radio.

Autocar magazine tested a Sebring in 1963. Maserati claimed a maximum speed of 146mph for the model, and *Autocar* got pretty close, achieving 137mph; the magazine also recorded 0-60mph in 8.5 seconds.

1965 saw the arrival of the Sebring Series II – as featured here – which looks quite different in many areas. No doubt there was some influence on the shape from the then-new Maserati Quattroporte, which although designed by Frua, was built by Vignale. The front wings were reshaped, now accommodating different shaped surrounds for the double headlamps; the front grille was redesigned; the side/indicator

Understated to the point of sobriety, the Sebring's shape was one of Michelotti's last for Vignale



lights were now larger wraparound units; the bonnet air vent was slimmer; new air intake vents were placed ahead of the windscreen; and new side vents were positioned higher up on the front wings. At the rear end were a smoother boot lid and horizontal rear light clusters (rather than vertical). Inside, instruments with anodised rims replaced chrome. Whether these changes were an advance is a subjective issue, but most enthusiasts tend to prefer the slightly more delicate Series I.

Perhaps the biggest change came under the bonnet, as the Series II could be had with a 3.7-litre engine (3694cc), achieved by lengthening the stroke from 100mm to 106mm; as a result of which power rose by 10hp to 245hp. Maserati also offered a 4.0-litre engine with a 110mm stroke and a 255hp power output. You could even buy a Series 2 car with a 3.5-litre engine if you wished.

Some 348 Series I cars were built between 1962 and 1965, followed by 243 examples of the Series II. By the end of the road in 1967, the distinctly 1950s charms of the Sebring had been eclipsed by the newer Mistral. Fewer than 600 Sebrings were made in all, making it a very rare classic – and certainly a lot rarer than the Touring-bodied 3500GT, of which around 1970 coupes were made, plus 242 Spydres.

So here I am: about to pilot the Sebring. On climbing aboard, first impressions are that this is a spacious car, at least for two; the two rear seats are rather tight. Indeed, legroom is verging on zero if the front seats are occupied by tall passengers. The dashboard is a bit all over the place ergonomically, but that's par for the course for cars from the 1960s.

Time to fire up the 3.7-litre straight-six. Since 'our' car has triple Weber carbs, we don't need to go through the cold-start rigmarole that you need to do with the

Sebring cabin looks and feels fantastic, even if the ergonomics and switchgear are a bit scattergun



TECHNICAL SPECIFICATIONS

MASERATI SEBRING SERIES 2

ENGINE:	3694cc 6-cyl in-line
BORE X STROKE:	86mm x 106mm
COMPRESSION RATIO:	8.8:1
FUELLING:	Lucas fuel injection
POWER:	245hp at 5500rpm
TORQUE:	232lb ft (314Nm) at 4000rpm
TRANSMISSION:	Five-speed manual
BRAKES:	Discs front and rear
TYRES:	185-16
DIMENSIONS:	4700mm (L), 1700mm (W), 1300mm (H)
WEIGHT:	1300kg
MAX SPEED:	152mph
0-62MPH:	8.0sec

fuel-injected engine, which Andy Heywood of McGrath Maserati explains thus: "Pull the choke out and don't touch the throttle. Turn on the ignition and wait for the fuel pump to quieten. Start the engine and, once fired up, work on getting the choke in as quickly as possible. Leaving it out will overfuel and oil the plugs." Then there's hot starting: "Lay your foot on throttle, with no choke applied. Turn the engine over and when it fires, catch it on the throttle." Simple...

The Sebring's engine does warm up pretty quickly and settles into a gentle purr, albeit with a certain lumpiness from the triple Webers. Ah, the gearbox still hasn't warmed up yet. Yes, it too needs warming, since second gear can be awkward to engage when cold. Luckily there's plenty of torque to allow you to skip a gear, until it's all hot enough to allow smooth changes.

The sound from the engine bay is truly lovely: a rangy soundtrack that recalls a fine orchestra tuning up, perhaps. Throttle response is crisp, thanks in part to the rod linkage, and performance is brisk, even by modern standards.



This is such a comfortable cruising machine, perfectly at home on the motorway. On my journey over fast A-roads, it was in its element. Sharp corners present some amusement, as the steering is fiendishly heavy. Since the front springs are somewhat soft, braking for corners produces noticeable pitch, which in turn affects the steering feel. Understeer is the order of the day; but if you need to correct the car mid-corner and lift off the throttle, the stiff leaf springs at the back can quickly turn things to snap oversteer. Cornering is thus an art form; learning the Sebring's ways takes practice, but once mastered it's a joy, and you can drift the car on its narrow 185-section tyres with ease.

I have to say, at the end of my time with the Sebring, I'd been genuinely seduced by its subtle charms. Not only did I start appreciating its restrained lines in the comfort of our photographic studio, I felt a great warmth for its alluring combination of superb semi-race-spec engine, idiosyncratic cabin and touring comfort. All in all, a lovely machine. 🇮🇹

The straight-six engine in our Series 2 car has been retrospectively fitted with triple Weber carbs

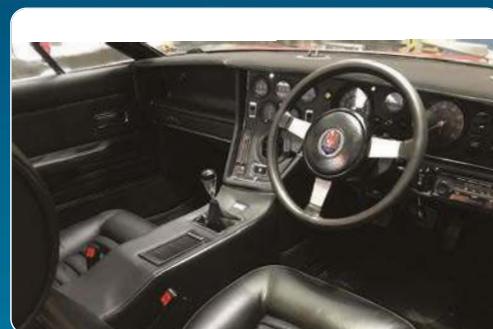
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ZZZAP!

Zagato was making electric city cars 40 years before Smart. We follow in the footsteps of Stirling Moss and James Hunt - yes, really - to find out how the Zele drives today

Story by Chris Rees
Photography by Michael Ward



Pedal to the metal – OK, more accurately, pedal to the plastic – and I've reached maximum speed. It's a heady 20mph. Ah, but already I can feel the juice leeching from the lead-acid batteries nestling under my feet. I'm actually slowing down. This has turned out to be a white-knuckle ride, if only for the fact that my tightly clenched fingers are willing the car on. Please don't run out of charge; please, please get me home, tangerine Tardis.

Or perhaps Dalek. Yes, definitely Dalek. I've been transported back to the 1970s and I feel like one of those guys who were squeezed into wheelie bins on the Dr Who set and directed to exclaim 'Exterminate!'. Is that John Pertwee in my mirrors? Could be: rather like those 1970s Daleks, who were confounded by staircases, my mode of transport could probably be outrun by Dr Who on foot. It's that slow.

So why am I giggling like a child? Because this car is hilarious. An orange box of joy with – can this really be true? – a Zagato badge. Yes indeed: the Milanese coachbuilder that clothed Alfa Romeos, Aston Martins, Lancias, Ferraris, Lamborghinis and other exotic machinery did actually build this slice of electricravery.

At the time – the early 1970s – Zagato was busying itself with sports coupes like the Alfa Romeo Junior Z and Lancia Fulvia Zagato. Time were uncertain: an oil crisis was imminent; there were significant new emissions laws being passed (notably in Japan and the USA); and the political climate was fractious. Does that all sound a bit familiar today? One definite thing to come out of it all was electric cars, which enjoyed something of a boom in the 1970s. Zagato was right at the forefront of the 'charge' (sorry) to go electric.

Cleverly, Zagato bought the rights to an already existing Italian electric city car, the pioneering Urbanina, which was a bizarre vehicle conceived by an aristocrat called Marquis Piero Girolamo Bargagli Bardi Bandini. As originally presented in 1965, the Urbanina had an egg-shaped cockpit made of either plastic or wickerwork that could rotate 360 degrees – ridiculous but true – allowing you to get in and out anywhere. The revolving cockpit idea was frankly a bit daft, and was quickly dropped. As well as a Lambretta-powered petrol model, an electric version had been developed by 1967, and it was the rights to this that Zagato bought.

So it was that in 1971 Zagato presented the Milanina, a rather more developed but still open-sided evolution of the Urbanina. The organisers of the Fiera di Milan exhibition used a few prototypes as official transport. The production version was not unveiled until 1972, when it its new name – Zele – was announced. Somewhat modified, it now featured an enclosed cockpit and conventional doors. In layout, it was extremely simple. A basic steel tube chassis carried suspension derived from Fiat 500 and Fiat 124 parts, while the drum brakes were basically Fiat 500.

The Zele finally reached production in 1974 as a tiny (1950mm long) city car. A long-wheelbase version with extra load space arrived soon after, while a doorless golf buggy version was also marketed. There was even an experimental nitrogen-powered Zele. In the UK, the Zele was imported in period by none other than Bristol Cars, although it seems unlikely that anyone over here ever bought one. The Zele enjoyed better fortunes in the USA, where it was sold as the Elcar.





In 1977, Zagato showed a prototype for a replacement Zele, with squarer, more modern but more anonymous lines. By the time the so-called Nuova Zele reached production in 1981, it featured all-independent suspension, seating for four and a hatchback. As a bigger car, it did not directly replace the old Zele, which continued to be available alongside the old model, in

Including this one. It's from the collection of Roger Dudding of Studio 434 (www.studio434.co.uk). Roger made his fortune by inventing the waiting room ticket dispenser, and then acquiring the UK's largest portfolio of lock-up garages. Today he's a compulsive car hoarder: his collection comprises more than 400 bewilderingly eclectic cars, into which the electric Zele

This is surely the smallest car ever to wear illustrious Zagato badges. It may even be the smallest car ever made in Italy!

“ Power barely registers on the meter. I have kettles and microwaves in my kitchen with more Wattage than this ”

theory remaining on sale well into the 1980s.

The Zele had proven itself to be a modest sales success, perhaps even the most successful electric car ever, prior to the Nissan Leaf. Estimates of the number made vary between 500 and 3000; personally, I'd say it was more likely to be on the higher side, since production in 1975 alone ran to 225 examples. A fair few have been seen at auction in recent times.

fits perfectly. Roger bought it on a whim at a Histories auction just over two years ago for £13,400. It's an early Zele 1000 (1974) that was imported into the UK from Italy in 2016, where it had been owned by Urbanina SpA, the very company that pioneered the electric car from which the Zele was developed.

The glassfibre body is smart-looking (almost literally – it resembles a proto-Smart). It's basic in the



ZeZe is maxing out at 20mph in this shot. White-knuckle ride comes from hoping the batteries will keep their charge

extreme: all flat glass, external door hinges and simple sliding windows. Seven colours were available, of which this orange shade is surely the most heart-of-the-spangly-1970s. The contrasting black interior is ultra-simple: a bench seat for two and a black moulded plastic dashboard. Its embossed Zagato 'Z' logo actually looks like a bolt of lightning – very fitting for a car propelled by electricity. You have a 60km/h speedo and two 'Mega Elettronica' meters for voltage and amps. Even if you're average height, your head hits the roof, but luggage space is decent – although there's no boot lid.

So what's it like to drive? A mere four batteries power it; originally they would have been 12-volt but today they're 24-volt. The '1000' in the Zele 1000 title referred to the wattage of the Marelli electric motor. In these days of 100kW Teslas – 100 times the power – the little Zele's power barely registers on the meter. I have kettles and microwaves in my kitchen with more Wattage than this. Eventually Zagato would up the stakes and make 1500W and 2000W versions – steady on! In its most potent '2000' guise, it could reach a top speed of 34mph but 'our' 1000 is only capable of 25mph flat out. It can't go far either: just 43 miles on a

single charge. Recharging by plugging in the rear-mounted cable directly into the mains takes quite a few hours. Small wonder that electric cars didn't catch on in the 1970s.

Pressing the accelerator produces a 'click' but nothing happens. Pressing it harder produces a whirring sound and the first signs of forward momentum. It's hardly jet-age g-force; more like being pushed gently in a wheely-bin. The Zele originally ran with a highly unusual four-speed controller, which was noted for being troublesome. It's now fitted with a more modern power control unit with a single speed.

Frankly I didn't get enough speed up to test the cornering but it feels stable enough – not too surprising as most of the weight is sited low down (the batteries are under the floor). What I did discover was the surely tightest turning circle ever in a road car.

How to assess the Zele? On one level it's an object lesson in why electric cars never took off almost 50 years ago. On another, it's a fascinating slice of vehicle history – and a genuine Zagato. There are quite a few serious Zagato collectors out there, for whom the Zele is a must-have. It's utterly different from everything else that wears a 'Z' badge.



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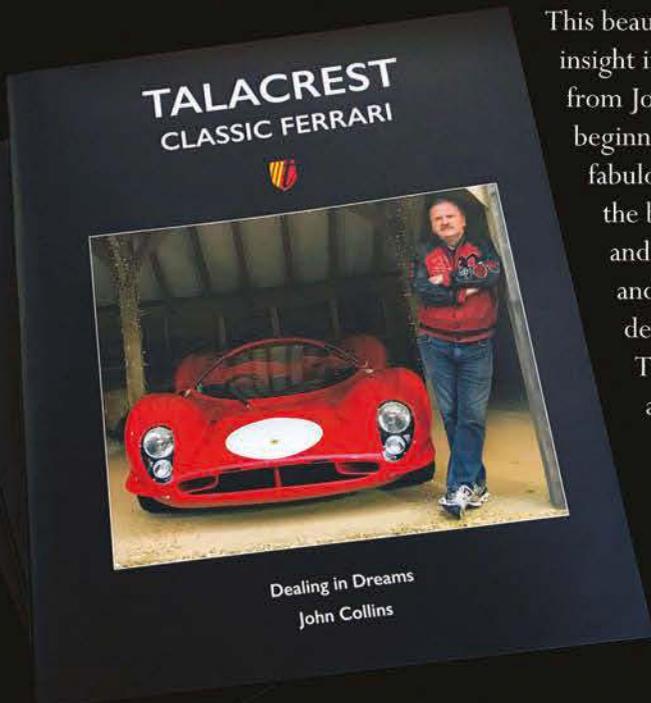
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SuperSud

How do you create a championship-winning Alfasud racer? And how does it feel on track? We find out at Brands Hatch

Words: Tim Pitt
Photos: Michael Ward



You're looking at one of the most successful racing Alfa Romeos in the UK. Ted Pearson's Alfasud has a competition career spanning nearly 20 years, and enjoys near-mythical status among *Alfisti*. Its CV comprises 44 race wins, four class victories and two BRSCC Alfa Romeo Championships. We caught up with Ted and his recently-restored race car at Brands Hatch to learn more – and experience a few hot laps.

Ted has actually owned this Sud twice, having bought it back from friend and fellow racer Dave

Thomas in 2009. Our story starts in 1983, though, when 17-year-old Ted first spotted the car

near his Hertford home. "It was about six months old at the time," he recalls, "and parked on the driveway of an elderly couple. The unusual colour – Metallic Verde Aqua – grabbed my attention first."

Brimming with youthful brass, Ted traded in the family Mini, only opting to inform his parents afterwards. "Luckily, my dad fell for the Alfasud too," he laughs. "I was supposed to pay him back in instalments, but he was far too lenient. It ended up becoming my 18th birthday present."

