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Issue 284 October 2019 £5.20

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If this month's *Auto Italia* feels like it's bigger than normal, that's because it is. In fact, it's bulging with 26 years' worth of Alfa Romeo six-cylinder power. We have no fewer than 16 extra pages for you in this issue, filled with some of our favourite Busso V6-powered Alfas, including the GTV 6, 164 Cloverleaf, g16 GTV, g16 Spider and 156 GTA.

Why have we devoted so much space to cars with just one engine, the V6 designed by Giuseppe Busso? Simple: because it's utterly fabulous – widely recognised as one of the greatest six-cylinder engines of all time, if not one of the greatest engines, full stop. It's flexible, free-revving, potent and beautiful to look at. But one thing above all others makes the Busso so loved: the way it sounds.

I myself have a Busso-engined Alfa, in the form of the 1990 SZ pictured above, whose un baffled exhaust makes the V6 sing like a mechanical angel. Every time I drive it, I make sure I have at least one moment of bursting through the 6000rpm barrier and experiencing the sheer aural bliss that awaits.

But the purity of this sort of soundtrack is becoming increasingly rare in the modern era. Fake amplified sounds piped into your cabin – boo, hiss! – are now the norm. Sound symposers are, in my view, the bane of the modern car, because they so obviously sound false. You can't even turn the damn things off. This is why I could never own a VW Up GTI, which otherwise seems like a promising replacement for my Fiat Panda 100HP; I just can't live with the phony phonics.

Italian manufacturers continue to hold out as pretty much the last to champion the lofty ideal of the authentic automotive soundtrack. But there are worrying signs. Lamborghini has just caved in, fitting its first-ever fake noise amp to the Urus. And while Ferrari has made great play of the fact that its models have nothing artificial about their all-analogue soundtracks, how long can even it hold out, with noise laws becoming ever stricter? Luckily, there are some very talented people at Maranello. I'm keeping my fingers crossed.

Chris Rees
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ITALIAN CAR NEWS

Last Ever Miura Barn Find?



One of the last remaining unrestored Lamborghini Miuras has been retrieved from barn storage to be auctioned in London in October. The 1969 Miura P400 S is described by RM Sotheby's as a "time capsule". Currently with 30,000km on the clock, it's had only two owners from new, last changing hands in 1974.

Chassis 4245 was sold to its first owner, Walter Becker of Germany, in 1971. In 1974 it passed to Hans-Peter Weber, an amateur racing driver, who passed away in 2015, since when the car has been stored in a barn.

The Miura's preserved state consists of its factory Giallo Fly yellow paint, 'Skay' blue interior and the original engine, which appears never to have been rebuilt. The car also has its service book and a wide selection of period documents.

The Miura is coming to RM Sotheby's London sale on 24 October at Olympia. It has an estimate of £800,000 to £1 million, but is offered without reserve.



RACE & RALLY GREATS ON SALE

Three legendary Italian racing cars are to be sold in London in October. From the world of Group B rallying comes a 1985 Lancia Delta S4 Rally (pic right). Chassis 202 was originally driven by Henri Toivonen, who took first place, with Neil Wilson, in the 1985 RAC Rally in Britain. It then served as a back-up car at Monte Carlo, Sweden and Costa Smeralda in 1986. Finished in Martini livery, it has Abarth Classiche certification and is estimated to sell at £725,000 to £800,000.

Two further cars come from the Autobau Collection in Switzerland. The 1994 Ferrari 412 T1 (pic below right) is chassis 149, the second of eight 412 T1s constructed. In the first race of the 1994 season in Brazil, Jean Alesi took third place, while Gerhard Berger then secured second place in the Italian GP. The car remained at Scuderia Ferrari until 2002, has Ferrari Classiche certification and is in full running order. The auction estimate is £1.5 to £2 million.

The second Autobau car is a 2006 Maserati MC12 GT1 (pic below). Actively raced by its one and only owner, it competed in the 2007 American Le Mans Series. It finished 14th overall and third in class in the Road America 4 Hours; then 19th overall and 2nd in class in the Petit Le Mans at Road Atlanta. The MC12 is eligible for Masters Endurance Legends and Endurance Racing Legends events and is estimated to make £2 to £2.5 million. The RM Sotheby's London sale takes place on 24 October at Olympia.



RARE FERRARI SERGIO ON SALE

A very rare Ferrari Sergio – one of six made by Pininfarina – is being sold by Gooding & Company at its Monterey auction. The Sergio was built as a tribute to the late Sergio Pininfarina, son of Battista 'Pinin' Farina. It's based on the 458 Speciale Aperta, with its 600hp V8 engine and carbon brakes. It has unique carbonfibre bodywork, with the Aperta's electronically operated retractable hardtop deleted. Chassis 205934 is painted in Argento Nurburgring over a cream leather interior with red inserts. Owned by a European racing driver, it has done only 78 miles since it was built in 2014. Gooding's estimate is \$2.5 to \$3 million.



ALFA 'RACING' EDITIONS DEBUT AT GOODWOOD

Two new 'Racing' limited editions made their UK debut at the recent Goodwood Festival of Speed. The Giulia Quadrifoglio and Stelvio Quadrifoglio 'Alfa Romeo Racing' models celebrate the brand's return to Formula 1.

An 'Aero Enhancement' package, engineered by Sauber, adds wider sidskirts, unique front

splitter, more prominent spoiler and side winglets on the front wings. A special livery, mimicking that of Alfa's F1 cars, features two-tone Trofeo White and Competizione Red paint. There are also dark alloy wheels, carbon ceramic brakes with red brake callipers and carbonfibre details for the mirrors, grille, sidskirts and kick

plates; the roof of the Giulia is in exposed carbonfibre.

Inside are Sparco carbon shell seats with red stitching and red seatbelts, and both the gear lever and steering wheel have carbon inserts. An exclusive 'Alfa Romeo Racing' badge commemorates Alfa Romeo's 10 victories in Formula 1 in 1950–1951.

An Akrapovic titanium exhaust is said to

enhance the V6 twin-turbo engine's soundtrack. This and some engine fine tuning contributes an extra 10hp to the Quadrifoglio's

power output, taking it up to 520hp. The UK allocation is 10 Giulias and three Stelvios, priced at £89,500 and £96,500 respectively.



HUAYRA ROADSTER BC UNVEILED



Pagani has unveiled its latest model, the Huayra Roadster BC. The track-focused BC coupe – named after Benny Caiola, the very first Pagani customer – was originally launched in 2015, featuring a unique aero package and uprated V12 engine.

The BC Roadster is more than just a chop-top version of the BC, boasting a revised engine/exhaust, tweaked aero and fresh suspension. It features a full carbon body over a carbon-titanium chassis, while the roof is a removable carbon panel. That makes it very lightweight: it tips the scales at only 1250kg.

A revised aero package includes flaps at the rear end, helping it reach a claimed 500kg downforce figure at 174mph. The 6.0-litre twin-turbo V12 engine boasts “over 791hp”. Only 40 units are to be made, each priced at £3.3 million.

PININFARINA EVOLVES BATTISTA

A programme of aerodynamic testing has resulted in tweaks to the Pininfarina Battista. Detail design upgrades at the front of the Battista, “reinforce its hypercar look and feel”, according to Pininfarina. A Blu Iconica Battista featuring the revisions was shown at the recent Turin Auto Show. The Battista is now to undergo track development under the guidance of ex-Formula 1 racer, Nick Heidfeld. Some 150 Battistas will be made at Pininfarina’s Turin factory, 50 for Europe, 50 for North America and 50 for the Middle East and Asia. Priced at €2 million each, the full-electric hypercar has four electric motors and a combined output of 1900hp. 0-62mph takes less than two seconds, and a single charge is capable of taking the car 280 miles.



965HP PURITALIA HEADS TO UK

Italy’s newest supercar, the Puritalia Berlinetta, is to make its UK debut at Salon Privé at Blenheim Palace (6-8 September). Described as a ‘SuperHybrid’, it’s claimed to be the most powerful hybrid car made in Italy. Using a front-mounted V8 engine combined with a rear electric motor, its total power output is 965hp, and peak torque is 1248Nm (the electric contributing to additional 370Nm on demand).