The Sud's quiet life of suburban anonymity wouldn't last long. Its first on-track foray came at Goodwood in 1986, at the Alfa Romeo Owners' Club sprint. "The car was still wearing Ceat tyres and completely standard,"

says Ted. But that status quo didn't last long. Soon afterwards, a set of Koni shocks arrived and the transformation from road car to racer began. Three years later, a very different Alfasud would join the grid for round one of the Alfa Romeo Championship.

It was a steep learning curve. In its first outing at Donington Park, Ted crossed the line seventh, followed by a DNF (did not finish) and a DNS (did not start) in races two and three. By round four at Cadwell Park, though, the Sud had claimed a season-best second place. And its halcyon days were just

shrugs. But while Ted took (temporary) retirement, the plucky little Alfa returned to the racetrack. Driven by Dave, it claimed three second places in the 1997 championship, ending the year with a race win at Croft. Its winning ways continued in the 1998 season, with eight race victories and the car's fourth ARC class title.

Dave continued racing until 2003, then put the Alfa – by now painted bright yellow – into storage. After Ted bought it back, he invested in a 'no holds barred' restoration that took two years. And in 2013, in its

comeback race at Cadwell Park, the Sud once again finished first. Hollywood couldn't have

“Despite the ‘SC 1.3’ badge on the tail, it actually has a 1.8-litre race engine built by Tom Shrubbs”

over the horizon.

The 1990 season kicked off with three straight race wins for Ted, and concluded with him claiming the class championship. In seven out of 12 races that year, the little green Sud passed the chequered flag first. In 1991, he went further, achieving 10 wins in 12 races – enough for another class victory and his first overall Alfa Romeo Championship (ARC). Then, in 1992, Ted destroyed all-comers, with 11 race wins (the 12th result was a second place), plus a third class trophy and second ARC title.

Having proved his point, Ted raced more sporadically in 1993 and 1994, then sold the car to Dave Thomas in 1996. "I got married, took out a mortgage and settled down," he

scripted it better.

Fast forward to a bustling pit lane at Brands Hatch. There's a monster 720hp Skoda Yeti in the garage next door, plus a new Porsche 911 GT3 RS loitering outside, but the *Auto Italia* team only has eyes for Ted's Alfa. Wide of wheelarch and squat of stance, it exudes all the tightly-packed aggression of a clenched fist. For those who already know its history, this feels like meeting a hero.

The true heroes of this story, of course, are Ted and Dave, both of whom are among the assembled throng. Very soon, Ted will take me out on-track, but first it's time for a guided tour of the car. We start with the engine, which, despite the 'SC 1.3' badge on



the tailgate, actually displaces 1.8 litres. It was built – then subsequently rebuilt – by Tom Shrubbs at BLS Engineering, who has since retired but continues to work on the car. “It’s a race-spec eight-valver, with a custom crankshaft, pistons and rods,” reveals Ted.

A dyno figure of 180hp at 8400rpm means a round 100hp per litre: serious stuff for a naturally aspirated engine. “The downside is pretty much zero torque,” says Ted. “It totally relies on revs.” Using a five-speed Quaife straight-cut gearbox, Ted shifts up at 8000rpm when racing. “It’s gone beyond 10,000rpm when I’ve missed a gear, though,” admits Dave. Such highly-strung performance also means regular TLC; big-end bearings need replacing every 200-300 track miles.

Seeing the flat-four engine in situ, I’m struck by how low it’s mounted – almost

skimming the concrete. Ted also points out the tubular, rose-jointed suspension and Quaife mechanical limited-slip diff. There’s nothing beneath the lift-off bonnet but the bare essentials for going fast, yet everything looks beautifully bespoke.

The bodywork, too, is part-custom, with a full-width glassfibre front splitter, stretched wheelarches and a rear spoiler – also glassfibre – that replicates the Series III Ti item. A centre-exit exhaust is cut into the rear bumper, the back box taking up the space previously occupied by the spare wheel. All windows are Perspex and the car rides on 15-inch Revolution alloys with Toyo Proxes R888 tyres. “They’re a road-legal track tyre, and amazingly hard-wearing,” Ted explains. “I’ve had the same set on here since 2012.”

Inside, there’s a slightly odd contrast of

late-model Alfasud dashboard and Stack digital instruments. Everything else is pure race car, with a suede-wrapped Momo wheel, hard-shell Cobra Evolution Pro seats and Willans four-point harnesses. A brake bias valve is located aft of the gear lever and a fire extinguisher nestles in the footwell. I pull on a crash helmet, fold my frame through the FIA-spec rollcage and strap in.

Ted turns the key and the engine barks gruffly into life, the urgent blare of its exhaust bouncing off the narrow walls of the pitlane. We edge forward, wait for a thumbs-up from a marshal, then explode onto the track. The whining, straight-cut gears are unabashedly uncouth, while the snarl of the frenetic four-pot vibrates through my torso. The car has been timed at 0-60mph in 4.6 seconds and, as we rocket towards Paddock Hill Bend, I can well believe it.





Despite a modest power output of 180hp, the Sud is capable of dispatching supercars on track

On a tightly-coiled track like Brands Hatch, the Sud feels in its element. Carving through corners with no body roll or palpable sense of inertia, it seems to have a molecular bond with the Tarmac. The brakes – AP Racing with four-pot callipers at the front – feel brutally effective in such a flyweight car, but it’s the amount of grip that most inspires awe. “You can really balance it on the throttle,” shouts Ted as we round Clark Curve onto the main straight. “The car talks to you constantly, so you know exactly what’s going on.”

Now Ted is in the zone, left arm punching through the gears and feet pumping the pedals. It’s fascinating to watch him at work: super-smooth, yet showing the Alfa no mercy as he calmly cuts through the field. Pretty soon we’ve dispatched that GT3 RS, along with several track-modified cars that make our 180hp output look modest. As a

passenger, the whole experience is a workout for my internal organs: bracing and intoxicatingly intense.

As we dive back into the pit lane, a marshal beckons us to one side. Apparently the over-run pops from the Sud’s tailpipe are too loud, so we need to slow down. Ted decides to take a break, then try his luck again later. Clambering clumsily out of the car, I notice a wistful look flash across Dave’s face. “It’s still by far the best-balanced, most forgiving race car I’ve driven,” he says with a wry smile. “I should never have sold it.”

The Sud currently shares garage space with an Alfasud Trofeo racer and a 1968 Formula Ford single-seater, so track outings like this are relatively rare. And with so many memories tied up in the car, Ted understandably feels very protective towards it. To have experienced this famous

machine in full flow, driven by the man who claimed so many of those 44 race wins, was a real privilege. For an Alfa fan, it doesn’t get much better.



TROFEO: A RACE-INSPIRED SUD

For a car company with something to celebrate, what better than a stickered-up special edition? That was Alfa's thinking in 1982 when it launched the Sprint Veloce Trofeo, a limited edition that basked in the reflected glory of the Trofeo racer.

The official Alfasud Trofeo single-model series started in 1976, becoming Europe-wide the following year. It quickly gained popularity, attracting up-and-coming stars such as Gerhard Bergher and Ronnie Peterson. The Sud Ti 1300 was modified to race-readiness by Autodelta, with twin Webers and a custom exhaust boosting output from 79hp to 115hp. Further changes included a rollcage, lower and stiffer suspension, a jutting rear wing and wider wheelarches stretched over Campagnolo alloys.

The roadgoing Trofeo was somewhat tamer: based on the three-door Sprint Veloce,

it had no mechanical mods. Its 1.5-litre, twin-carb four was shared with the Sud Ti and produced 95hp – good for a top speed of 109mph.

However, the Trofeo had aesthetic appeal in spades, with metallic silver (*Grigio Nisida*) paint and full-length blue/grey striping that kicked upwards into the rear spoiler. The same darker shade was applied to the centres of the multi-spoke alloys and, less obviously, across the full width of the B-pillar. Lower-case 'trofeo' lettering cut into the stripe completed a classy overall look.

Inside was a wood-rimmed steering wheel and gearknob, smart grey tweed trim, a



Pioneer radio/cassette and Britax tilting glass sunroof. There was also a numbered plaque on the dashboard, although Alfa Romeo seems unsure – and archivists disagree – about how many cars were made. Most estimates are between 200 and 400; a tiny fraction of the 130,000 Sprints built. Only a handful of Trofeos survive today. 🇮🇹



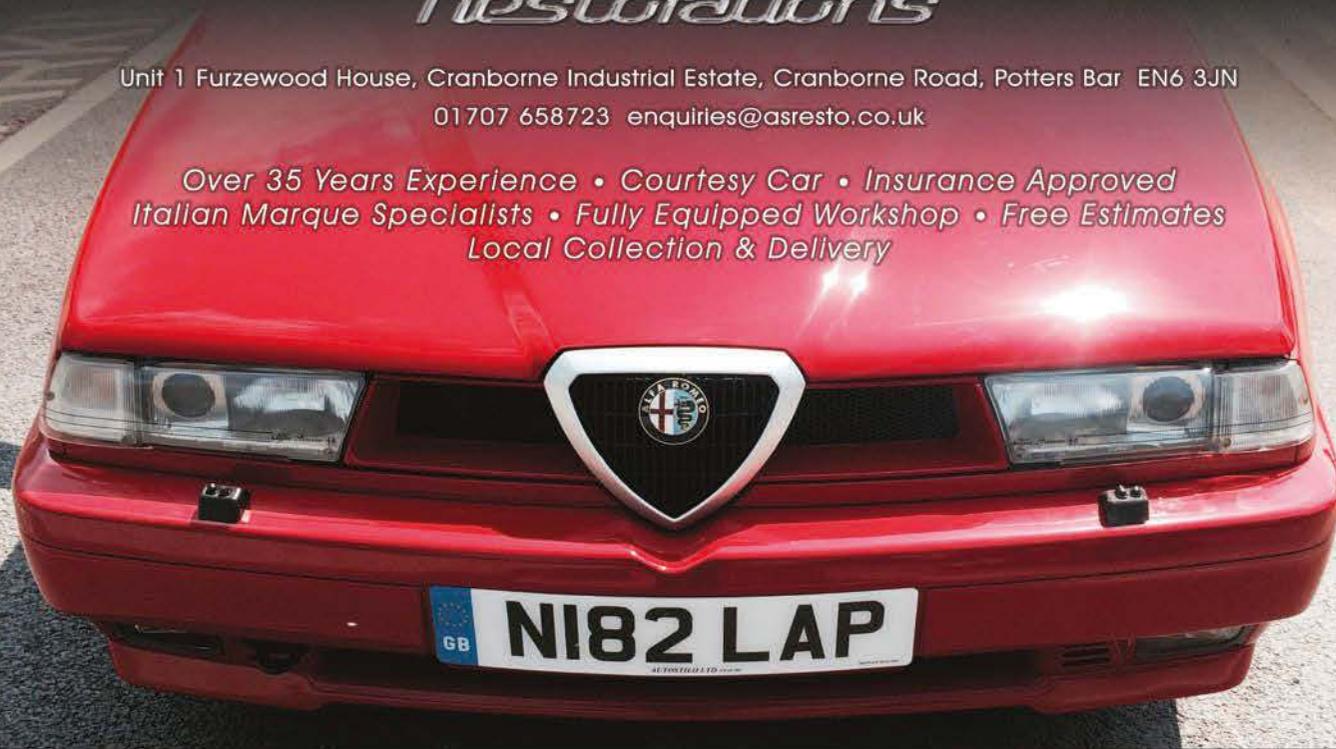


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The Victor of Varano

We're lucky enough to get up close and personal with Gian Paolo Dallara's charismatic 1991 Formula 1 racer

Story by Peter Collins
Photography by Michael Ward



When I last interviewed Gian Paolo Dallara back in 1997 I started off my feature by saying: "It is difficult to think of a major motorsport category or Italian supercar company that Ing Dallara has not been involved with during the last 30-35 years, but it is the Formula 3 motor racing arena with which the name is now synonymous and the eponymous cars dominate the category worldwide". Today, more than 20 years on, the company is still producing competition cars and has even turned its hand to making its own road car,

the Stradale. With over 50 years in the business, Dallara's expertise shows no sign of waning.

Here, we are lucky enough to be featuring one of his Formula 1 cars, a BMS Dallara 191 Judd which, as the title suggests, hails from the 1991 Grand Prix season. But first we're going to look at the prodigious back story of Gian Paolo's company, whose factory is based in the foothills of the Apennines at Varano.

Enter Alessandro De Tomaso. The Argentinian had been building single-seaters for many different formulae for some years but the main problem was



that he became bored quickly and never developed anything. For 1969, though, he had a car designed by someone else and that was Dallara, who was keen to move the project forward.

The latter chose Piers Courage to drive the car. He was one of the coming men of the period and wins at Enna in Formula 2 prompted Dallara to suggest to De Tomaso that the keen young driver should be taken on. He was driving for Frank Williams at the time and, after the latter team-managed a promising run for Piers in the Rome GP at Vallelunga in the Dallara-designed car

late in the year, the resultant enthusiasm turned the team towards the idea of building a Grand Prix car.

To the then impecunious Williams, the idea of a free chassis was attractive, so for the 1970 season Dallara designed his first Formula 1 car, titled the 505. It was Cosworth V8-powered and, although uncompetitive to begin with, Dallara's commitment and approach impressed the British entrant. Tragically, Piers lost his life in a fiery accident at Zandvoort. Dallara's Grand Prix story seemed over but it was in fact merely put on hold.



Prior to the 505, Gian Paolo had worked for both Maserati and Ferrari but his coup de grace was the Lamborghini Miura, with which he staggered the world with his mid-engined concept. Many who have met the man, me included, have come away with the impression of someone who is very easy to get on with, as well as being clearly a genius of an engineer. His self-effacing attitude led to him telling me, with a laugh, that the rear Mini-engined sports car that was built to test the Miura's mid-engined concept went well, but "in reverse because we had turned the engine and gearbox round so it meant we had four reverse gears and one forward"!

In 1972, Dallara set up Dallara Automobili – "we were three people" – as an automotive consultancy. Its first successes were the Fiat X1/g lcsunonove racing and hillclimb cars with engines from 1.0 to 1.6 litres. "We sold around six to nine cars a year," said Dallara. He was then approached by Fiat's Daniele Audetto who, after running Ferrari's successful championship-winning team with the 312T and Niki Lauda in 1975-1976, had progressed to the idea of a sports prototype based on the Lancia Beta Montecarlo but with a turbo. The model won the World Sportscar Championship and went on to be the basis of the fabulous 037 rally car. In 1978 Dallara was also approached by F1 entrant Walter Wolf to build an F3 car. This was "not bad, not good" but won the 1980 Italian F3 Championship in modified form renamed as the Emiliani.

The first officially named Dallara single-seater was a Formula 3 car for 1981 named the 381 which morphed into the 382 for the following year, gaining its first victory in the Italian Championship that year. The rules in F3 were changed in 1985 to incorporate flat bottoms and it was at this point that Dallara began its ascendance to total domination of the formula, which continued through the 1990s and well into the new millennium (until 2012, in fact).

It wasn't just F3, though; Dallara has had a hand in just about every category in racing and rallying. It even designed the chassis for the Iveco Domino bus. In sportscars, it took over construction and development of the Ferrari 333 SP sports prototypes from Michelotto, a project that finished as the end of the century came round.

By this time, Dallara had become thoroughly immersed in Formula 1 once again. Beppe Lucchini, an Italian steel magnate, had agreed to back a serious F1 effort for 1988, to be called BMS Scuderia Italia. BMS stood for Brixia Motor Sport, with Brixia being the Roman name for Brescia. The team was established in 1983 running Alfas and Lancias, in rallies to begin with. Dallara took on Sergio Rinland to design the new F1 car and it turned out to be the longest GP car of its era. However, it was a workmanlike job. Alex Caffi was to be the driver once the team had complied with rules that required a car to be entered in the first GP of the year in Rio in order to continue throughout the

Judd V10 engine develops 660hp and was very highly regarded by those who raced it in period



V10's compact dimensions allowed for very efficient packaging. Dallara's budget was tiny by F1 standards

season. At that point Dallara hadn't got a car, so went through a time and money-wasting exercise of sending an F3000 car all the way to Brazil so that something turned up in its name. It didn't qualify, of course, but rules are rules...

The 'proper' car arrived for Imola. The engine regulations at the time specified either 1.5-litre turbocharged or 3.5-litre normally aspirated units. As with many other budget-conscious teams, Dallara chose the reliable 585hp Cosworth DFZ V8. These were the days when there were so many cars entered in F1 that pre-qualifying was required for the slowest cars. Only once during the season did Caffi fail to make the main grid, and seventh in Portugal was the team's best result.

For 1989 the car was updated and refined by Gian Paolo with assistance from Marco Tolentino, the team being run by Patrizio Cantu. The power units were again from Cosworth but this time the almost-600hp DFR. Andrea de Cesaris joined the driving force for a two-car team, bringing with him Marlboro sponsorship. Results were modest but reasonable; the team scored its first points at Monaco and achieved a 50% finishing record.

A dose of severe F1 reality hit in 1990, again using Cosworth V8s, with many retirements for the driving team of Emanuele Pirro and De Cesaris. The cars had been updated by Dallara, but this time helped by Christian Vanderpleyn.

Into 1991 and our featured car enters the fray. A new

chassis and new engines marked the year in which the team achieved total respectability. On the design front, British engineer Nigel Couperthwaite moved across from Minardi to Dallara to create the BMS Dallara 191 Judd. Whilst the results were not totally outstanding, the team at last established itself midfield with much promise, led by Remo Ramanzini and Pierpaolo Gardella.

Emanuele Pirro, now so well known at Goodwood historic events, was joined on the driving team by up-and-coming hotshoe JJ Lehto and 'our' car would have been driven by both of them during the season. Although Lehto crashed one of the 191s in pre-season testing, three cars were taken to each round of the F1 World Championships, one being a spare. It seems that six chassis were constructed: numbers 18, 19, 20, 21, 22, and 23 – although for reasons unknown those at the Portugal GP are quoted by *Autocourse* as 4, 5 and 6 and *Autosport* as 19, 21 and 22.

This car is chassis 23 and it was, as the number suggests, late on the scene in 1991. It first appeared at Suzuka for the Japanese Grand Prix on the weekend of 19/20 October and was handled by Pirro who suffered an engine cut-out just before trying qualifying tyres in practice. Then, on the second lap, a touch of typical De Cesaris over-exuberance led to him spinning and wiping out the entire Dallara team.

The last Grand Prix of the season, at Adelaide, was famously started during a tropical rainstorm. It was also Pirro's last F1 race. Considering the conditions, he



made a good job of piloting chassis 23 through the murk to seventh overall at the end of lap 14, when the Clerk of the Course decided enough was enough and terminated the race.

Technically the 1991 car was all new. David Tremayne in *Autocourse* said that the cars were “neat, straightforward machines intended to put the team on a competitive footing”, incorporating the “fashionable high-nose aerodynamic configuration... but with conventional pushrod suspension all round”. The team had also designed its own transverse six-speed gearbox. The other magic ingredient was an exclusive brand-new engine by John Judd: the type GV V10 with a 72-degree vee.

It was suggested that the budget for this new engine by Engine Developments was so tight it wouldn't have kept Honda in cam-covers for the season. It was light at 137kg and compact (little longer than the previous year's Judd V8). This helped greatly with installation and enabled the designers to keep their car neat. It was considerably more powerful than the Cosworth V8s that BMS had used previously, initially developing an estimated 660hp at 13,500rpm. Both Lehto and Pirro were impressed with the new engine's tractability, something that helps current owner Terry Sayles when demonstrating the car to race crowds today. Lehto had had experience of Ferrari's V12 and Pirro the Honda V10 and both compared the new unit favourably to those engines.

During early testing at Paul Ricard, Lehto had the accident mentioned previously. It was apparently thought that a brake disc had shattered, or the transmission had locked, but the driver was unhurt. He then drove chassis 20 to third place overall at the San Marino GP at Imola behind only the all-conquering McLarens – an excellent result that was the best the team had all year. It also meant BMS would be free from pre-qualifying thereafter. Pirro went well at Monaco, finishing sixth, but the main problem was being tied to Pirelli tyres, whose efficacy waned considerably during the length of a race. This drove



Lehto to distraction more than once.

Whilst great progress was achieved, the exclusive Judd deal was for one year only and it was known from mid-season that the team would be using Ferrari engines in 1992. Possibly change was not what the team needed, though, and the team's lack of success during 1992 led to Lucchini and Dallara agreeing to disagree, and that was the end of that. The former put his faith in a deal with Lola for 1993 and it turned out to be an unmitigated disaster, resulting in BMS withdrawing from F1 for good at the end of the season.

The 191 pictured here is now owned by Terry Sayles, who made a successful bid for chassis 23 at an auction at the OldTimer 'Ring meeting in 2003. Using his abilities acquired piloting a Surtees GP car in Historic F1, he raced the Dallara in Euro Boss from 2003 to 2014, with a best result of second place overall at Hockenheim. He also used an Osella FA1-D in FIA Historic F1, winning the Sporting Cup for three years before retiring to demonstrate his cars throughout Europe.

Terry owns one of the most successful examples of Dallara's Grand Prix design prowess and *Auto Italia* is extremely grateful to him for the chance to feature his car, the work of one of the most successful and certainly the most prolific race car engineers in the world. If nothing else, just listen to the noise its V10 makes, especially at 11,000rpm, and then consider that in period these engines ran up to 14,000 rpm – it's awesome! 🇮🇹

Owner Terry Sayles used to race in historic categories. Today, he enjoys doing demo laps and events. See this car at Festival Italia at Brands Hatch on August 18th.



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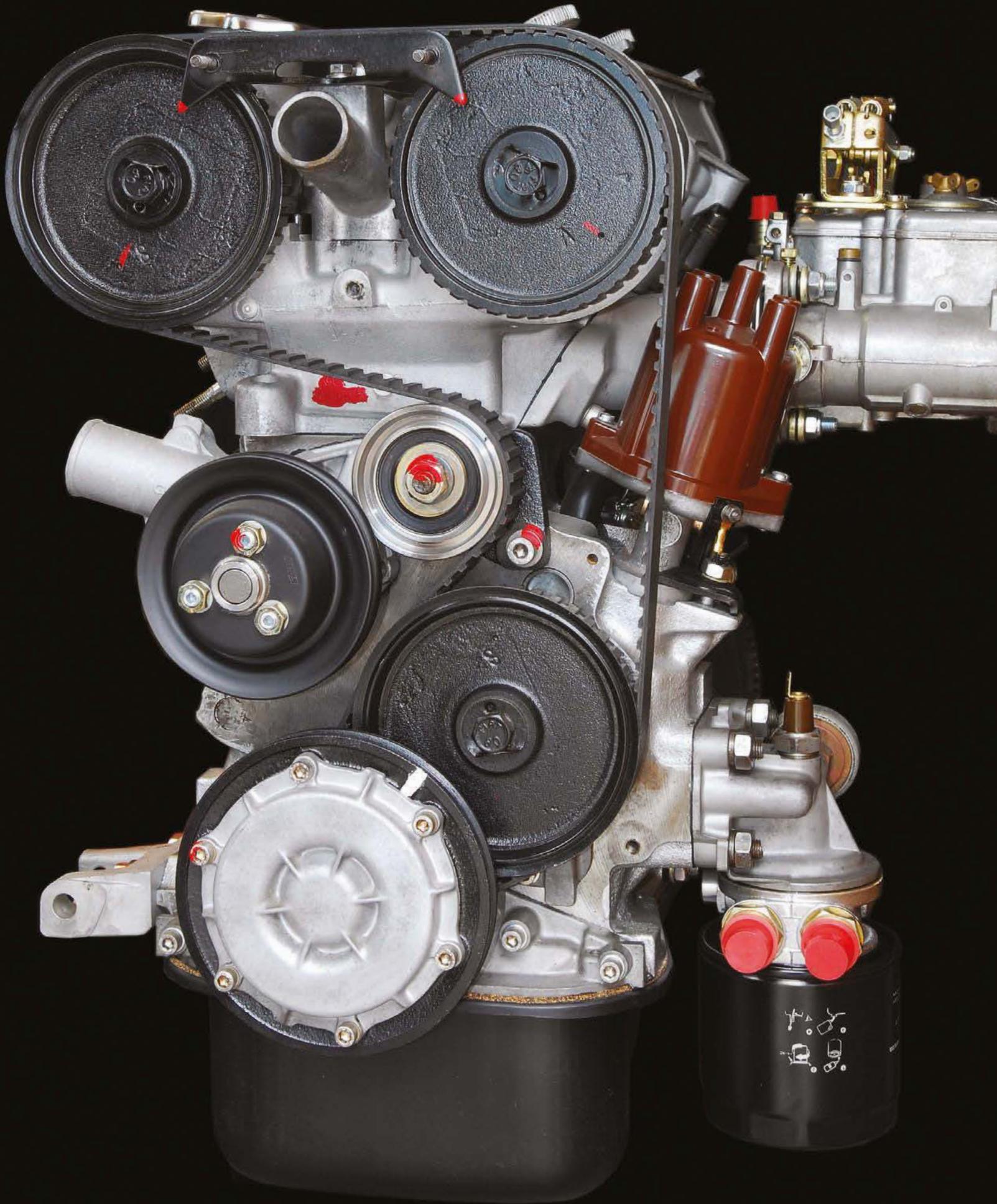


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Bialbero!

Fiat's brilliant and versatile twin-cam engine led the world on the road, race track and rally stages for more than three decades. What made it so special?

Story by Phil Ward & Guy Croft
Photography by Michael Ward

One of the all-time great four-cylinder engines – perhaps all-time great, full stop – was Fiat's legendary twin-cam. A whole new era began for Fiat in November 1966 when the 124 Sport Spider debuted at the Turin Show. This exciting new sports car was designed by Tom Tjaarda of Pininfarina and built at the Farina factory. Powering it was a revolutionary new twin-cam engine designed by ex-Ferrari engineer, Aurelio Lampredi. In fact, the engine would long outlive the 124. Developments of the basic design went on to power a wide and varied range of models – Fiats, Lancias, Seats, Alfa Romeos and more – right up until 1998.

Lampredi could never have foreseen how successful his engine design would be, with at least 120 different applications. For the record, the twin-cam found its way into 15 Fiats, 13 Lancias, two Alfa Romeos and at least five Seats. Morgan adopted the engine between 1982 and 1986 for its Plus 4. There was even a 2.0-litre version for the FSO Polonez.

An astonishing variety of layouts included 8-valve, 16-valve, supercharged, turbocharged, carburetted, fuel-injected, front-wheel drive, rear-wheel drive, mid-engine transverse, tilted backwards or forwards, or upright. The list of accolades included 10 World

Rally and two World Sportscar Championships. It became, quite simply, the most versatile Italian engine of all time.

The first 90hp 1438cc twin-cam in the 124 Sport Spider had a bore of 80mm and a stroke of 71.5mm. Production and competition engines were to be expanded through a range of 14 capacities right up to 2111cc. The first capacity increase – to 1608cc – occurred in 1967 when the 125 saloon was introduced. Although still rated at 90hp, the engine had more torque, and perfectly square bore and stroke dimensions of 80mm x 80mm.

Next came the 100hp 125S version and, by 1969, it had also found its way into the second series 124 Sport Spider and 124 Sport Coupe. When fitted with twin downdraught carburettors, this engine pushed out a useful 110hp at 6400rpm and is seen by many classic car enthusiasts to be the most desirable production specification.

The first major development came in 1972 when the Fiat 132 saloon was launched. The new capacities were 1592cc and 1756cc, the former being 16cc smaller than the old 125 unit, apparently for fiscal reasons. Both engines benefited from having a longer block which increased the amount of material between the bores. Each version employed the same 79.2mm stroke





crankshaft but with either 80mm or 84mm bores to achieve the different capacities. Transverse versions with various capacities were installed in the first series Lancia Betas from 1974.

The next significant development was the introduction of the 112hp 2.0-litre (1995cc) engine for the 132 in 1972. This engine, with a bore of 84mm and a stroke of 90mm, was later updated to 119hp and was also adapted for the Lancia Beta in 1975. Several additional new capacities were introduced in 1979, namely the 1585cc and versions including 1297cc and 1301cc. The 2.0-litre twin-cam proved to be an ideal engine for the Fiat 131 Mirafiori, Fiat Spider 2000, Fiat Croma, Lancia Beta, Lancia Montecarlo and Thema.

Lampredi designed a 16-valve cylinder head for the twin-cam which first appeared on the 131 Abarth in 1975. Sadly, he died in 1985, before he could see the ultimate development of his creation, the Lancia Delta HF integrale 16v of 1989.

The twin-cam was also adopted by Alfa Romeo, first appearing in the 164 2.0i Turbo of 1988. Then came the 155 Q4 of 1992, a four-wheel drive Alfa 'integrale'

produced to homologate the 155 GTA for Touring Car racing. The engine also found its way into the stylish Fiat Coupé in 1993 and soldiered on until the Lancia Dedra and Delta HPE were finally phased out in 1998.

TECHNICALLY TERRIFIC

Guy Croft (www.guy-croft.com) is widely recognised as being the world's leading authority on tuning Fiat and Lancia twin-cam engines and other full-race competition engines. Here he assesses the twin-cam engine from a technical viewpoint.

Aurelio Lampredi was a man determined to put Fiat at the forefront of sports car design. The majority of engines in the 1960s represented no real opposition; but how to compete for press accolades against Italy's famous Lancia and Alfa designs and the young British upstart, Lotus? Keeping costs down is one clue to his engine's success; and it was a resounding success. Leaving aside its fabulous rally history, in its class Lampredi's twin-cam remains one of the most durable, powerful, adaptable and talked-about engines of all time. Even at the end of its lengthy production run,

Fiat's twin-cam engine saw action in many different cars, from the 125 to the 132 and the 124 Coupé





The twin-cam lasted well into the 1990s, notably in Lancias like integrale, Kappa and second-gen Delta

some parts remained from the original concept (such as the dual valve springs), still functioning flawlessly.