The Puritalia has a carbonfibre central tub with aluminium subframes, on to which is fitted carbonfibre bodywork, while the interior also features exposed carbon. Built in Naples, the coupe will be sold in the UK in right-hand drive guise through a London-based dealer.

FERRARI WINS RED DOT AWARD

The Red Dot Design Team of the Year award for 2019 has been won by Ferrari. Awarded for continuously innovative design work and setting standards in the industry, the title was handed to Flavio Manzoni and the Ferrari Design team. Having won five consecutive Red Dot: Best of the Best awards, Ferrari also received the ‘Radius’ challenge cup.



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EVERY ZAGATO ASTON ON SHOW



Every Aston Martin model that has ever worn a Zagato badge will be on display in London in September. In a world-first celebration of Zagato's centenary, the Concours of Elegance will gather together one example of each of the 19 Aston Martin Zagato variants made, from the 1960 DB4 GT Zagato to the current Vanquish Zagato Coupé, Volante, Speedster and Shooting Brake. The

Hampton Court Palace Concours of Elegance, which also features a Ferrari 166 MM celebration, takes place on 6-8 September.

LANCIA OUTSELLS ALFA

Lancia sold more cars in Europe in the first half of 2019 than Alfa Romeo. Lancia registered 34,700 units – all of them a single model (the Ypsilon) and all in Italy – while sister brand Alfa Romeo's sales totalled 29,200 in the same period. Alfa Romeo sales dropped in all major EU markets: France (-61%), Germany (-39%), UK (-27%) and Italy (-47%). In contrast, Lancia sales rose by 28%, partly as a result of seasonal deals. Such a surge is highly unusual for a model that is now eight years old.



ABARTH AXES 124 SPIDER

Abarth has killed off the 124 Spider in the UK market. This follows the demise of the Fiat 124 Spider, which disappeared at the end of 2018. The reason, says Abarth UK, is that it can't make a profit on the model in the UK, despite Britain being the number one market for Abarth worldwide. The move affects the UK market only; both the Abarth 124 and Fiat 124 do remain in production, and continue to be sold in other markets around the world. A few new units remain in the UK dealer network.



LAMBORGHINI WINS 24 HOURS OF SPA

Lamborghini scored victory in the 24 Hours of Spa in the Silver Cup. Sandy Mitchell, James Pull and Jordan Witt took the Barwell Motorsport Lamborghini Huracán GT3 Evo to victory.

Heavy rain caused a six-hour red flag stoppage, several full course yellows and safety car action. Sandy Mitchell commented: "[It was] a really tough one, the weather conditions in the middle of the night were really difficult for everyone. To take the Black Bull #78 to the win this year after finishing second last year is absolutely brilliant."

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NEW LAMBO DEALER DESIGN DEBUTS

Lamborghini has revealed a new brand showroom design at its Pangbourne, Berkshire dealership. Soon to be rolled out across world markets, the new design offers increased display space. Lamborghini Pangbourne, which opened in 2013, is one of 10 dealers in the UK network. In 2018, the UK was the second largest market for Lamborghini after the USA.



ITALIANS SHINE IN MALTA

An exceptional line-up of Italian cars appeared at the annual Valletta Concours d'Elegance (VCE), held on the island of Malta. From a 1936 Fiat Topolino 500 A (in the same family's ownership since new) to an as-new 1983 Ferrari 208 GTB Turbo, Italian-derived cars made up around 10% of the entries.

Also on show was a 1952 500 C Belvedere Giardinetta, a flawless 1935 Fiat 508 Balilla and a rarely-seen 1948 Fiat 1100 Berlina. Other Fiats included a pair of 127s – a booted two-door 1975 base model and a 1982 Sport – plus a 1984 Bertone X1/9 VS and a better-than-new 1980 Polski-Fiat 125p.

Exotic Italians ranged from a 1951 Lancia Ardea to a 1972 Alfa Romeo Montreal. The 1936 Fiat Topolino and the 1983 Ferrari 208 each took top honours in their respective concours classes. **Gary Axon**



CORRECTION

In the September 2019 issue, the strapline to our story on John Collins' Ferrari collection incorrectly referred to it as the Talacrest collection, whereas it is in fact John Collins' own personal collection.



CARS AND COFFEE AT THE CASTLE

Auto Italia magazine has teamed up with Max Wakefield of Chillingham Castle, near Alnwick in Northumberland, to host a brand new car event. Readers of this magazine may have seen Chillingham Castle featured over the years as a backdrop to driving tours and features – and now we want to invite you to share this great venue on 15 September.

Cars and Coffee at the Castle is conceived as an interesting alternative for fans of Goodwood, and is ideal for Italian car enthusiasts based in the north. Cars will be displayed in front of the castle and along the walled driveway, making a fantastic backdrop for your pride and joy.

Chillingham is famous for being “the most haunted castle in the UK” and has been the subject of several TV programmes about the supernatural. It's surrounded by some truly epic driving roads and stunning scenery.

The date is Sunday 15 September. Entry is £13.50 for adults, £12.50 for concessions and £8.50 for children (5-15 years), with under 5s free. A family ticket is £35.00 (two adults and three children). Your ticket includes entry to the Castle and grounds, including the 'Italian' garden.



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Emperor Nero

Alfa's new Stelvio Nero Edizione adds a touch of black, plus extra equipment. We test the latest 190hp diesel

Story by Chris Rees
Photography by Michael Ward





If black is the new black – don't ask me, fashion is about as far from being my Mastermind subject as Hello Kitty – then Alfa Romeo is right on the money with its new Nero Edizione ('Black Edition') models.

You can feel like Emperor Nero in two Alfa models: Giulia and Stelvio. Essentially, look at it as a way of funking up the lower end of each Alfa model range with glossy dark trim and a bunch of extra equipment.

The Stelvio Nero Edizione is based on the entry-level Super trim. Aesthetically, it adds a whole swash of dark glossy trim: front grille insert, mirror caps, exhaust tips, rear badges, window surrounds and roof bars. Adding to the dark theme are tinted rear windows, while the natty 20-inch alloy wheels (much bigger than the Super's 18-inchers) have dark spokes and black-and-white Alfa centre caps.


Extra equipment above the Super includes bi-xenon automatic headlamps with washers, aluminium kick plates and sports pedals. As with all Stelvios, the Alfa Connect 8.8-inch screen comes with Apple CarPlay and Android Auto as standard. The centre screen remains the Alfa's Achilles' heel, though: its letterbox format is too small and its operating system is frustratingly awkward.

You can order your Stelvio Nero Edizione with either the 2.0-litre 200hp petrol engine or the 2.2-litre 190hp diesel, both featuring

all-wheel drive. 'Our' car was a diesel, which made for an interesting test, since we've only driven the Stelvio diesel in its original 210hp launch guise. Since then, you've also been able to buy a 180hp version of the 2.2 diesel, which has now been upgraded to 190hp. That extra 10hp of power arrives a little lower down the rev range (3500rpm versus 3750rpm), although torque remains the same at 450Nm (332lb ft). That's plenty enough to provide strong performance for everyday use; I'm not sure you really need more.

Acceleration feels quicker than the official 0-62mph time of 7.6 seconds suggests, and the spread of torque is very generous. The 2.2-litre diesel is a very smooth unit by oil-burner standards, too. The ZF eight-speed automatic transmission is excellent, changing smoothly and rapidly in auto mode, while steering wheel paddles allow manual shifts, too. Alfa's rotary DNA dial allows you to choose between three driving modes – Dynamic, Natural and Advanced Efficiency – altering the steering response, braking and electronic control systems.

The Stelvio's trump card remains its handling precision. With perfect 50/50 weight distribution and lighter weight than most rival SUVs, it's sharp-witted at all times, and never feels top-heavy. The Q4 all-wheel drive system is rear-drive most of the time but can direct 50

per cent of torque to the front wheels when needed, so it always feels planted. Mild understeer is what you'll get if you overcook things. The steering rack has an extremely quick-gear ratio, which takes you by surprise at first, but you soon get used to it; indeed, it suits the Stelvio's sporty character. And even with big 20-inch wheels fitted, the ride quality remains very good. 