What real room for manoeuvre did Lampredi have, given that he would have had lightness, power and aesthetics drummed into him at Ferrari? Well, the use of aluminium alloy for main components, such as the cylinder head and cam boxes, and ancillaries like the oil pump and filter housing, water pump and seal housings. No, that wasn't news. Nor was the use of five-bearing crankshafts, tri-metal bearings, forged rods, three-ring alloy pistons, and lightweight flywheels. Nor were camshafts that did not need bearing shells, nor the use of direct-acting cam buckets. All good race engine designers (and he was one) knew about inclined valves, downdraught ports and multiple carburettors. The list went on and on.

All engines have their problems. The Lotus, for example, although a compact and powerful design, was a quirky thing to cast and there were terrible teething problems. Its cast iron block, though compact, was thick and consequently very heavy and, despite that, not particularly rigid. The Alfa and Lancia engines of

the period, though jewels of all-alloy designs, were very expensive to produce and this was reflected in the cost of the cars and the people who bought them. And to compound the problem, Lampredi's all-new power pack had to dovetail into the architecture of a mass-production car, not a line producing a few hundred a month, where even modest design changes – when production started – such as bulges or louvres in the bonnet would be out of the question. No easy task.

Looking ahead to uprating options based around the production unit, given that Fiat's future involvement in the World Rally Championship can hardly have been a secret by that time (Fiat bought Abarth in 1971), the engine would need a high degree of flexibility built into it, so that skilled fettlers and engine-builders could go to work on the powerplant and double its output. In those days, pre CAD-CAM and advance simulations, winning a rally turned entirely on the skills of the people working in the tuning factory. There was no way rally-style power output could be built into the core engine at birth but still Lampredi's final design offered more true potential than any other eight-valve twin-



cam engine, then or since.

Lampredi's first key decision was to have a thermally efficient alloy cylinder head fitted with removable cam boxes. No doubt there was some discussion about whether twin-camshafts were really needed. However, the result was a masterpiece of low mass and strength. Much careful consideration was surely given to its actual dimensions and layout. Lampredi chose an inclined valve set-up with about 10° of downdraught on the inlet port. Not a lot by any means, but any downdraught is better than none; especially when coupled to large (42mm/36mm) valves and stem angles of around 31°. This assured that, without making the head too bulky or difficult to work on (a major consideration on a production unit), the flow through the ports was nothing short of superb.

Moreover, the cross-scavenging from such huge valves, facing each other across a pent-roof-style combustion chamber, was outstanding. This is where both power and economy come in. It's easy to get one without the other but Lampredi achieved both and, unlike the ports in modern computer-designed eight-valve heads – where there is no 'redundancy' at all and no potential for tuning by old-style 'porting' techniques – the twin-cam had plenty of extra material in hand. This meant that, in time, the twin-cam unit could easily be 'ported' to give more flow and power. The valves could be enlarged without any real difficulty (and indeed were, along with the inlet ports on production variants later on) and the valve-train architecture readily adapted to the most radical camshafts available.

The twin-cam block would be conventional only in that it would be in cast iron, but where Lampredi's version differed substantially from anything that went

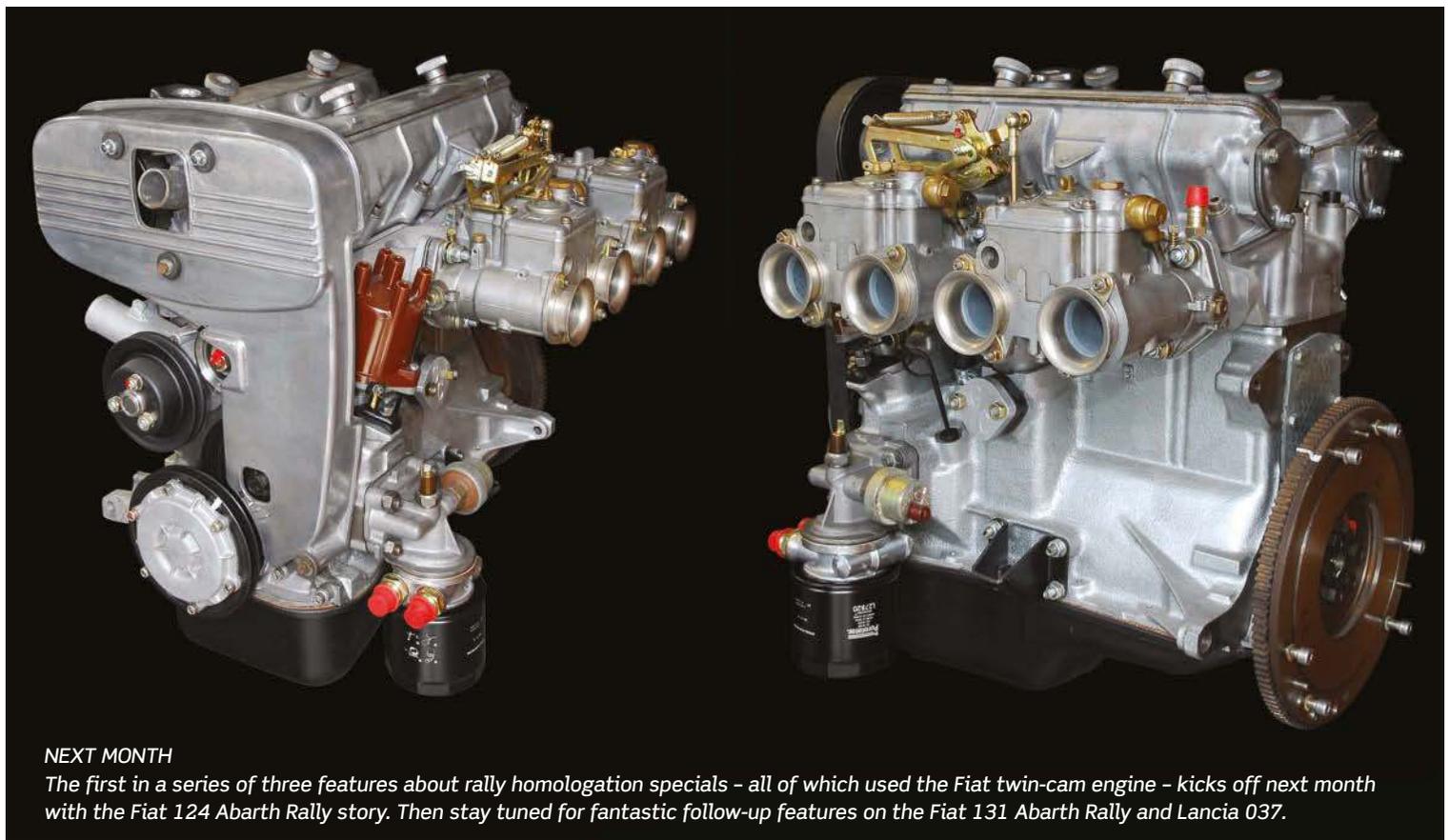
before was in the clever arch and web support in key areas, and a deep crankcase skirt, which resulted in a unit of unparalleled lightness and strength, along with very low cost. Here the Chief would have been in his element, paring things to the absolute minimum. And it worked: fractures due to torsional weakness around the mounting points and crank journal housings would be a thing of the past – they never broke.

The use of cam buckets (followers) with the tappet on top, rather than under the bucket, was another very innovative idea; again, widely copied. With removable cam boxes, the gaskets settle over time and periodic adjustment of the valve clearances is needed. That system not only made routine maintenance simpler than contemporary designs but also simplified assembly at the factory.

Perhaps most importantly of all, Lampredi embraced the new cambelt drive technology pioneered by the USA Gates Corporation, something never done before (and it rarely gets more than a passing mention). It was a very bold and inspired move that reduced the cost of engine production massively. No chain case with all the complicated design time, casting and machining. No sprockets, costly things to make, especially if adjustable cam timing might be needed. No risk-prone chain tensioner/slipper devices, 'ticklish' things to maintain. The belt drive system is lighter, plus it's far quieter and easier to service. It was quite simply one of the most reliable set-ups ever produced and the method has been much copied.

The original 1438cc unit easily developed a whopping 90hp at 6400rpm even on a single carburettor, with plenty of 'over-run' in hand with those wonderful dual valve springs. Was it breathtakingly original when it first came out? You bet it was. 

Extremely clever choices by Lampredi made the twin-cam tunable but still reliable and cheap to make



NEXT MONTH

The first in a series of three features about rally homologation specials – all of which used the Fiat twin-cam engine – kicks off next month with the Fiat 124 Abarth Rally story. Then stay tuned for fantastic follow-up features on the Fiat 131 Abarth Rally and Lancia 037.

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SNOW COACHES

Let it snow! A whiteout made for a tricky but ultra-competitive Rallye Monte Carlo Historique this year

Story & images by Peter Collins





No fewer than 314 cars started from points all across Europe to start the 2019 Rallye Monte Carlo Historique. Make no mistake; this is a seriously big event. They came from 27 different countries, and 49 different makes and models took part, from Alfa Romeo to Zastava.

Seat was even present with a factory support truck for its three cars – 127, 1430 and replica Especial 1430 Group 4. Bruno Saby of past Lancia fame was in a Renault R8 Gordini, while supporting breast cancer awareness was an all-female Italian crew of Alexia Giugni and Nunzia di Gaudio in an Alpine A110.

There were seven start cities this year. Included for the first time since 1975 was Athens, from where some 24 participants drove 219km to Patras to embark on a ferry that took them to Ancona, whence they drove to Milan to link up with the starters from there. Among the 65 entrants choosing Milan was Jason Wright in his Lancia Stratos. On his arrival at Valence, he said that the snow had already been bad and that some roads were already closed.

Only six cars chose to start in Glasgow and theirs was by far the longest drive, totalling 2149km. In comparison, the shortest route to Valence was from Monte Carlo itself. Bad Homburg's 30 participants had a 1165km 'Concentration Run'; Barcelona boasted 20 cars; and Reims, the most popular, had 91.

Initially, the focus of them all was the small town of Buis les Baronnies, not far from Nyons and in the heart of the Drome. Between this checkpoint and arrival in Valence for the first rest night, two *Zones de Régularité* were to be tackled as openers. And it was in at the deep end as the weather had turned very difficult, with hour after hour of heavy rain all the way down the Rhone Valley. As Vic Elford once said, "If it's raining hard down here, you can be sure it'll be snowing

the same up there," pointing at the surrounding mountains. And it was. There were many tales of derring-do on the route. "Tough and stressful" was a comment I heard in many different languages and strengths after arrival at Valence.

The first of two stages was Montaban sur L'Ouveze to Saint Andre de Rosans, a classic Monte stage over the Col de Perty. Into the lead went Michel Badosa and Mogens Reidl in their Renault R8, followed by Stanislaw and Andrzej Postawka in a Zastava 101 Special, with Piero Lorenzo Zanchi and Giovanni Agnese in a Lancia Fulvia HF 1600 third.

Then it was up to La Motte-Chalancon for another classic over the Col des Roustans to St Nazaire le Desert, a tiny town that must see more rally cars during the winter months than normal traffic. Third here were Maxime and Daniel Marco in an Autobianchi A112 Abarth. Then it was on to regroup in Crest before the final 40km or so to the night halt in Valence, where the order was Badosa, Postawka and Zanchi, with none other than ex-Lancia racer Giorgio Schon in fourth in his period Beta Montecarlo.

Changes had to be made due to an outbreak of *gilletts jaunes* in the city centre, so the whole event was now based at a sports stadium on the eastern edge of the town. Sunday was the Ardeche day and that meant the awesome and challenging Burzet. Stages three to six were due to be held before the short run back into Valence. But early in the morning, after a night when it hadn't stopped raining for 24 hours, reports of the conditions up around St Agreve were horrendous. At a petrol station stop, several crews announced that there was a huge amount of snow. Later in the day, Jason Wright said that he was able to tackle the first stage with great enthusiasm, but once the bad snow had hit, it was almost impossible to drive at all.

LEFT: Valentin/Bertaud's Beta Montecarlo. ABOVE: Stoschek and Wirth's Stratos; Canella and Arena's Fulvia came third overall; Giorgio Schon's Montecarlo; Polski Fiat on snowy Col de la Machine



The first stage was ZR3 over 57km from La Croze to Antraigues sur Volane over three cols. Badosa stamped his authority on the event taking another lead, followed by Kenneth Simonsen and Otto Kristensen in their Lancia Fulvia HF 1300, whilst Massimo Canella and Nicolas Arena took third, also in a Fulvia. Polar cold had now set in; as well as more snow, a wind with very strong gusts – known locally as La Burre – was now threatening the event. When even the link main roads were beginning to white out, the organisers sensibly cancelled the rest of the day and rerouted the rally to Tournon over the best roads they could find. At the end of the day, Badosa held onto his lead, followed by Postawka and Canella. In fifth place was Alessio De Angelis in his Fiat Ritmo 60.

Monday dawned brilliantly, with a clear blue sky and sunshine which lasted for the rest of the event. The cars headed east towards the first stage of the day over the tricky Col d'Echarasson from Saint Jean de Royans – all superb Monte roads. But there was still plenty of snow and a different order emerged after this

stage: Gian Mario Fontanella and Stefano Scrivani took top spot in their Fiat 128 Rallye, followed by Canella and De Angelis in the Fiat Ritmo.

The action at the top became a battle, with Badosa once again best over the 29km of ZR8 Col d'Arzelier to St Michel les Portes. Runner-up was Simonsen with a new name in fourth, as Enrique and Martin Lukasiewicz had gained 90 points in their Autobianchi A112. More weather was to come as the following stage – ZR9 from Gare de Clelles over the Col de Menee and down to Die – was cancelled due to an avalanche.

The sun in sheltered spots was causing some of the ice and snow to thaw, but in permanent shade conditions it was still tricky. After a link run over the Col de Rousset to ZR10, the roads were reasonable over the Col de la Croix back to St Jean en Royans, visited earlier during the morning. Badosa did it again, beating Canella and De Angelis.

Tuesday involved a 5.30am start for the first cars as it was nearly 500km back to Monaco, with a night run in the Alpes Maritime after that. The first stage was

ABOVE: Brunori and Torlasco's Fiat 131 Abarth. BELOW: Bonamini and Ambroghi's 124 Abarth Spider up Col du Rousset; Dartevelle and Macq's X1/9



RALLYE MONTECARLO HISTORIQUE



ABOVE: Jason Wright's Stratos; Grp 3 Montecarlo; Fiat 128 and A112 Abarth
BELOW: Seat team; De Angelis and Sisti's Ritmo was second overall

ZR11 from St Nazaire le Desert (so called because it is so dry), running 29km to Gumiane over no fewer than seven cols. It threw up yet another new stage winner, the Saab 96 V4 of Marco Gandino and Danilo Scarcella. Best Italian effort here was Fontanell and his 128 in seventh. Then it was on to Verclause-Laborel where Perfetti and Kessel in their Stratos was the best Italian in seventh.

Then came a long 150km link section and one of the traditional Entrevaux stages (ZR13). Starting and finishing in the village itself, it was 15km long using the D610 outwards and the frightening descent on D710 to return. It also had a few fast sections, but none of it for the faint-hearted. Most brave were Dominique Larroque and Patrick Monassier in their Escort RS2000 Mk2, with Dominic De Sanctis and Germana Del Conte in Lancia Fulvia HF 1600 next up ahead of the Marcos's Autobianchi. Then it was on down past Puget Theniers and the fast run along the Vallee du Var to all the traffic of the Cote d'Azur and, via the control at La Turbie, to Monte Carlo. At this

point, Badosa was in the overall lead, with Canella and De Angelis behind and all to play for over the last 143km and two night stages.

From the Principality, first off was the Col de Braus to La Bollene Vesubie (ZR14). With four cols in 35km, including the world-famous Turini, it was, appropriately, a Lancia Stratos that came out on top in the hands of Daniele Perfetti and Ronnie Kessel. On almost dry roads, the pace was picking up but Barosa was holding a watching brief in sixth place.

And so to the last stage of 2019's Monte: Lantosque to Luceram. 20 twisting kilometres brought the cars back towards Monte Carlo and Wednesday's dawn. Here, Giorgio Schon and Carlo Marenza in their rare Group 3 Lancia Beta Montecarlo (which the driver had used in period) were third, with Perfetti seventh.

It was all over, and Badosa/Reidl had driven precisely to retain their overall lead beyond doubt. Although they were behind, De Angelis/Sisti and Canella/Arena should have been proud after such a tough rally.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

Your cars, your stories – tales of Italian car ownership in the real world

ALFA ROMEO BRERA

MARKO MUSTONEN

Marko Mustonen from Finland writes: "I do not know how many readers you get from Finland but I at least am a very passionate enthusiast. I have owned three Alfas: a GTV 916 Busso V6 with 'Cup' add-ons, a Brera 3.2 automatic and my current car, a beige Brera 3.2 manual. I have to say this particular Brera has been the most trouble-free, even if maintaining it is quite expensive. It is truly a wonderful example; I love the colour, the sporty black stripes on this car and of course the horseshoe rims.

"I bought it two years ago when it had done 56,000 miles, and since then I have driven 16,000 more. I hear there is a possibility that the timing chains stretch and at least in Finland it is an operation that costs almost as much as a used Brera 2.2. I have to say, though, the Brera is a reliable car and I understand this problem is more of an issue with high-mileage cars that may have been mistreated.

"I have had a block heater installed for the cold winters here in Finland, although it is a complicated system. However, I rarely use the car during winter as temperatures in the north can fall to -30 degrees Celsius.

"The Brera was the wedding car for me and my wife last year and this is the memory I am most fond of. We both enjoy the car very much. I think Alfa Romeo is heading for better times with the launch of some great new vehicles and creating again the Alfa Romeo Racing F1 team, with Finland's Kimi Räikkönen being one of the drivers.



AUTOBIANCHI A112

ALEX DE CAPUA



Alex writes: "An Autowhati, you may ask? Ladies and gentlemen, I give you the Autobianchi A112, the grandfather of all superminis. Back in early 1971, the Abarth versions were the first performance three-door hatchback, a GTI without the 'I'.

"Through Autobianchi, Fiat was sounding out the fledgling small front-wheel drive market championed by the Mini. The A112 used the now industry-standard transverse engine, separate end-on gearbox, electric radiator fan, unequal-length driveshafts and rack and pinion steering, pioneered in 1964 with the Autobianchi Primula. You've probably never heard of that one either!

"Back to 1969 and Autobianchi's now tested concept was launched in a smaller form with the A112. This had a three-door body and a modified, detuned Fiat 850 Sport 903cc engine with 47hp. This was about two years before Fiat launched its own front-drive car, the 127, with a small boot lid; the hatchback would arrive later, in 1972, possibly waiting for market reaction.

"The A112 was never sold in Britain. Maybe

Fiat didn't want to export the A112 here because they wanted this market for the 127 and didn't want to compete with it. I can't answer that. The A112 was only ever LHD and it was sold all over Europe and in Japan. Over a million were made from 1969 to 1986 but unfortunately, few survive today, even in sunny Italy.

"My 'white' Autobianchi A112 Elegant is one of the last of the Series 3 cars that were sold till 1977, when they were replaced by the more plastic-covered cars of the Nouva 112 range. I imported it recently from Italy using Reezocar of France to inspect it (like the AA/RAC car checking services we have here in the UK). I got a quote from Shply, and some emails to the dealer in Italy and one bank transfer later, it's here!

"I love this car and have waited the better part of 20 years for it to replace an A112 Abarth 1050cc five-speed Series 6 that I once had. I have also had an Abarth 595 Competizione and now own a 2018 595 Trofeo. Both are the spiritual reincarnations of the Autobianchi A112 Abarth."



AUTO ITALIA A2 PHOTOGRAPHIC POSTERS (420 x 594 mm 16.5 x 23.4 in)

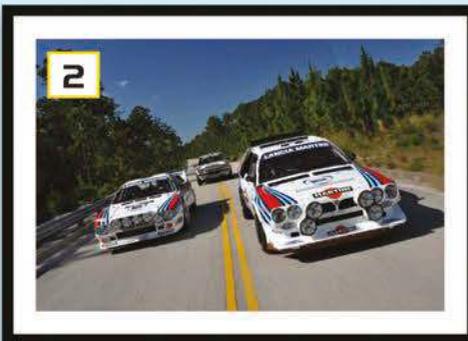
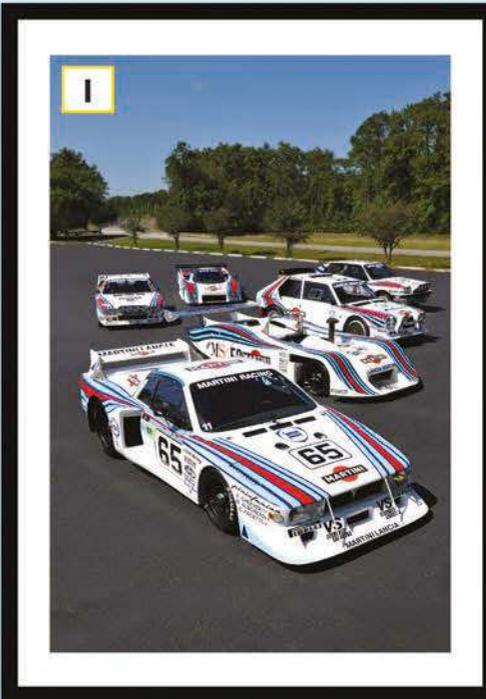
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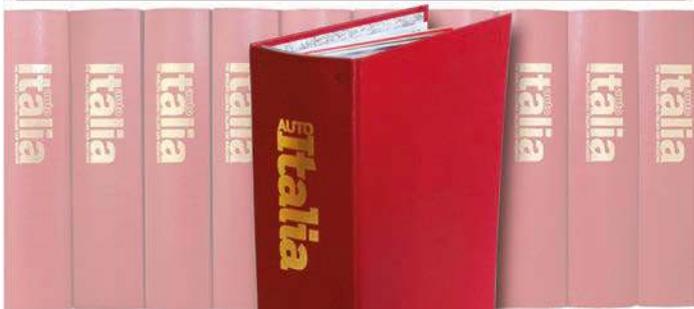
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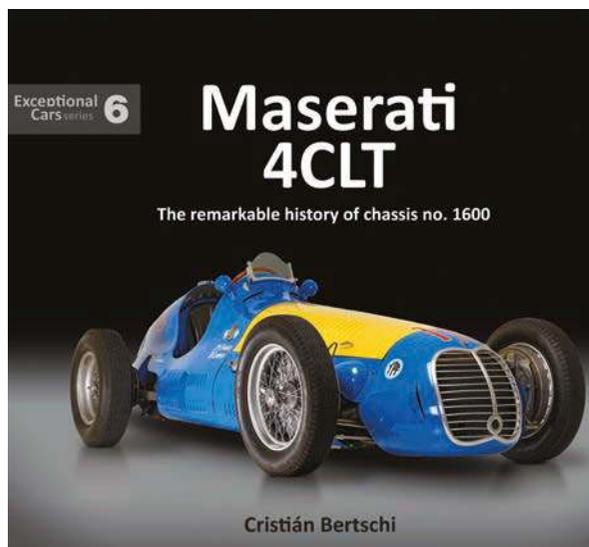
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Maserati 4CLT: The Remarkable History of Chassis No 1600
 BY **Cristián Bertschi**
 Porter Press
 International
 £30

The Porter Press 'Exceptional Cars' series, which details individual machines rather than whole models, turns its attention to the Maserati 4CLT Grand Prix racer. Specifically, it focuses on chassis number 1600, which was one of two cars bought by The Automovil Club Argentino (ACA) in 1949, and liveried in the highly distinctive blue-and-yellow racing colours of Argentina.

The book's level of detail is impressive. Every race the car entered is covered, including the

post-Grand Prix era when it was ignominiously fitted with a Ford V8 engine in Argentina. There are profiles of all the drivers who raced it, easily the most famous, of course, being Juan Manuel Fangio, who won two races in this car, the most significant being at Pau in 1950.

There's lots of detail on how the car was rediscovered and restored to its original specification, as well as a former owner's account of how the engine was recreated from scratch. The car left Argentina first for the United States and then Japan, before settling back in Europe, where it is now a regular in historic racing. In its 128 pages are loads of period illustrations, naturally many of which



are previously unpublished, plus superbly high-quality modern images of the car as it is now.

Sometimes books about just one chassis number can seem overly specific but in the case of a Grand Prix racer like this, it's entirely appropriate. Well written by its Argentinian author, it will be of interest to people who are into the South American racing scene, as well as Maserati.

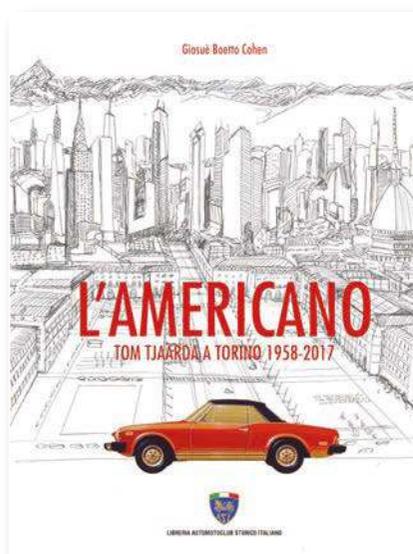


based reality, part imagined conversations. The story meanders through the story of Tjaarda's life in a personal,

and personable, way but hard facts are not at its core; think of it as the book version of a scripted reality show. As we said, it's rather odd.

This tome is big at 311 pages. Half of that is devoted to the 'semi-imagined' biographical

part, which is in Italian with an English translation tucked away at the rear of the book. The translation is frankly a bit clunky in places but it never loses its sense. The text is broken up by quirky hand-drawn sketches by Tjaarda himself of the cars he designed. His life story is quite some tale, intertwining employers



L'Americano: Tom Tjaarda in Turin 1958-2017
 By **Giosuè Boetto Cohen**
 ASI
 €48

A book about the American-born designer, Tom Tjaarda, is long overdue. His career was stellar, from early days penning the Innocenti Spider, through successful years at Pininfarina – where he created the Fiat 124 Sport Spider – to his time at Ghia and triumphs like the De Tomaso Pantera and Ford Fiesta Mk1.

This is a book like no other. In fact, it's decidedly odd – perhaps even a new genre of book. Its publisher describes it as a "fictionalised biography" – part fact-

like Luigi Segre at Ghia, Battista and Sergio Pininfarina, Giorgetto Giugiaro and Alejandro De Tomaso. But the real joy of the book for us is the photographic section in the middle, which contains more than 200 images. Quite a few have never been seen before. They range from the scale model that Tjaarda made in 1958 while still studying in Michigan, amazing show cars for Pininfarina and Ghia, production cars like the Ferrari 330 GT 2+2 and rare wonders like the Isuzu Bellett Sports Wagon, Giacobbi Synthesis and Bitter supercar.

This may be an unusual account of the work of an internationally renowned stylist but it's one executed with passion and style. Recommended.



Auto Italia: Italian Car Day at Brooklands



AUTO ITALIA AT BROOKLANDS SATURDAY 4 MAY

The UK's biggest and best Italian car gathering provides visitors with the opportunity to see and hear cars being demonstrated on the circuit and the demanding Test Hill. Visitors arriving in any Italian car, be it a Fiat or a Ferrari, will have the opportunity to park in the areas set aside for the appropriate marques, car clubs and register displays.

IMPROVED ACCESS

Auto Italia continues to develop the visitor experience and there are further improvements for access to the display area. **Alfa Romeo** owners now have exclusive use of the Heights parking area with their own dedicated entrance. **Abarth** owners are now located on the banking under the Members Bridge and will have access via Mercedes-Benz World and the Vickers Bridge. **Fiat Forum** members will also benefit from the entrance, with parking near Concorde. To secure access to all the display areas, owners are advised to be on site before 10.00am. Latecomers will be redirected to the Brooklands Road entrance and display overflow parking. Pre-booking is advised in all cases to avoid delays.

ACTION PLAN

Owners of rare, interesting and special cars are invited to apply for a place in the track demonstration. Entries are limited, so early enquiries are essential. The Test Hill will also be in operation and Italian car owners are welcome to apply for places. The closing date for all applications is 22 April.