The 'Other' Nero: Giulia

As well as the Stelvio, you can buy a Giulia in Nero Edizione spec. This shares the same dark glossy trim upgrades as the Stelvio but has 18-inch dual five-spoke dark alloy wheels on run-flat tyres. Inside, you get aluminium kick plates, sports pedals and footrests, plus 40/20/40 split folding rear seats as standard. There's just one engine option: 2.0-litre 200hp petrol, priced at £35,705.

TECHNICAL SPECIFICATIONS

ALFA STELVIO NERO 190 DIESEL

ENGINE:	4-cyl diesel turbo
CAPACITY:	2143cc
POWER:	190hp @ 3500rpm
TORQUE:	450Nm (332lb ft) @ 1750rpm
TRANSMISSION:	8-speed auto, 4WD
KERB WEIGHT:	1604kg
MAX SPEED:	130mph
0-62MPH:	7.6sec
CONSUMPTION:	49.6mpg
CO ₂ :	147g/km
PRICE:	£42,105





Copper Supercar

The De Tomaso marque is revived in spectacular style with the new retro-styled P72, inspired by a rare 1960s racer

Story by Chris Rees
Images by G F Williams





After a long gap, one of Italy's most iconoclastic marques is back. Founded some 60 years ago (in 1959) by the energetic, irascible, capricious Argentinian immigrant, Alessandro De Tomaso, and in abeyance since his death in 2003, the De Tomaso badge has made a dramatic return with the new P72 supercar. And it made its debut on British soil – at the recent Goodwood Festival of Speed.

First up, a shock: it's not a Pantera. Norman Choi, Chairman of the new De Tomaso company, says: "De Tomaso is a special brand,

a misunderstood brand... The easiest thing for us to do... would have been to make a grandiose entrance with claims of high production numbers, creating a modern rendition of the iconic Pantera, the brand's most famous model. Whilst the Pantera is an incredible car, this wasn't the approach we were inclined to take."

Instead, the new supercar, badged P72, pays homage to Le Mans sports prototypes of the 1960s. In particular, the car draws inspiration from the De Tomaso P70. This little-known 1964 collaboration between De Tomaso and Carroll Shelby was designed by

the American, Peter Brock, who was also behind the Shelby Daytona Coupe and Corvette Stingray. The body was constructed by Fantuzzi.

The P70 was an open barchetta using a 4.7-litre Ford V8 engine mounted amidships. Shelby funded the project and De Tomaso engineered it, but the Shelby connection foundered when the pair argued. Brock had been despatched by Shelby to keep an eye on what De Tomaso was doing, which the latter took as an insult. After the split, De Tomaso finished the car off with Ghia's assistance, and the so-called Ghia De Tomaso



Sport 5000 was unveiled at the 1965 Turin Motor Show. An intended run as a production car never happened, but it did form the basis of the De Tomaso Mangusta road car. The Sport 5000 was also intended to be a GT racer, and an entry at Le Mans was planned; but in fact it raced only once, at the 1966 Mugello Grand Prix.

Back to the new P72. Its design is by Jowyn Wong of UK-based design company, Wyn Design. He has created a very curvaceous, retro shape for the P72, as Wong elucidates: "We intentionally incorporated a distinctive aerodynamically optimized body for performance and to modernise the aesthetics, while the classic wing mirrors and front emblem cap pay homage to the P70." Copper-finished details, such as the wheels and lights, are a notably distinctive aspect.


As for the cabin, Wong comments: "The interior showcases an elaborated combination of design and exotic materials. Polished copper and diamond pattern detailing adorn the cabin, fashioning a true

sense of drama and occasion. The classically designed switchgear and circular analogue display dials take inspiration from the timeless design themes of the '60s and '70s era." Exposed carbon and quilted leather also feature.

Meanwhile, the original P70's designer, Peter Brock, was asked about the P72. "My first impressions of the new De Tomaso are all so positive I hardly know where to begin. The exterior form is so well done it invites you to keep walking around, admiring every subtle detail. In this day of modern super GTs it's difficult to stand out for more than a short time. With its design, engineering and technical specifications I think this De Tomaso P72 will set a new standard. I'm honoured that the P70 could have been held in such high regard by the new De Tomaso team."

A German company, Ideal Team Ventures – the same organisation behind Apollo Automobil – owns the De Tomaso brand (which it bought in 2014). No surprise, then,

that it is one of the most outrageous supercars of modern times, the Apollo Intensa Emozione, that is being used as the basis of the new De Tomaso. Underneath the P72 sits the same all-carbonfibre chassis as the Apollo IE, whose monocoque, subframes and crash structures are all made from carbon. The chassis satisfies FIA LMP safety requirements.

Full technical details have yet to be revealed, but from hearing the car in action at the Goodwood Festival of Speed, the mid-mounted engine certainly sounded like a V12 – probably a similar one to the Apollo IE's, which is a 791hp naturally aspirated 6.3-litre V12. A V8 engine is also likely to be offered. Unusually for a supercar, the P72 has a manual gear lever, although the dashboard also appears to feature buttons for automatic operation, suggesting an automated manual 'box. Only 72 cars will be produced, each priced at around £675,000 – that's less than a third of the cost of an Apollo IE. 



Cabin features an exotic mix of leather and copper. Gear lever can make changes manually, though gearbox appears to be auto



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Force Fours

These early 1990s, turbocharged, four-wheel drive, four-door Italian performance icons are very nearly twins. But there are some major differences in spec, style and drivability, as we find out

Story by Peter Nunn
Photography by Michael Ward



For more than 30 years, the Lancia Delta integrale has been one of Italy's greatest icons: title-winning star of World Rally stages, muscled-up profile and four-wheel drive; it's enough to turn grown men to jelly. Just say the word 'integrale' and it stirs the soul.

But the Delta integrale doesn't have the early 1990s Italian turbocharged 4WD market cornered. Alfa Romeo offered the 155 Q4, a far less well-known machine which shared a lot with the integrale. Alfa Romeo's 155 was the first Alfa saloon to be developed after Fiat took over in 1986, replacing the rear-drive 75 in 1992, and notable for its edgy four-door styling, the work of Ercole Spada of the IDEA design house.

Fiat made the decision to build the 155 on the front-wheel drive Tipo platform. This was a commercial move, based on economies of scale, and it was successful up to a point. However, it held the 155 back from being a genuine successor to the 75 in the minds of many and left the BMW 3 Series largely untroubled.

So why is the 155 lined up here alongside the all-star integrale? The clue is in the name: 155 Q4, or Quadrifoglio 4. While mainstream 155s were front-drive, the top-of-the-range model was, in effect, an Alfa Romeo integrale. It boosted the 155's market profile and set up a spicy new track weapon for the forthcoming Touring Car calendar.

Under the skin, the Alfa and Lancia shared the same 2.0-litre four-cylinder 16-valve turbo engine and sophisticated permanent four-wheel drive system, although as we will discover, there were some subtle differences between the two. Not that Turin was quite finished there with the mix-and-match, for in another eyebrow-raising move, it launched a Lancia Dedra integrale as well, and even a Dedra integrale Wagon.

But let's turn the focus to the Italianate pairing on these pages. In one corner, we have a 1991 Lancia Delta 2.0 HF integrale Evo I; in the other, a 1992 Alfa Romeo 155 Q4. The Delta integrale story has been well charted, but let's briefly recap. From the original Delta



hatch, launched in 1979, Lancia progressively then raised the ante through a succession of go-faster HF Deltas: first 1.6-litre, front-drive, latterly 2.0-litre, four-wheel-drive; and then, at the 1987 Frankfurt Show, the first of the potent HF integrale was launched.

With extra power and wider wheel arches to accommodate the Delta's upgraded suspension, wheels and brakes, the integrale was a major step up. It ensured that Lancia had a base on which remain

campaign (has the WRC ever been the same without Lancia...?), a programme was under way to give Alfa a hot new Touring Car racer. The 155 Q4 ostensibly had the integrale 16v turbo engine, albeit detuned to 190hp, together with the same permanent 4WD system with three differentials: Torsen LSD at the rear plus Ferguson viscous coupling.