TIMETABLE

08.00 Gates open (ticket holders)
08.30 Gates open (general entry)
09.00-11.00 MB World Track signing on
10.00 Museum displays and aircraft open
11.00 MB World Track Drivers' briefing
12.00-13.00 MB World Track demo
13.15-14.00 Test Hill signing on
14.00 Test Hill Drivers' briefing
14.45-15.30 Test Hill
17.00 Event and Museum closed

PUBLIC ADMISSION PRICES

Adult £20 (£17 in advance)
Seniors & Students £19 (£16 in advance)
Children £9 (£8 in advance)
Family £50 (£43 in advance)
Brooklands Members £5.50 on the day (£2.50 in advance)
Pre-book at www.brooklandsmuseum.com



ENQUIRIES

For all club and activity enquiries, please email: mail@philwardevents.com

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membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

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Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2019

April 10-14

Techno-Classica Essen

Essen, Germany

www.siha.de

April 14

Spring Alfa Day (AROC)

National Motor Museum, Beaulieu

www.aroc-uk.com

April 19-22

Horsham Piazza Italia

Horsham, Sussex

www.horsham.gov.uk

April 26-28

Ireland Rally

(Lancia Motor Club)

www.lancia.myzen.co.uk

May 4

Auto Italia Italian Car Day

Brooklands Museum, Surrey

www.auto-italia.net

May 10-12

Great Northern Weekend

(Lancia Motor Club)

Northumberland

www.lancia.myzen.co.uk

May 11-12

Prescott Hill Climb

Open Classic Car Event

www.cleevevale.org.uk

May 12

Classics at the Villa

Villa Scalabrini

Shenley, WD7 9BB

www.classicsatthevilla.com

May 15-18

Mille Miglia

Brescia-Padova-Rome-Parma-

Brescia, Italy

www.1000miglia.eu

May 19

AROC South West Alfa Day

Mapperton House,

Beaminstor, Devon

www.aroc-uk.com

May 24-26

Concorso d'Eleganza

Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 25-26

La Vie en Bleu / La Vita Rossa

Prescott Hill Climb

www.prescott-hillclimb.com

May 26

Scottish Italian Car Day (AROC)

Hopetoun House, Edinburgh

www.aroc-uk.com

May 31 - June 3

Sliding Pillar Rally

(Lancia Motor Club)

Dinant, Ardennes, France

www.lancia.myzen.co.uk

June 1

Alton Italian Car Breakfast

Departure Lounge, Hants GU34 4BH

thedepartureloungecafe.co.uk

June 1

The Supercar Event

Goodwood Motor Circuit, Sussex

thesupercarevent.com

June 2

Italian Car & Motorcycle Day

(IT-CAM 4) Newby Hall,

Ripon, North Yorkshire

www.italiancarsandbikes.co.uk

June 7-9

FFFEAR 2019 (Lancia Motor Club)

Norfolk

www.lancia.myzen.co.uk

June 9

Italian Passion for Speed 2019

Wales Millennium Centre, Cardiff

www.italianpassionforspeed.co.uk

June 16

Cotswold Alfa Day (AROC)

Compton Verney

www.aroc-uk.com

June 17

Una Giornata in Pista Trackday

Autodromo di Varano, Italy

www.bernimotori.com

June 23

Italian Car Day

With Auto Sportivo

Sharnbrook Hotel, Bedford

autosportivolt.d.wixsite.com

June 30

National Alfa Day (AROC)

Bicester Heritage, Oxon

www.aroc-uk.com

July 4-7

Goodwood Festival of Speed

Chichester, Sussex

www.goodwood.com

July 14

Supercar Sunday

Brooklands Museum, Surrey

www.auto-italia.net

July 26-28

Silverstone Classic

www.silverstoneclassic.com

August 3

Alton Italian Car Breakfast

Departure Lounge, Hants GU34 4BH

thedepartureloungecafe.co.uk

August 16-18

Lancia Motor Club National & AGM

Kenilworth, Warks

www.lancia.myzen.co.uk

August 18

Festival Italia

Brands Hatch Circuit

www.festivalitalia.com

September 13-15

Goodwood Revival

Chichester, Sussex

www.goodwood.com

September 30-October 6

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October 5

Alton Italian Car Breakfast

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October 13

Autumn Motorsport Festival

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Abarths at Monza 1998	19	500 Abarth Trofeo GB (CBH).	175	1900 Pinin Farina x 2	236	Alfasuds	42/72	147 Pre-launch test	51
Abarths at Silver Flag	85	500 Abarth Trofeo GB Roundup.	181	1900 Berlina	272	Alfasud (Golden Oldie)	110	147 Italy launch	55
Radbourne Abarth 1300	21	500 Abarth (Forge)	179	2000 Sportiva	125	Alfasud V6 Alitalia (Colvil)	150	147 5-door + 2.0 Manual	59
595SS	118	500 Abarth SS Hillclimb UK	182	2000 Sprint	212	Alfasud 7 car test	151	147 Selespeed vs BMW 316	63
600s	29	500 Abarth 'Polizia'	204	Alfa Twincam engine feature.	137	Alfasud Engine Feature	177	147 5-door 1.6 + 2.0	68
600s	82	500 Buyers' Guide	218	Alfa Twincam engine feature.	145	Alfasud Trofeo	219	147 GTA	76
750 Zagato Dubble Bubble.	60	500 595 695 Buyers' Guide	271	1750 GT Prototipo	132	Alfasud 1.2 Ti	226	147 GTA Road Test	79
750 Zagato Record Monza.	196	Abarth 595 by Oakley Design.	213	Giulia Sprint Veloce Zagato	36	Alfasud Buyers' Guide	259	147 GTA Road Test (Steve Berry)	87
750 Zagato Record Monza + 750		Abarth 595 by Oakley/TMC.	218	Giulia Sprint Veloce Zagato	195	Alfasud - Giugiaro	265	147 GTA x 2 Autodelta	102
Zagato Dubble Bubble.	258	Abarth 595 New V Old.	216	Giulietta Sprint Veloce 'Goccia'	94	Sudsprint (Time Machine)	185	147 GTA Cup Track Test	92
850 Allemano Spider	50	Abarth 695 Biposto.	229	Giulietta Sprint Veloce v GT Q2	147	Sudsprint Buyers' Guide	37	147 GTA Modified	253
Abarth 1000 SP	37	Abarth 695 New V Old.	251	Giulietta Sprint Barn Finds.	223	Sudsprint Racer (Lewis)	86	147 GTA/Integrale/Coupe 20vT	164
Abarth 2000 SP	165/250	Abarth 695 Rivale.	273	Giulietta Sprint Bertone.	228	Sudsprint 3 car test	138	147 / 156 Monza Sport	70
Abarth Osella PA1	30	Abarth Classics at Franciacorte.	181	Giulietta Sprint Zagato	50	Sudsprint 1.5 Veloce	275	147 1.6 Turbo (Autodelta)	78
Abarth Osella PA2	89	Abarth Classics at Franciacorte.	191	Giulietta Sprint	28	33 Buyers' Guide	28	147 Rally Car SS1600	86
Abarth Osella PA2 Nordschleife	144	Abarths 124 MY2017	248	Giulietta 50th Birthday	97	33 AKK Motorsport	38	147 1.9 jtd 16v	90
Abarth 1300 OT	43	Abarths 124 R-GT v		Giulietta Ti	233	33 Turbo Alfa Aid	41	147 Range test 2005	101
Abarth OT 1300	93	Ex-works 124 Group 4	259	SZ Coda Tronca	268	33 Buyers' Guide	111	147 Facelift 2005	105
Abarth Simca 1050 Corsa.	222	Abarth Classiche	255	LDS Formula One	69	33 P4 (Time Machine)	173	147 Buyers' Guide (Soper)	114
Abarth Simca 1300	119	Abarth MY2017 range test	257	Giulietta Sprint Speciale	205	Classic Saloons: Giulia Super 1.6 /		147 + GT Q2	127
Abarth Simca 1300 OT	143	Abarth 124 Spider	265	Giulietta Sprint Speciale	274	2000 Berlina / Alfetta 1.8 /		147 JTD 24hr racer	131
204A Cisitalia Abarth	199	Abarth 124 Spider Buyers' Guide	275	Giulia SS	18/140	Giulietta 2.0	188	147 Collezione	132
205A	220	Abarth 124 GT	268	Giulia Spider (B&W)	167	Giulietta Turbo	123	147 Collezione + GT Blackline	145
207A Boano	48	Abarth 124 GT	278	Giulia Spider (Concours)	253	Giulietta (Time Machine)	171	147 Sport + GT Q2	137
1000 Bialbero	50	ALFA ROMEO		Giulia Spider Veloce Racer.	259	Alfetta 2.0 Saloon	231	147 JTD-M by Janspeed	149
1000 TCR	106	100 Years of Alfa Romeo. Pt1	167	Giulia or Giulietta?	24	Alfetta GTV 2.0 Racer	115	147 Buyers' Guide	150
1000 TC	145/264	100 Years of Alfa Romeo. Pt2.	168	2600 Sprint	16	Alfetta GT/GTVs	14	147 5 car group test	184
1000 TC v 600 Modified	238	100 Years of Alfa Romeo. Pt3.	169	2600 Spiders	51	Alfetta GT/GTVs	41	155 ITC	11
Abarth Tipo 139	197	100 Years of Alfa Romeo. Pt4.	170	2600 Spider v Lancia Flaminia.	255	Alfetta GT 3 car test	95	155 ITC (V6)	143
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1500S	217	Autodelta at 50 GTA/TZ1 test	214	TI Supers	38	Alfetta GTV6 + integrale 'Ring	101	155 Buyers' Guide	24/68/201
2200 Allemano Spider	147	Autodelta 124 TZ1 test	171	Disco Volante 2012	198	Alfetta Turbodelta	107	155 Q4/Dedra Integrale	32
850, 1000 OTR	55	Alfa Romeo prototypes (TZ3)	171	Canguro	205	Alfetta GTV6 (Ron Simons)	135	155 4 car group test	150
1000 Berlina Corsa /Abarth Simca		Alfa Romeo Commercials	192	TZ2 1966	43	Alfetta Review	232	155 / 156 / 159 Saloons	183
2000 / 500 Esse Esse	167	Alfa Romeo at Balocco P3/1300GTA	173	TZ1&1/2	62	Giulietta, Giulia Super,		155 BTCC	231
750 GT Zagato / 500 Trofeo / 124		/155DTM/Disco Volante	173	TZ1&1/2 History + Prototypes.	276	2000 Berlina, Alfetta, Alfa 90	16	155 DTM Drive at Goodwood	260
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850 Allemano	58	RLSS	49	TZ3	185	EVO v 155 Q4	237	164 Twin Spark	22
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Lombardi Grand Prix	265	6C 1750SS	117	Montreal (Modified)	81	GTV6 Readers View	31	164 Buyers' Guide (Soper)	105
Abarths at Monza	58	6C 1750SS (1929 Mille Miglia).	216	Montreal v Dino V Biturbo.	159	GTV6 "Rare" 550bhp	52	164 bimotore	107
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Ritmo Group 2	229	6C 2300 Replica	75	Montreal Group 4 Autodelta.	263	GTV6 /33/156 Club Racers	133	164 (Time Machine)	188
Formula Italia	90	6C 2300 Aerospider	201	1900 Matta Jeep	47	GTV6 2.5 V6 (Time Machine)	176	GTVs Modified (Autodelta 1997)	17
Formula Abarth 033	138	6C 2300 Mussolini	127	1900 Matta Jeep	126	GTV6 Buyers' Guide	178	GTV 2.0 16v J10 (Autodelta)	22
124 Abarth Rally	67	6C 2500 Freccia d'Oro	50	1900 Matta Jeep 'AR51'	246	GTV6 3 car test (Jupe)	210	GTV 3.0	20
124 Abarth Grp 4 Rally x2	73	6C 2500 v Castanga	134	2300 RIO	106	GTV6 v SZ v GTV (916)	238	3.0 GTV Spider vs RZ	26
124 Abarths x3	145	6C 2500B Mille Miglia	155	Alfa 90 and Alfa 6	62	GTV6 3.0 V6	249	24v V6 GTV	14/29
124 Abarth Rally	196	6C 2500S	156/229	Alfa 90 and Alfa 6	162	75 Driver's Choice	2	24v GTV vs Lotus Elise	43
124 Abarth Rally Group 4	214	6C 2500SS	187	Alfa 6	97	75 Owners View x 2	19	Spiders New & Old	35
124 Abarth Rally Targa Florio	257	6C 2500 Competizione	243	Alfa 90	102	'75 Progetto Cinque'	22	Spider Duetto vs 939	152
124 Abarth/Fulvia/Alpine	32	Nardi-Danese 6C2500	31	Junior Zagato	128/271	75 1.8, Tipo, Dedra	25	Spider 2.0 TS Fleet Report.	209
Polish/124 Group 4 Abarth	38	8C 2300 Tim Birkin	27	B.A.T 11 Bertone	146	75 Turbo Evo Presley's Car	36	Spider 105 S4/916 2.0/939 JTS	221
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131 Abarth Stradale	43	8C 2300	244	Berlinas	48	75 Turbo Humphrey's car	58	V6 Coupes Alfetta/916/Brera.	153
131 Abarth	53	2900A	83	Alfa Saloons: Giulietta, Giulia Super,		75 Turbo Road car	58	V6 Engine Feature.	153
131 Abarth/Integrale/Coupe	58	8C 2900B	25	90, Alfetta, 2000 Berlina	16	75 Classic Choice	84	GTV Cup	39
131 Abarth Alitalia	68	8C 2900B Le Mans	267	Giulia Super Duetto Trofeo	35	75 At the 'Ring (Ron Simons)	93	GTV Cup (Road Car)	65
131 Abarth (San Remo)	81	8C 2900B Spider	248	Giulia Super "Carabinieri"	129	75 3.0 V6 twin test (EMC)	139	GTV Cup v Fiat 20v Turbo	224
131 Abarths x3	178	8C 2600 at Spa	114	Giulia Super	98	75 3.0 V6 vs 3.5 GTV6	157	GTV Cup v Fiat Coupe v Brera.	275
131 Prototypes	215	8C 2600 Simon Moore	142	Giulia Super	34	75 Buyers' Guide	167	GTV (Autodelta)	50
131 Abarth Diesel	231	8C Tipo B/Montreal/8C Comp	149	Giulia Super, TI & Nuova Super	76	75 Turbo IMSA (Arese)	175	GTV LMA/AROC Racers	85
131 Stradale v Group 2	251	8C 2300 v 8C Competizione.	163	Giulia TI Super (Factory car)	196	75 V6 Twin Test (Jupe)	219	GTV6 LMA Racer (Soper)	112
131 Alitalia v Stratos v Fulvia.	273	8C Engine Feature	151	Giulia Coupes	82	75 3 car Test	239	GTV6 3.2 V6 in Italy	90
X1/9 Prototipo	130	8C Tipo B P3'	253	Giulia Dossier (105)	235	75 3.0 v Giulietta V6(Jupe)	262	GTV6 (916 V6 + 2.0TS facelift)	92
Abarth Rally Range 2004		Alfetta 159 meets Maserati 8CL	14	Bertone GTV	36	75 VS GTV 3.0 VS Giulietta	266	GTV (916 Buying Advice).	96
Panda/Stilo/S1600	96	Alfetta 159	27	Giulia Sprint GT Tripletest	65	75 3.2 24V Track Day (Porter)	266	GTV (916 Buying Advice).	143
Panda Rally EVO 2007	136	Alfetta 159 Track Test	84	Giulia 105 Series 3 car test	208	75 3.2 24V Track Day (Porter)	278	GTV (916 3.0 Team Cars)	119
Stilo WRGB 2005	101	Alfetta 12C	101	Giulia (105) GTC	53	75 LE	273	GTV (3.0 Supercharged)	122
Stilo WRGB 2006	129	Alfetta 95	95	GTAm/BMW 2002 Replicas	25	Alfa SZ + Zagato Story	13	GTV6 3.2 Buyers' Guide	152
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Grande Punto S1600	183	1900CSS	15	GTAm Turbo (Giordanelli)	44	Alfa SZ/RZ Guide	41	GTV6 916 Series Group Test	244
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Grande Punto Italy launch	138	Tipo 33 Stradale	164	GTA (Track Test)	70	Alfa SZ 24v Supercharged	136	156 Supercharged (Engstler)	23
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Grande Punto Abarth Belgium.	143	Tipo 33/3	111	GTA (Tipler)	159	Alfa SZ (Time Machine)	191	156 in Spain	20
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500 Abarth Trofeo Brands (VBH).	166	1900 SS	176	S4/916/Brera Spider	186	145 Turbo by Autodelta	249	156 2.4 JTD	67
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156 Sportwagon	48	8c Competizione Spider	161	250 California Spyder x 2	148	375 Plus	218	400 Cabrio by Straman.	138
156 Group N Racer	49	8c Disco Volante Spyder	248	250 California Concours Winner	215	375 Ch.0388	181	412 Buyers' Guide.	190
156 Superturismo Track Test	81	Alfa Range Test 2008	140	250 GT Boano	34	375 MM Ch.0490	182	400/412 Buyers' Guide.	233
156 + GTV (Autodelta)	50	4x4 33,155,159,164,Brera.	256	250 GT Boano x 3	243	375 S Ch.0030	232	412 Reader's Car	206
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156 Tarox & Zender	52	MiTo Italian launch	147	250 GT/GTO	92	330 P	273	Mondial Buyers' Guide	197/235
156 Red Dot brake test	53	MiTo UK launch	155	250 Europa Ch.0313	238	330 & 365GTC	31	Testarossa/Pantera (Racers)	26
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156 GTA Buyers' Guide	160	Mito Carbonio (Monzasport).	191	250 GT Pininfarina	255	365 GT 2+2 Bora vs Jensen	35	288 GTO v Porsche 959	18
156 JTS Sportwagon (Selespeed)	73	Mito 5 car group test.	193/257	250 GT Cabriolet	220	365 GT 2+2 Collectors' Guide	270	288 GTO (Simon Park)	95
156 JTS S/Charged Autodelta	124	Mito TwinAir.	200	250 GT Drogo	69	365 GTC4 vs Espada	36	288 GTO V 488 GTB	257
156 V6 vs 2.4 JTD (OBD tuning)	82	Alfa Giulietta Italian Launch.	170	250 GT Nembo Spider.	137	365 GTC/4	274	F40LM vs Bugatti EB110SS vs Diablo	
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156 Drivedata remaps	89	Giulietta Marangoni G430	183	250 MM Mille Miglia 2010	174	Daytona Spider by Straman	250	F40 vs Porsche 959	34
156 20v M-Jet (2003)	93	Giulietta TCT Launch	194	250 SWB replica	52	Daytona Group 5	107	F40 vs Ducati 996SP	41
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156 GTA AM (Autodelta)	100	Giulietta 3 car group test	197	250 SWB at Spa	104	Daytona vs Ferrari 599	150	F40 LM	189
156 Buyers' Guide	102	Giulietta Buyers' Guide	216	250 SWB Ch.2335	238	Daytona 'Pozzi' V Road Car.	236	F40 Buyers' Guide	247
156 2.0 TS HBE Suspension	103	Giulietta + Mito QV	223/229	250 GT Sperimentale Ch.2653	20	Ferrari 365 GTB/4 Daytona	261	F40 at 30	262
156 3.7 South Africa	128	Giulietta Sprint New and Old	227	250 GT TDF Ch.1309	14	NART Panther.	256	355 vs Cobra vs 200NSX	26
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156 Ti Buyers' Guide	182	4C v 8C	223	250 GT Lusso (4.0)	121	246 GT Buyers' Guide	163	355 + 360 by Imola Racing	90
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166 3.0 V6 24v	37	Alfa Club Racers 2015	234	250 Testarossa	237	246 Dino vs Lancia Stratos.	265	456 Estate/Spider/FX	58
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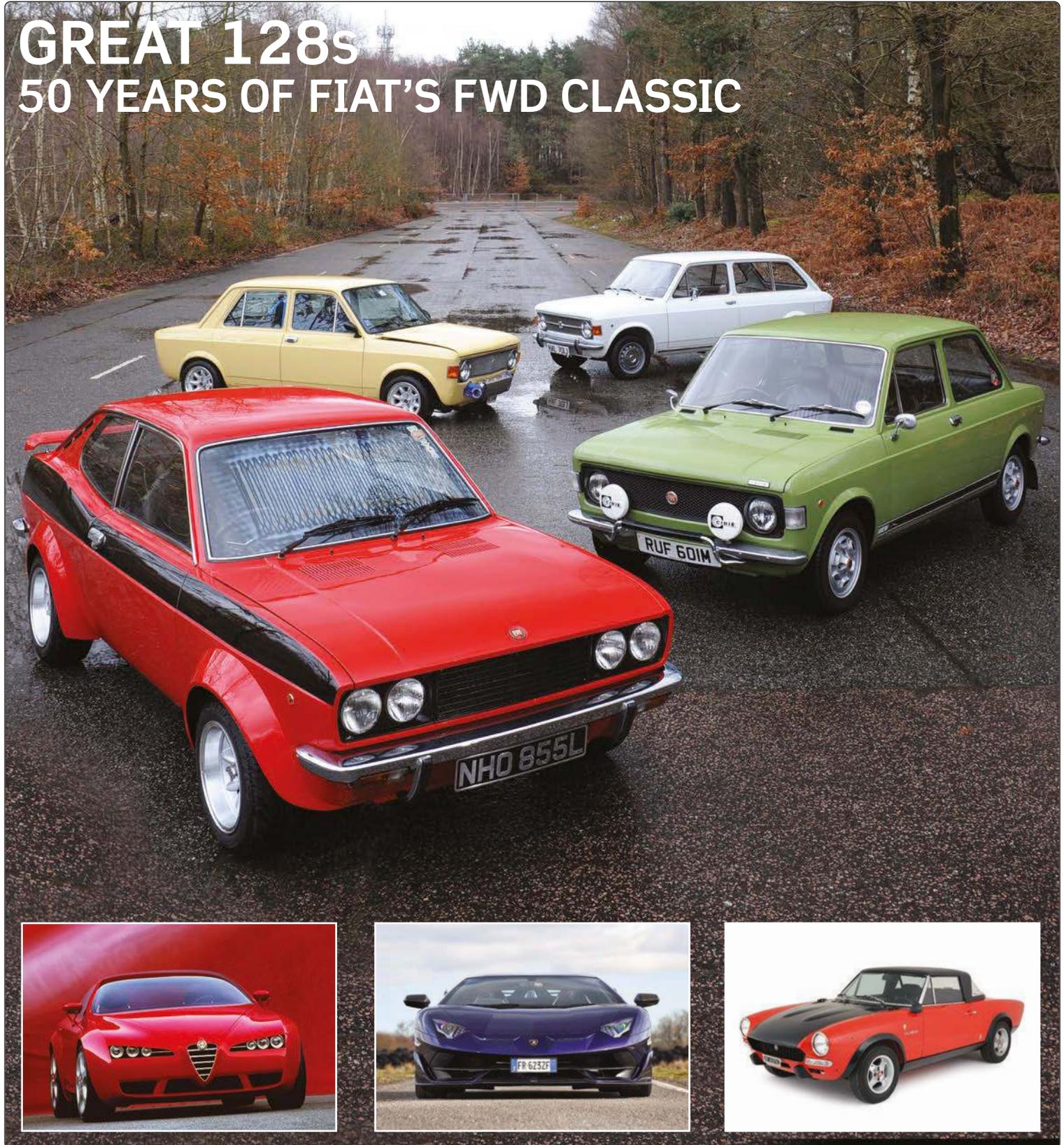
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Alfa GTAm Evocazione. Alfaholics parts and suspension by Middle Barton Garage, fully rebuilt and on the button. Engine, box and diff rebuilt by Alfa specialists RoadVRace. One of the best out there, used by Alfa Romeo UK for events eg Carfest and valued by them at £55,000, used by me for a few short road trips and speed events/shows - Kop Hillclimb for example, (also got loads of GTV 105 spares from the rebuild to be sold separately), great fun road car and/or speed events/shows and a real crowd pleaser. Tel: +44 (0)7774 498778. Email: db@somervillebaddeley.com. A279/008



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. A279/019



1989 Alfa Romeo Spider. 65,336 miles, metallic blue, 2ltr, 5 speed, manual, electric windows, leather seats, no rust, garaged, summer use only, owned since 1996. £14,995. Tel: 01371 873498. Email: stevebiddlecombe@waitrose.com (Great Dunmow, Essex). A279/012



1990 Alfa Romeo Spider S4. Rosso Red, 2 litre, 5 speed manual, power steering, electric windows, alloy wheels, leather seats, no rust, garaged/covered, summer use only, £12,000. Tel: 020 8997 2039 or 07438 758085. Email: donegantony38@gmail.com. A279/013

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Alfa Romeo Spider 2 litre Series 3 QV. 1986, 62,000 miles, red. This is an excellent example of a one of the most iconic Alfa Romeo sports cars. Lovingly maintained to its original spec, with a large file of work over recent years to include reupholstered interiors, new radiator, battery, exhaust system and numerous other work. This model has the Bosch fuel injection and electronic ignition for reliability and bodywork is in excellent condition. Garaged all year round, but all used in summer months, full MOT without advisories, £11,495. Tel: 07718 674371. Email: billbakeruk@yahoo.co.uk (Romsey, Hampshire). A279/025



1978 Alfasud Super. Ziebart treated when new, NO rust! 15,000 miles covered, drives as new, five speed gearbox. A rare survivor, dry stored for most of its life. Recommissioned by Sud specialists, featured in *Classic & Sports Car* April issue 2002, £12,950 ono. Tel: Roger Banks, 01483 769058 answerphone (Surrey). A279/004



1967 Alfa Giulia Sprint GT Veloce. 90,000 miles, Muschio Verde with Skai interior, excellent restored condition. Original RHD, one of 1407, a rare car now and reworked over the last 6 years. Engine, box, diff, interior, bare metal paint etc. Buyer to pay shipping to UK port and UK taxes (approx £2750), MOT costs in UK at 'WAD Ltd' covered by myself. Car in NZ but I am ex-UK and an AROC UK 20+ years, offers. Email: jon.everitt69@gmail.com. A279/014



1983 Alfasud 1500 SC. Red, major restoration in 1997 and further restoration in 2011 carried out by David Thomas Garages (full details and bills available). Otherwise kept in storage from 1997 to present. Has just been overhauled and serviced and now has full MOT until end February 2020, offered for sale following change in personal circumstances, realistic offers invited. Tel: 07775 851362 (located in Wiltshire). A279/015



1982 Alfa Romeo Alfetta GTV6. One of the most original GTV6s left in the UK, 68K miles, massive documented history. Very rare optional air conditioning. Superb condition, fitted with front inner guards, new standard OE new springs and shocks, plus various other preventative maintenance parts to have a car that looks and drives as close to new as possible. Unmolested interior, original radio, sunroof surround intact, all rubbers and brightwork in beautiful condition. The tool kit is original and complete, £24,500 ovno, for sale by Alfaworkshop on behalf of the owner. Tel: 01763 245481. A279/010



Alfa 146ti. Lovely original 146ti. Owned for over 9 years, one previous owner, always garaged. Great to drive with lovely exhaust note. It's done 125K miles but these cars liked to be used as long as they are properly maintained, Mark at Alfa Lusso in Cowfold has looked after it for many years and kept it in top condition. Recent full service, belts, wheels, tyres, battery, wipers and various other bits and is MOT'd to September 2019. Rarely for these it's never been welded. Body is in great condition and it gets a lot of nice attention, it's still bright red all over. The interior is excellent, there are newish Alfa logo mats which match the Ti style seats. Along with the original Alfa Wallet and Book Pack, there's a stamped up service book, old MOT's, invoices, original bill of sale, spare and master keys etc. This is not your average 146 as you can probably tell and there aren't many left now, you are more than welcome to come and have a look, I am based near Brighton. Tel: 07809 221500. Email: mrmarkyt@hotmail.co.uk or (East Sussex). A279/001

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



1998 Alfa Romeo 156 2.0 TS Veloce. 115,000 miles, Sport pack 1, metallic Proteo Red with whale fin rear spoiler, rear parking sensors, sill protectors and radio/CD player, £1300 ono, 115,000 miles (but only 13K in last five years), MOT to Mar 2020. Owned since 2002, FSH, recent spending has included new front tyres, front discs and pads, new gear lever linkage cables and housing unit, rear exhaust section, spark plugs. Annual service/MOT done this January, I will replace cam belt and water pump before sale. Retirement prompts move to one car household and decision to sell my much loved Alfa. Tel: 07765 423645. Email: peterwchurcher@gmail.com (Winchester). A279/016



Alfa Romeo 159 Turismo 16V JTDM 170 estate. Diesel car, black, 132,000m, MOT till 17.09.2019, excellent condition inside and out, two owners, service history, 61-reg, £3200 ono. Tel: 07935 830055 (Carmarthenshire). A279/022



Alfa Romeo 156 GTA 3.2. 52-reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 16 years, please no dreamers, only serious buyers only. MOT due 12/08/2019, full service history, £28,500. Tel: 07710 197171. A279/028



Alfa Romeo Brera 2008. 2.4, silver with panoramic roof. Black leather interior, hands free bluetooth, alloys recently refurbished. 84,500 miles, gorgeous car, just can't fit grandchildren in any more! Tel: 07823 337775 (Worcs). A279/024



Alfa Romeo Mito Quadrifoglio Verde. 2015 TCT with paddle shift, 39,000 miles, FSH, MOT 26.6.19, sat nav, parking sensors, a/c, heated driver's seat, stainless steel sill guards, immaculate overall condition with unmarked 18" alloys, £7600. Tel: 01435 862537 (Sussex). A279/059



Alfa Romeo 916 GTV 3.0. Stunning red GTV 3.0, owned by AROC member last 15 years, new MOT and service. Low mileage 87,800, huge history file and FSH, £5495 ono. Tel: 07743 864373 (Devon). A279/042



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Alfa Romeo 156 GTA 3.2 Saloon. For sale as sadly the owner has passed away, 2003 52 reg in quite outstanding condition, 16 photos available, please email me. 74,870 miles, previous owner 8 yrs, just had a new cambelt, oil and filter and a thorough mechanical health check with replacements where necessary, by the owner - a retired Porsche appointed body repairer and engineer. MOT 6.11.19, plus an extensive service history file, all the usual refinements: climate control, sound system/CD player, sunroof, original pepper pot alloys, black leather interior in excellent condition, £12,950, no joy riders please, only serious enquiries. Tel: 07703 485829. Email: paulchristie28pp@gmail.com (Worcestershire). A279/006



1999 Alfa Romeo 166 Super (3.0 V6 manual). 130,000 miles, Grigio Nettuno (656 Neptune Grey)/black Momo leather with Zender body kit + Novitec front lip spoiler, supersport 17" alloys. Service book with plenty of stamps, AROC member owned as recently as 2017, DSP audio and wood effect steering wheel. No knocks or rattles from suspension, goes like stink and sounds sublime. Known issues: air con not blowing cold + usual 166 eccentricities: central locking and indicator cancelling. Supplied with 12 months' MOT and full major service incl alternator, water pump and thermostat, spark plugs, cambelt kit (aux belt kit fitted within last 12 months). Lovely car: becoming very rare and values starting to rise, £2495 ono, other services subject to negotiation eg MOT advisories and personal preference eg wheel refurbishment £250/tyres (per new owner preference). Tel: 01733 902342. Email: mike@crminsights.co.uk. A279/005



2009 Alfa Romeo Brera SV6 Prodrive. 41,000 miles, Alfa Red, limited edition certificate number 341 of 500 produced. Full service history, meticulously maintained by Northgate Canterbury, MOT to 28 May, just serviced. Nearly new Pirelli P Zero Nero tyres at 38,300 miles, new battery at 39,800 miles. This car has been cherished throughout my ownership since July 2011 but reluctantly I have to reduce my number of cars, so selling both and looking for a good late Spider, car can be seen in Folkestone by appointment, £13,850. Email: build10@btconnect.com. A279/017



2007 Alfa Romeo Spider 3.2 JTS V6 24v Q4 zdr. 60,000 miles, red, 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, £7950. 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 (Dereham, Norfolk). A279/018