With both cars, the front/rear torque split was nominally set at 47 per cent front, 53 per cent rear,

“ The 155 Q4 had the integrale's 16v turbo engine, albeit detuned to 190hp, and the same 4WD system ”

competitive in the World Rally Championship, following the demise of the pure competition Delta S4, after rallying's manic Group B series was banned.

Just under two years later, the integrale's engine valve count doubled to 16. Then, at the 1991 Frankfurt Show, came the model commonly referred to as the Lancia HF integrale Evoluzione (Evo I). The legendary Lampredi-designed 2.0-litre turbo engine's power was raised to 210hp just as the chassis was again reworked: wider tracks, larger discs, stronger suspension and improved steering box, among many updates. Visual changes included a new bonnet, bumpers, side skirts and roof spoiler, plus wider arches to take larger wheels and tyres, as Lancia gave the Delta arguably its most alluring makeover.

Across the way at Alfa, things were rather different. Just as Lancia was winding down its works rally

although that varied on the road according to the grip available. Anoraks will note that, while the Lancia and Alfa essentially shared the same five-speed 'box, the Alfa had a lower 3.35:1 final drive ratio. The Alfa's rear diff casing was also in cast iron (rather than aluminium), to shift weight bias backwards.

Adam Green's pristine 155 Q4 is a delight, an early Series 1 from November 1992. Originally an Italian-registered car, he bought it in 2015 from Holland where there's quite a scene for these exotic four-wheel drive Alfas. At the Dutch dealer, the Q4 turned out to be refreshingly clean and straight and felt like a cared-for car, with 102,000km on the clock. It was sitting on aftermarket six-spoke wheels but Adam has swapped those for original split-rim Speedlines, refurbished to bring it back to showroom spec.

So far so good, but why the Q4? "Well, the Q4 just



ALFA ROMEO 155 Q4 VS LANCIA DELTA EVO



Extra weight and 20hp less power than the Lancia blunt performance, but the Q4 corners very keenly

has that more exotic appeal, doesn't it?" says Adam, who also owns a Fiat Tipo Sedicivalvole. "Yeah, I would have been happy with a V6 or Twin Spark but I just think you're getting something more with the Q4. I've always loved the integrale, and this could be a kind of cut-price integrale! I think it has a lot more quirky features that you don't get through the rest of the range. One example is the engine waterspray system: that was quite an advanced set-up and pretty innovative considering what Fiat had in the parts bin at the time."

Ah yes. Waterspray was a trick engine cooling system designed for race/rallying (it also features on

the integrale). When the turbo breaches 0.7 bar of boost pressure, the system activates and sprays water over the intercooler to boost engine efficiency.

Then there's the Alfa's electronic suspension, which has two modes: Sport and Automatic. "Auto gives a more comfortable ride at low speeds," explains Adam. "Then it stiffens up and switches to Sport at around 60mph. Again, it's a feature you didn't get on the rest of the 155 range at that time."

In the Lancia camp, the Delta's huge success on the rally stage, winning six consecutive World Rally Championships in a row between 1987 and 1992, still plays a major part in its appeal. But the Alfa 155 also





has its place in the motorsport Hall of Fame, the model famously winning six Touring Car Championships: Spanish (three times), Germany's DTM, the British Touring Car Championship, as well as Italy's SuperTurismo title. This definitely put the 155 on the map and it's this success that really chimes with Adam. "Yes, this was my era," he recalls. "To me, it was such an iconic car at the time: the way Alfa took it racing and dominated Touring Car racing in the early '90s."

Seeing the two cars side by side, however, there's no denying the Delta's visual panache. Alongside,

the Alfa is bigger and taller, and seems dowdier. On the other hand, it's a discreetly good-looking car in its own right. And when did you last see one on the road? Italian-style rear window blinds are a super-cool touch on Adam's car, as if it's been lifted straight from the streets of Milan. Inside and out, the 155 is immaculate.

When new, a small run of 155 Q4s came to the UK (all left-hand-drive, like the Lancia Delta Evo). *Autocar* tested one, badged as the Cloverleaf 4. The magazine praised the Alfa's strong performance (0-60 mph in 6.7 seconds), strong grip and precise, communicative



ALFA ROMEO 155 Q4 VS LANCIA DELTA EVO

TECHNICAL SPECIFICATIONS

	ALFA ROMEO 155 Q4	LANCIA DELTA INTEGRALE EVO I
ENGINE:	1995cc 4-cyl DOHC turbo	1995cc 4-cyl DOHC turbo
POWER:	190hp @ 6000rpm	210hp @ 5750rpm
TORQUE:	293Nm (216lb ft) @ 2500rpm	308Nm (227lb ft) @ 3500rpm
TRANSMISSION:	Five-speed manual, four-wheel drive	Five-speed manual, four-wheel drive
TYRES:	205/50 ZR15	205/45 ZR16
DIMENSIONS:	4443 (L) 1700 (W) 1402mm (H)	3900 (L) 1700 (W) 1365mm (H)
WEIGHT:	1445kg	1350kg
0-62MPH:	7.0sec	5.7sec
TOP SPEED:	140mph	137mph
PRICE IN 1993:	£22,165	£23,395



steering. Less glowing, in *Autocar's* view, was the car's 16.3mpg fuel consumption, turbo lag and modest handling potential. Plus – that old chestnut – the Alfa's 'odd' driving position.

Driving Adam's car today, much of that does ring true (although not the driving position bit; it's fine). The vivid performance kick is definitely there: the Q4 picks up speed effortlessly, with the engine very smooth and keen to rev in a highly charismatic way.

put all that power down effectively on the road. Contemporary tests agree with that and cite the Alfa's ability 'to go where it's pointed' with very little body roll. On regular roads and at legal speeds, the Alfa feels very well planted, solid and together, not understeery at all. The workings of the electronic suspension are subtle; maybe too subtle. The Alfa feels fast, fluent but not raucous. Braking is good and there's a slight chirping from the bushes that you seem to get from

“ On regular roads and at legal speeds, the Alfa feels very well planted, not understeery at all ”

Turbo lag? Sure, there is nothing below three grand, then it all happens in a rush all the way to the 6500rpm red line. The five-speed gearchange is keen, working well, but clutch action is stiff on Adam's car, calling for stout calf muscles.

Alfa's blurb at the time spoke about the car's outstanding traction and ability of the 4WD system to

any Italian car of that era.

Switching to the Delta, it all changes. This is a car that looks and feels an out-and-out racer. Lower, feistier, more hardcore and aggressively styled, you feel every bump in the road as the Lancia urges you on. This particular Evo I (for sale at the Cambridge Motor Company) is finished in Monza Red with a racy





Grigio Alcantara interior with optional black perforated leather seats and sunroof. Oh, and if you like the dished (non-standard) furry Momo wheel, it seems you're not alone...

Even just sitting in it, the Delta feels special. Those fabulous yellow/black gauges are pure artistry. The Delta dash with that mass of plain black plastic is decidedly plain Jane, but that's how it was back then. Outside, the bulging arches and bonnet hump, plus 15-inch alloys, ramp up the spectacle.

Just looking at the numbers, it hardly seems a fair fight. The Lancia has 210hp to the Alfa's 190hp. In terms of torque, the Delta offers 308Nm at 3500rpm, while the Alfa has 293Nm at a lower 2500rpm. The Delta's significantly smaller, lower, shorter-wheelbase shell also makes a difference, especially when you factor in its gokg weight advantage.

The Delta is simply lighter on its feet, easier to punt in and out of corners and has keener steering. It's

grippier, too. When the turbo finally kicks in at around 3000rpm (complete with classic turbo whistle), it really does deliver. A wuffly non-standard exhaust adds to the entertainment, but the gearchange action is inferior to the Alfa. The Lancia also feels more creaky over bumps, as well as suffering a lumpier ride. But for all that, it's a totally involving drive and feels genuinely quick.

So should we give the honours to the Delta integrale? Not so fast. The Lancia is super-desirable, no question. But the more discreet Q-car appeal of Adam's Alfa 155 does have a lot going for it, and it's also much rarer. Not that this translates to collector value. While the featured integrale is up for sale at £39,995, you should be able to pick up a 155 Q4 on the continent, where the bulk of them reside, for between 25,000 and 30,000 euros. But come the revolution, we'd be happy with either set of keys, Alfa Romeo or Lancia – and that's the truth. 🇮🇹

Lancia edges the contest in terms of fun factor and looks. Iconic rally aura keeps values higher, too





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GOLDEN BROWN

The Beta Coupe may have been controversial at launch but it now seems like it came from a golden age for Lancia. We pore over a two-owner-from-new sub-20k mile example

Story by Martin Buckley
Photography by Michael Ward



Lanciani have a long history of looking down their noses at each successive model the firm introduced. Lambda owners pitied the poor wretches in their Aprilias; Aurelia owners had no time for the Flaminia in its various forms; and nobody cared much about Fulvias until they started winning rallies. It would be a similar story with the Beta, too.

The first real fruits of Lancia's 1969 takeover by Fiat (for 1 lira) appeared in 1972 in the form of the Beta. Created in just two years by Fiat's Sergio Camuffo, it was two-box, four-door, five-seat fastback with a conventional boot where you might have expected to find a hatchback.

With front-wheel drive (Lancia having pioneered FWD on Italian cars back in 1960),

Fiat-like strut suspension and four-wheel disc brakes, the Beta was a state-of-the-art sports saloon. The choice of name harked back to Lancia's origins in the early years of the century but also forward to a new



my dad replaced our Flavia 2000 with an early Beta, I sensed it was not the same sort of thing at all, and never warmed to it.

The unpretentious but heavy lines of the Beta Berlina were in a long tradition of slightly unhappy-looking four-door Lancias. But while being superficially nicely finished, the Beta clearly lacked Lancia's preoccupation with high-quality materials, in-house components and adventurous hand-tooled engineering that had set the marque apart for almost 70 years.

Yet the Beta introduced Lancia to a wider, younger audience: it is often

forgotten that in the Beta era, Lancia

outsold BMW in the UK. In a 12-year career, the first of the Fiat Lancias sold 432,000 units in its various forms. They were even built in CKD knock down kit form in Spain, Thailand and South Africa.

Although the saloon accounts for just over half that total the Beta Coupe, introduced at the Frankfurt show in 1973, is the Beta most enthusiasts warm to. It was probably more important in the UK market, neatly stepping into the shoes of the soon-to-die Fiat 124 Coupe and tackling newcomers like the VW Scirocco and Alfetta GTV, and winning friends for its excellent handling, comfort and good economy. Former Ferrari works driver Mike Parkes was involved with developing the Beta Coupe; he actually lost his life in one on the road in 1973.

Outwardly, the Coupe was a squat two-

plus-two with a quad-headlight front end (suggesting the outgoing generation of Flavia and Fulvia Coupes) and a hunched roofline that flowed into an abruptly chopped-off tail that accommodated a large boot. The shape was created by in-house Lancia stylist Pietro Castagnero (author of the Fulvia Coupe and Flavia saloons) on a wheelbase five inches shorter than the Berlina. Thus it was a car in a tradition of close-coupled 2+2s going back to the Aurelia B20, and would soon provide the basis for the HPE and Spider versions.

Sales didn't start until March 1974 due to the effects of the fuel crisis. The Coupe was well received, the only real criticism being heavy low-speed steering and the fussy look of the well-instrumented fascia (it marked the beginning of an eccentric period of Lancia dashboard design that would peak with the Trevi three-box saloon and its 'Swiss cheese' fascia – but that's another story).

Like the saloon, the Beta Coupe came in 1600 and 1800 forms at first, with slightly more power (108hp and 120hp respectively) and torque than the equivalent Berlina, and running a higher final-drive ratio. British buyers got the 1600 version only at first, perhaps as a ruse to give Lancia UK the chance to sell the remaining few 2000HF Pininfarina Coupes. Eight-spoke alloys (modelled on those of the Bugatti Type 35) were optional on the home market, but standard in the UK all the way until the end of production in 1984.

After just 18 months, the Series 2 Coupe was launched. A new 2000 model replaced the 1800 and there was no longer any difference in power output between coupe and saloon offerings. The 118mph 2.0-litre cars had a bulge in the bonnet (to accommodate the longer-stroke engine) and rectangular headlamp covers. In Italy, you could get the 2000 with power steering but there were problems accommodating this on right-hand drive versions.

For 1976, a 1300 Coupe was added to the

beginning for the marque under Fiat's guidance and protection. Only the choice of engine rankled with Lancia aficionados: a transversely mounted Fiat/Lampredi twin-cam unit driving through a five-speed transaxle that was unique to this model.

Here at last was a Lancia that even Flavia owners could sneer at. As a 12-year old, I also viewed this interloper with suspicion; when



range to appease buyers of the recently departed Fulvia Coupe. Apart from its smaller 85hp engine, this 100mph car, little seen in the UK, had a simplified interior and smaller tyres on steel wheels.

In 1978, a facelifted version of the Series 2 was introduced, the main changes concerning a revised, rather less interesting looking - but more rational - dashboard, minus the old cars' faux wood and retro-style black-

on-white instruments, plus a new steering wheel, wiper controls on the steering column, digital clock and new woolcloth-type trim on revised seats. Internally adjustable mirrors, an improved heater and electronic ignition were chief among other 'FL2' refinements.

It was now even possible to get an AP three-speed automatic in the 1600 and 2000 (Lancia's first auto, hideously unreliable but quite effective when it was working well).

One oddity of the latest 1300 version was a tiny bore increase to take it over the 1300cc/87mph Autostrada limit in Italy.

For 1981, another facelift was carried out as Lancia attempted to relaunch the Beta range with a new corporate front grille and the options of fuel injection and supercharged VX models. These were no longer badged as Beta, but the stain of the model's rust-infested recent past was

Brown paint and mustard cabin are oh so 1970s. Such well preserved early examples are rare indeed





difficult to erase and sales of what was by now a rather elderly model never recovered.

Our feature car is a 1978 T-registered Beta Coupe, a pre-facelift Series 2 car. Its paintwork is a colour that can only be described as 'brown' – popular at the time but now up there with avocado green in the hierarchy of colours you probably wouldn't choose.

It is a pert, pretty car in side profile but

somewhat awkward-looking from the back, where the chrome trim fails to divert the eye from the boxiness of the shape. Inside it has the original style of fascia with its scattered switchgear, and low-backed seats in mustard-coloured cloth. The big wooden gearknob with its deflated rugby ball gaiter and brushed alloy detail on the steering wheel are typical early Beta touches, part of Lancia's quest to assert its individuality on a

car that was an expensive luxury product but could never recapture the jewel-like, engineered feel of its illustrious predecessors. The rear seats, styled to match the fronts as individual chairs, look cosy – but legroom was actually no worse than most 2+2 rivals of the time.

This Beta was originally supplied by Autoyachts Ltd in Gillingham, Kent to a gentleman in Rochester. New it would have





set him back a shade under £5000. It has its original Blaupunkt push-button radio but no other options of note. In November 2010, it was purchased by its current owner, Rodger Dudding of Studio 434 in North London, where it now lives in an ever-growing collection of over 400 vehicles. Apart from this Beta, though, there's only one other Lancia in the collection – a Fulvia Zagato.

With only two owners from new, it has covered a mere 19,747 miles. Unsurprisingly, it's in beautiful condition. Open the front-hinged bonnet and you can see how Lancia inclined the twin-cam engine back towards the bulkhead to keep the bonnet line low. All the original factory stickers and coded paint blobs can still be seen and you can but marvel at the

random-looking wiring that was acceptable on Italian cars in the 1970s.