Alfa Romeo Giulia 2.0 (280) Veloce. 2017, 43,500 miles, Lipari Grey, black leather. Loaded with over £3K's worth of options including: yellow brake calipers, driver assistance pack plus (reversing camera, electrochromic rear view and wing mirrors, auto high beam and blind spot detector), dark tinted rear windows, climate pack (cooled glove box, rear air vents and additional USB ports), convenience pack (exterior door handle lights and keyless entry). Full Alfa service history, £21,995. Tel: 07831 323347. A279/034



Alfa Romeo Giulietta Collezione. 170bhp 1.4 petrol Multiair manual 6 speed. Registered March 2016, 17,000 miles. Full service history, just serviced and MOT from early March, finished in silver, with black roof and black door mirrors, the interior is very attractive two tone black/white perforated leather. Touchscreen multimedia equipment, well cared for car with condition that reflects the low mileage, new mats and boot liner, reluctant sale, £11,950. Tel: 07712 787703. Email: bowjm@hotmail.com. A279/011

FERRARI

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. A279/026



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. A279/035



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. A279/038



Ferrari 360 Modena. Rosso Corsa with Crema leather, F1 gearbox, 2000/W, RHD, 42K 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 9 years, always garaged, £64,995. Tel: 0844 3302026. Email: rossocrema@outlook.com (London). A279/036



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: davidhall47@icloud.com (Northamptonshire). A279/041



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. A279/037



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. A279/040

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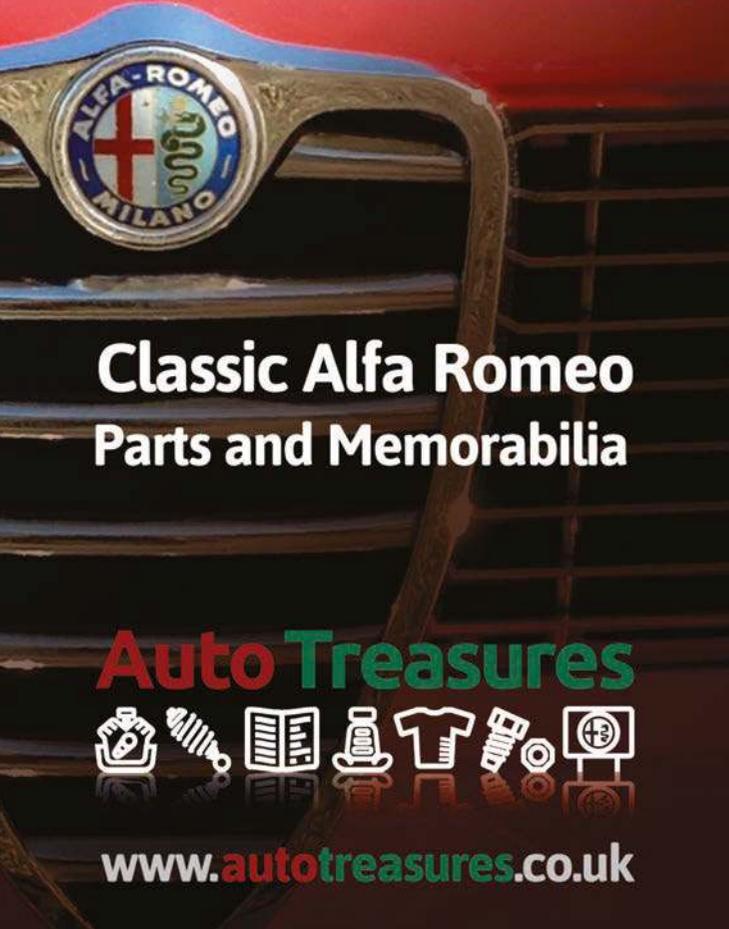
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Fiat 124 Spider Anniversary. Model number 002 of 124 with only 341 genuine dry miles and always stored in garage with Fiat official cover, already a collector's pristine example. Tel: 07799 473341. Email: cyril.mcmullen@yahoo.co.uk (Belfast, Northern Ireland). A279/023



Alfa 17" Speedline (4) alloy wheels in excellent condition c/w tyres viz. 2x almost new Uniroyal Rainsport 3, size 251/45 R17 Y with 9mm tread, and 2x Yokohama S-Drive, size 215/45 R17 g1Y with 6mm tread, both from my g16 Spider. I have replaced the wheels with original pepper pot style ones. I would prefer buyer to collect hence price of £168 ovno, I live in Bramhall, Stockport. Tel: Brian 07919 898225. A279/003

Alfa Romeo GTV g16 speedo/rev counter console, black, good working order, £40. Tel: 01564 772714 (West Midlands). A279/020



Ferrari 308 right and left hand rear inner wheel arch. Pattern part made from GRP as OEM, will fit 208, 308, GTB and GTS models, £300 for both sides, I will split if required. OEM part number 60091402. Tel: Kevin 07711 764768. Email: kevinvester@adm-group.co.uk. A279/050

FIAT/ABARTH



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A279/043



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). A278/076



Ferrari 360 wheels. Two front and two rear with Pirelli P Zero tyres, minimum 6mm tread. In good condition, perhaps one could do with a refurb, £2250 ono, buyer collects. Tel: Adrian, 07860 667807 (near Ipswich). A279/007



Ferrari 599 cat pipes. F599 GTB Fiorano catalytic converter cat exhaust left and right LH and RH catalyst 220686/220687, removed from car and straight through pipes fitted, very little use and excellent condition, offers invited. Tel: 01604 844772. A279/049



Fiat 124 Spider injection. 1981, 105K, lovely original wine interior, recent hood, new tyres, long MOT, cherry red paintwork, great driver, £7995. Tel: 07496 203434. A279/044

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Ferrari California passenger side door (left side). Had small dent but easy repair completed, purchased for a project but no longer required, £800 or best offer. Tel: Kevin Nester, 07711 764768. Email: kevinvester@adm-group.co.uk, can arrange shipping, part located SY5 6RL. A279/027



348 timing cover set. Full set of late 348 timing covers, some pieces are new, the rest are mint used. All brass inserts are perfect, £550 the set. Email: wilcox-s@sky.com. A279/048



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. A279/057



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308 rear apron panel. This part is no longer available from Ferrari, please note that this is a copy of an original panel (Pattern Part) and made from fibreglass same as the original. Will fit: Ferrari 308 GTB/GTS. Part name: Rivestimento posteriore inferiore part no. 60728600, £1200 or best offer, shipping can be arranged. Tel: 07711 764768. Email: kevinvester@adm-group.co.uk. A279/051



308 GT4 undertray. Ferrari GT4 front undertray, part number 50301318. New old stock, please contact me for more info or photos, £350 plus postage/or collection. Tel: 07590 755179. Email: david.potter@live.com. A279/053

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. A279/056



Ferrari 308 GT4 door frames. 1 pair of original old stock door frames with door skins, these are not available to buy from Ferrari anymore. Please contact me for more info or more photos. Email: david.potter@live.com. A279/054



355/348 GTS Targa roof panel. Very good 355/348 GTS targa roof with excellent original textured finish and both clamps and locating pins, complete with inner roof lining, asking £995. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A279/047



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition. Tel: 07989 951895 (Canterbury). A279/046



Original Monza Motors Barnacle tax disc holder. 1950s, Brighton Sports Car Specialists, Alfa Romeo, Volvo, Brighton 28251, £45, post free. Tel: 07716 607984 (Bucks). A279/002



348 door mirrors. Pair of new but painted door mirror assemblies with all electrics, complete units ready to fit. These are priced at around £2000 each, £1500 for the pair. Email: wilcox-s@sky.com. A279/055



Framed Alan Fearnley Ferrari print. Email: jason_holland_321@hotmail.com. A279/058

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MISCELLANEOUS

Alfa Romeo Alfetta 1973-1981

Haynes workshop manual, clean, £8 + post. Tel: 01564 772714 (West Midlands). A279/021

WANTED

Parts and literature for Ferrari Classic Models. Collector seeks spare parts, tools, luggage and factory literature for all models from the 50's to the 80's. Tel: 07540 845902. Email: jules.pascal.250@gmail.com. A279/029

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Fiat 695 Tributo Ferrari. Looking for low mileage vehicle in excellent condition, must be RHD and paddle-shift, ideally in yellow although would consider red. Tel/tex: 07836 366100. A279/031

Ferrari Challenge Stradale. I am looking for a nice example of a 360 Challenge Stradale. Please call Arun on 07796 306301 or email me some details: arun@oswl.co.uk. A279/032

Schedoni luggage sets. Looking to buy Schedoni luggage sets in good condition for all models. Tel: Theodore Winstone. 07540 845902. Email: theowinstone@googlemail.com. A279/033



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Story by Chris Rees

The November 1962 Turin Motor Show was a momentous one for Alfredo Vignale. This was to be his company's first event since he and the prodigious design talent that was Giovanni Michelotti parted company. Michelotti had designed a whole slew of innovative and beautiful cars for Vignale but had now struck out on his own. Wanting to make a splash at the show, Vignale brought along – in addition to a couple of rather more humdrum coachbuilt versions of the Fiat 1300 and Fiat 2300 – a wildly experimental bit of kit: the Record Sperimentale 1000.

In truth, the origins of the 1962 show car can be traced back to a perhaps better-known Vignale-built project dating from 1957, which had been designed by Giovanni Michelotti. This was the extraordinary Abarth 750

Sperimentale 'Goccia' ('Teardrop'). Widely viewed as inventing the 'monovolume' idea so prevalent in today's cars, it was designed to maximise aerodynamic efficiency, and was based on Abarth 750 mechanicals. One of the tiny handful of examples built famously participated in the 1957 Mille Miglia race.

So it was that, five years later, Vignale returned to the idea of the one-volume teardrop shape – nominally as an intended record-breaker but probably more to steal some Turin limelight. The shape was inspired by the teardrop school of thought, the result of a series of aerodynamic studies that concluded that the falling drop of water was the most efficient in terms of airflow. Vignale crafted a long, low and relatively wide shape. The car's wraparound windscreen was absolutely enormous, while the glass roof very much prefigured the current

fad for panoramic sunroofs. The headlights were faired in behind Plexiglas for smoothness of airflow and the front bumpers were shaped like bullets. At the rear end, the tail was sharply cut-off, Kamm-style, while a variety of cooling ducts were provided for the rear-mounted engine.

Inside, the two-seater cabin had a futuristic, jet-age theme to it. Three gauges were set into a wooden instrument panel, housed in a binnacle that extended way forwards to the base of the windscreen. The seats were anatomically formed, with curious form-hugging grab handle-style extensions. The wraparound headrest (curiously, on the passenger's side only) was described as "inspired by aircraft". Behind the seats sat a spare wheel.

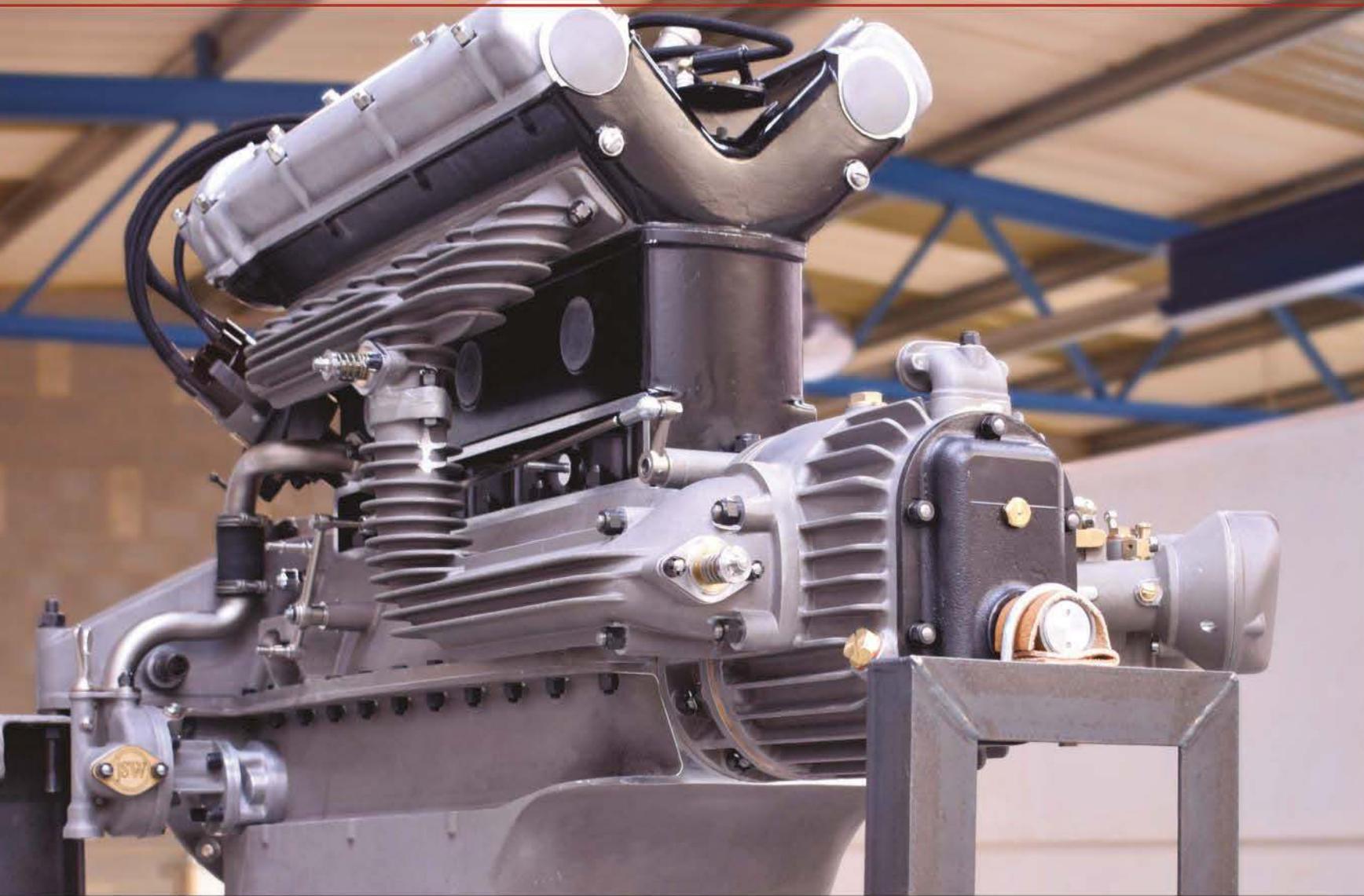
As first presented at Turin in 1962 the Record Sperimentale 1000 had conventional wheel

arches, but when it was shown again at Geneva in March 1963, it had been slightly modified with faired-in wheels covered by spats all round, presumably as a result of extra aerodynamic experimentation. Vignale claimed its Cd figure was just 0.25.

As with the 1957 Sperimentale, the 1962 Record was based on the platform of the Fiat 600D, complete with its suspension and rear-engined layout. The engine itself was expanded from 767cc to 1.0 litre by the Turin-based tuning company ZM, run Edoardo Zen, who basically represented the famous tuner Giannini in Turin, and who would later set up OTAS with Franco Giannini.

The Record was intended – as its name clearly stated – to attempt to break speed records. However, no evidence appears to exist to suggest that any such record attempts were made.





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