Was the Beta Coupe a 'real' Lancia? Yes, in as much as it was designed by the remains of the firm's pre-Fiat engineering team (albeit led by Camuffo). While being obliged to use a certain number of in-house parts, this team

refinement. For those who found the Beta's mass-produced Fiat engine hard to swallow (after a succession of fiercely individualistic 'V' and boxer units), it was quietly pointed out that it had been Lancia's former obsession with 'excessive' refinement that had brought its financial problems to a head at the end of

the 1960s. The Beta was a modern, rationalised car designed for the commercial realities of the

“ Was the Beta Coupe a 'real' Lancia? Yes, in that it was designed by the firm's pre-Fiat engineering team ”

was at least given licence to create a car with unique chassis architecture. Its overall character was different from anything Fiat was building at the time.

Model for model, the Betas were lighter and faster than the cars they replaced in the old Lancia range, vehicles that tended towards mild obesity in the search for

1970s; one that would actually make money.

It's hard to argue with that because the Beta *did* make money and took Lancia forward into a period of real success as a flagship brand for the Fiat group. Those days are sadly long gone, and the era this brown Beta Coupe symbolises now seems like a true golden age. 🇮🇹





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Rear Revolution

At the same time as Ferrari launched the 250 GTO, it unveiled fully four mid-rear-engined sports racers, of which the 196 SP was the lightest. This car started life as a 248 SP but went on to racing success in the US with a 196 V6 engine

Story by Peter Collins
Images by Darin Schnabel/RM Sotheby's





Wow. What a maelstrom of success, failure, gossip, intrigue and more; such was our feature car born into. For Ferrari and top-line motorsport in general, the early 1960s was an era of burgeoning innovation and variety. Even so, not many race cars can claim to have been fitted with no fewer than three completely different engines during the first year of their life – but this 1962 Ferrari 196 SP (chassis number 0806) can.

What a cauldron of people was involved at Maranello at the time, and what achievements they procured. 0806 benefited from the mid-1950s engine design policy of the great Vittorio Jano, the chassis and development prowess of the highly talented Carlo Chiti, and the driving and testing abilities of, in particular, Richie Ginther, Phil Hill, Olivier Gendebien, the Rodriguez brothers, 'Taffy' von Trips and Lorenzo Bandini.

So what do we have here? 0806 is a Ferrari Dino 196 SP, the three-digit number referring, in period Ferrari-speak, to the cubic capacity of the engine (1.9 litres, although actually 1984cc) and number of cylinders (six). The Dino connection is down to the power unit: a twin-cam V6 that was loosely derived from the original four-cam 156 by Jano of 1956. Why Dino? Because, on the tragic death of his son Alfredino in that year, Enzo had decreed that all future V6 and V8 motors would bear his son's name. Clearly this no longer applies today but Enzo, in his book *My Terrible Joys*, suggests that the new 'V' engine was the inspiration of his son, and Jano effectively put it together. Make of that what you will, but Jano's engine had valve actuation by four overhead camshafts and subsequent development led to three distinct sizes of engine, which John Godfrey in *Ferrari Dino SPs* describes as Short Block (up to 2.0 litres), Medium Block (2.2 to 2.5) and Large Block (later 2.9 and 3.2-litre units).

Then, in late 1957, along came Carlo Chiti from Alfa Romeo. He had been recommended to Enzo by Giotto Bizzarrini and came from Tuscany, so his ideas were at first slow to gain traction with the Modenese. However, he was a great theorist and communicator and, glacially at first, he convinced Enzo of the need for a radical change in ideas at Maranello, such as rear-mounted engines, spaceframe chassis, disc brakes and much more. But it took time and prodigious amounts of hard work.

By 1959, Chiti had added independent rear suspension to both the 246 F1 car and the Testa Rossa sports racer but his main focus was on the introduction of rear-engined cars for both F1 and World Sportscar racing. When the traditional annual Ferrari Press Day came around in early 1961, he was able to unveil both the Sharknose 156 Grand Prix car and the similarly front-ended sports 246, both with engines at the rear. The latter was chassis 0790, sports racers being given even numbers at that time. The Sharknoses were not just affectation, but the result of body maker Medardo Fantuzzi insisting that it cut through the air better. Much to everyone's surprise, later wind tunnel tests proved him correct.

Chiti, however, was greatly helped at this time by having a genius of a test driver to hand: Richie Ginther from the USA. Together they honed that first 246 SP to perfection, and in a very little time considering the car was not even complete at the press conference.



That had been on 13 February 1961 and such was the urgency of Maranello's 1961 racing plans that 0790 had been completed virtually overnight and was out testing at the Modena circuit on 15 February with von Trips at the wheel. But coming out of a left-hander and braking for the next corner, the car inexplicably turned over, leaving its driver dazed but uninjured. Von Trips, despite being a superb driver, had no mechanical knowledge whatsoever and assumed a brake disc had cracked.

The real reason was aerodynamic. So was put into motion the almost accidental discovery of the rear spoiler. There seem to be as many versions of this story as there are people who tell it, but I am inclined to believe John Godfrey in his thoroughly researched book *Ferrari Dino SPs*, in which he states that, once 0790 was repaired, Ginther had been recalled from California and was out testing the car at Monza on 14

March but finding it very unstable along the straights. After various ideas on the shape of the tailfin were rejected, eventually air flow over the rear bodywork was investigated. Ginther, having once been an aeronautical engineer, reasoned that a raised trim along the back edge of the rear deck would kill lift.

And so it was. The next day, he convinced Chiti to make up a six-inch-high lip across the back of the car. When he went out, the car's handling had been transformed. Trial and error established that five inches was a good compromise and so the rear spoiler was born.

The team also tried an adjustable rear wing, but ran out of time to prove its value and abandoned the idea. As Godfrey wrote, Ferrari is so often accused of not being innovative, but it were seven years ahead of its time with the wing, and had invented the spoiler.

2.0-litre V6 engine looks a little lost in an engine bay designed to accommodate V8 powerplants





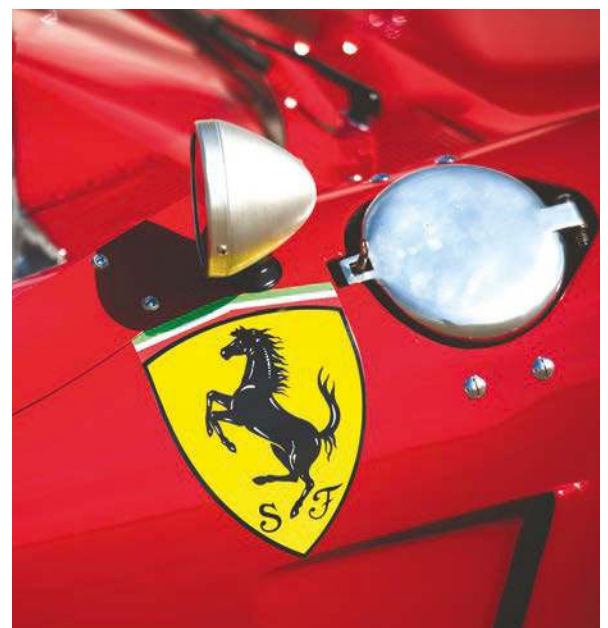
Mid-mounted engines were still a very new idea at Ferrari in 1962. 196 SP was very capable from the off

Along with second team car (0796), 0790 took part in the 1961 World Sportscar Championship. It won the Targa Florio and took a third place at the Nürburgring, but in the meantime a varied selection of differing capacity and configuration engines had been developed for the 1962 Sportscar season, for which the FIA had decided to change the rules. Briefly this made the Championship for GT cars, creating the right conditions for the 250 GTO to thrive. However, it also created an up-to-3.0 litres series "for manufacturers' prestige" which allowed Ferrari to run its SP sportscars, albeit with a varied array of engine capacities. It was also without Chiti, who had been a leader in the mass Ferrari staff walkout over the winter of 1961-1962.

Come 24 February 1962 and the Press Conference at Maranello, there were no fewer than four SPs with differing engines lined up. These were: 0790 (246 SP),

0802 (286 SP), 0804 (196 SP) and our 0806 (248 SP). A what? No, the '8' isn't a typo; Chiti had been involved in developing a 2.4-litre V8 for some time prior to 1962, initially for a stillborn road car. There is really no obvious reason why Maranello decided to produce a 246 and a 248. Another conundrum is that there was a further SP under construction in the Maranello factory at the time of the Press Conference. Could this have been 0800 and the car intended for Moss/UDT Laystall? Probably no one will ever know.

So, as a 248 SP, 0806 was packed off to the USA for the 1962 Sebring 12 Hours, the intention being that it would be crewed by Stirling Moss/Innes Ireland as per the Ferrari/UDT Laystall agreement. However, neither driver liked the handling of the V8-engined car, nor its performance and apparent thirst for fuel, so they moved to a TRI61 instead and 0806 was



handed to Buck Fulp/Peter Ryan, two experienced drivers from USA and Canada.

That fuel consumption problem was such that 0806 ran out of petrol on the circuit and Fulp had to push the car back to the pits. Nevertheless the pairing brought the car home 13th overall. It was clear to Ferrari that a lot of work needed to be done to make the V8 truly competitive.

During the following two months, back at Maranello, 0806 had its 248 engine replaced by a 268 unit – not a simple task. It was then entrusted to the mercurial

“ The car finished fifth overall at the 1963 Daytona 200 and won its class at Nassau ”

Rodriguez brothers for the May 1962 Nürburgring 1000km. Having made a bad start, Pedro was seriously motoring on the wet/dry circuit when he overdid it and put the car in a ditch, out for the rest of the day.

Back at the factory, 0806 had a third engine fitted, this time a 196 (or 2.0-litre) version of the Dino V6, which must have left the engine bay looking oddly vacant. The car was then sold to the USA, presumably via Chinetti. It was entered in its first race in its new guise at the Bridgehampton 400 in September 1963. The driver entered was Charlie Hayes, but the car didn't appear.

The 196 SP was then sold to Doug Thiem, a semi-professional racer who finished fifth overall at the wheel in the February 1963 Daytona 200. Through the rest of the year, 0806 was campaigned in the USRRC sportscar series at five different circuits before being acquired by Nathan Thales for Bob Grossman to drive in the Bahamas Speedweek events, where it won its class at the Governor's Trophy at Nassau in December.

The next custodian was Tibor Von Imrey, who spent May and June of 1964 campaigning the car in northern USA and Canada before moving it on to a Donald Chab, who in turn sold it to Richard Swift in Miami in 1967.

By April 1970 it had passed through the hands of Kirk White and Luigi Chinetti, who had the engine rebuilt and sold it back to Europe into the hands of Pierre Bardinon and his Mas du Clos Ferrari collection. By the end of the 1980s, the car was with Fabrizio Violati in San Marino at the Maranello Rosso Collezione. By this time, the car had been completely restored and the bodywork finished by the expert hands of Fantuzzi as a 246 SP. It was then sold by Brooks at its Quail Lodge sale of 1999, having done the Festival of Speed at Goodwood the year before. The new custodian was Rob Walton. In 2010, it moved on to Jimmy Dobbs in Memphis.

By the time you read this, it will have passed under the auction hammer at RM Sotheby's Monterey sale, with an estimate of \$8 to \$10 million. It might be tempting for the new owner to consider refitting a 268 motor – or even find a 248 engine and get it sorted. Ah, decisions, decisions. 🇮🇹



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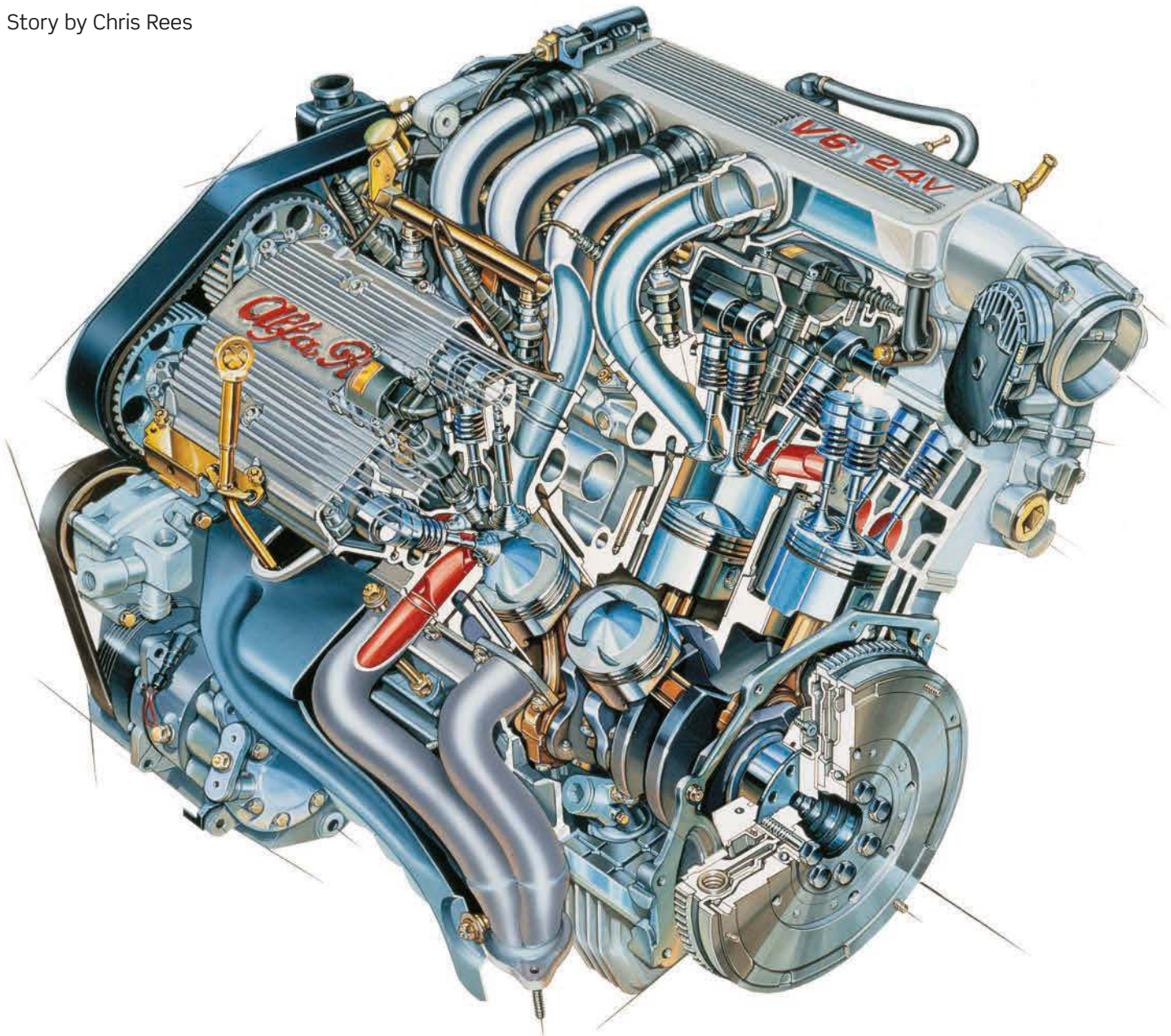
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Six of the Best

Is Giuseppe Busso's brilliant Alfa Romeo V6 engine the best V6 ever produced? Over the next 16 pages, we argue its case and celebrate some of its best ever applications

Story by Chris Rees



Not many engines are generally known by the name of the person who designed them. But say 'Busso' to any Alfa fan and they'll instantly know what you're talking about. You'll also undoubtedly get an approving nod, because the V6 engine that Giuseppe Busso designed for Alfa Romeo

is arguably the best V6 ever made.

That's all the more remarkable because this was Alfa's first ever V6 – all its previous efforts had been straight sixes. Busso chose the classic 60-degree V6 format because it minimises unwanted vibrations and is more compact than an in-line six. He designed counter balance weights on the crankshaft,

flywheel and auxiliary drive pulley to cancel out vibration very effectively.

An over-square bore-to-stroke ratio was selected in Busso's original 2492cc guise (88mm by 68.3mm). The engineer had the foresight to make his engine capable of being expanded or contracted in size. Indeed, over a remarkable 26-year lifespan, it would



be offered with capacities ranging from 1996cc to 3179cc.

The block and heads were all cast from lightweight aluminium, with wet liners containing the pistons. The four-bearing crank was dynamically balanced and there was, for most of its life, a single camshaft per bank. In initial 12-valve form, each hemispherical combustion chamber contained two opposed valves.

Synthetic timing belts were still a great novelty in the 1970s, particularly on an all-aluminium engine. A toothed belt linked each cam pulley to the crankshaft, driving a small auxiliary pulley for the oil pump and distributor. Busso even filed a patent in 1975 for a hydraulic multi-spring tensioner to “automatically regulate the tension of a crenellated timing belt”. This did cause headaches for owners of early cars, however, because the ‘O’ ring frequently leaked.

Alfa’s V6 in fact came to market two years after Busso had parted company with Alfa Romeo. It was in 1979 that the Alfa 6 became the first recipient of the new 2.5 V6, which was made in Alfa’s Arese plant. In the Alfa 6, it was mounted longitudinally and mated directly to a five-speed manual or three-speed automatic transmission.

In its inaugural 2492cc form, it had a compression ratio of 9:1 and offered peak power of 158hp. In the 6, it was fed by six carburettors (Solex or Dellorto) which proved rather troublesome in service, so Alfa Romeo quickly upgraded to Bosch Jetronic fuel injection in time for the engine to be fitted into the new Alfa Romeo GTV 6 in 1980. Power was unchanged, but more than adequate in the coupe.

Road testers raved about the V6. *Road &*



Track, for instance, declared: “It makes those great Italian ripping-raw-fabric sounds, has lots of torque and sends the car down the road smartly.”

The rear transaxle configuration adopted for the GTV 6 was duplicated in Alfa’s 90 and 75 saloons, which also housed Busso V6s. In 1986, the 75 became the first Alfa to receive the enlarged 2959cc V6 (bore 93mm, stroke 72.6mm), in which form 183hp was extracted. The 2.5 V6 did continue, latterly with four valves per cylinder in the Alfa 156, offering up to 192hp. It was this version of the Busso V6 that received the International Engine of the Year Award in 2000.

When front-wheel drive was adopted across the board by the Fiat Group, the Busso V6 proved adaptable enough to be turned through 90 degrees, enabling it to sit transversely within the engine bay. Its first use in this form was the 1987 Alfa 164. This adopted Bosch Motronic engine management and power grew to as much as 210hp (as fitted to the SZ). A 1993 mid-life upgrade for the 164 saw fundamental engine changes, including two cams per head and 24 valves. Hydraulic tappets replaced the earlier adjustable system, while Busso’s hydraulic tensioner was finally dropped. The new 3.0 24V engine was good for 210hp, or as high as 231hp in Q4 guise (232hp in the US).

The final evolution of the Busso story was the expansion of the V6 to 3179cc by extending the stroke to 78mm. The new 3.2-litre engine also got a new crankshaft, con rods, pistons, valves and cylinder heads, with power topping out at 250hp in the most potent variants (147 GTA and 156 GTA). The Italian market also got smaller-capacity 2.0-litre Busso V6s for tax reasons, some of

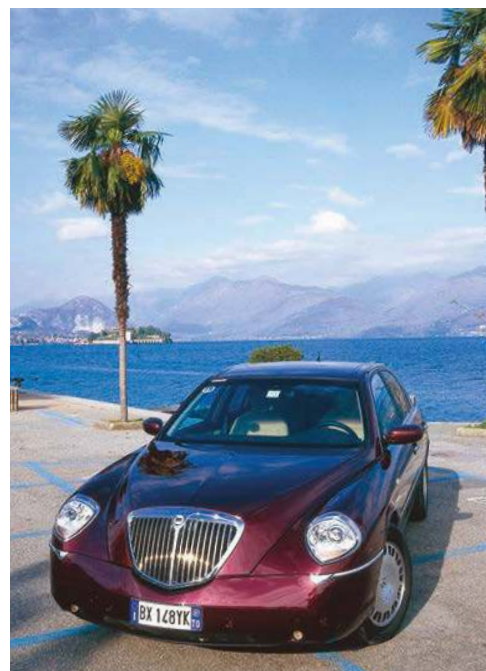


them turbocharged. The very last Busso V6 engine, a 3.2 V6, rolled off the Arese production line in 2005. The engine’s designer, Giuseppe Busso, died very shortly after, on 3 January 2006.

No question, the Busso V6 remains one of the best loved of all Alfa engines: sweet-running, free-revving and glorious-sounding. It’s also reliable: with proper maintenance, Busso engines can easily cover a quarter of a million miles. Small wonder, then, that Busso V6 versions of each and every Alfa model fetch quite a lot more money today than their four-cylinder equivalents. 🇮🇹

Factory Busso V6s

1997cc 12V (130-135hp) – Alfa 6, 90
1996cc Turbo (200-207hp) – Alfa 164, GTV/Spider 916, 166
2492cc 12V (150-166hp) – Alfa 6, GTV 6, 90, 75, 155, Fiat Croma
2492cc 24V (190-192hp) – Alfa 156, 166
2959cc 12V (179-210hp) – Alfa 75, 164, SZ/RZ, Lancia Thema
2959cc 24V (211-232hp) – Alfa 164, GTV/Spider 916, 166, Lancia Kappa, Lancia Thesis
3179cc 24V (240-250hp) – Alfa 147, 156, GTV/Spider 916, 166, GT, Lancia Thesis



SIX PACKED

The Busso V6's first appearance in a sports car was the glorious GTV 6. For all its flaws, this Alfetta-based coupe charmed its way through the 1980s, as it dawned on fans that here was one of the world's greatest ever V6 cars

Story by Simon Charlesworth
Photography by Michael Ward



Amble, pause, rub chin, reflect and repeat. There is no denying that there's something slightly unusual about the appearance of the original Alfa Romeo Alfetta GT. Whether it be a degree of eccentricity, individuality, or – dare one suggest – a touch of awkwardness, put simply the Tipo 116 GT has a 'distinctive' look.

Originally conceived by Giorgetto Giugiaro, his design was altered by Alfa Romeo, reputedly after some wind tunnel work. This upset the great man, who then walked away from the project – the bone of contention being the Alfetta GT's bonnet. Yet if you compare paper with metal, the biggest change was to the car's frontal aspect. Somehow it looks fussier, untidier and less cohesive than in Giugiaro's sketches – particularly in later 2000 GTV guise.

The 1970s had certainly been a sweet-'n'-sour decade for the great Milanese marque – possibly because the firm had taken on so many new models, clean-sheet designs, engines, ambitious motor sport programmes, and a new factory with an inexperienced workforce in the south of Italy. Understandably resources were a little stretched, and this was reflected in some of its models' quality and integrity. One of those was the first car ever to get the Busso V6 engine: the Alfa 6. This was definitely one model to find itself on the naughty step, mainly due to its odd UK specification of three-speed automatic gearbox and triple-choke Dell'Orto 40 FRPA carburettors, which were tough to keep in tune.

Luckily, few can effect a facelift as successfully as Alfa Romeo. Despite the company's stormy course, it never lost the ability to make its models look more attractive, and that certainly happened with the GTV's makeover of 1980. Notable features included matt black trim replacing the old brightwork, new impact bumpers (fitted higher on the front, making it neater and sleeker), front spoiler, single-piece rear lights, and understated Campagnolo alloy wheels. All mention of the Alfetta name (which had actually never physically appeared on the Tipo 116 GT and GTVs) disappeared. The Alfetta GTV 2000 became the GTV 2.0 but the really big news, later in 1980, was the arrival of the 2492cc V6-engined GTV 6 (more on which below). Further updates followed in 1984 for the Series III (pictured here), including side rubbing strips with grey paint rising up from the sills to cover the door bottoms, and a new dashboard. Production finally ended in 1986.

The key question for anyone considering a GTV 6 in the 1980s was: could the new boy improve upon the perception of its 1970s forebears? In his January 1981 review of the new Alfa Romeo GTV 6 for *Car* magazine, noted motoring journalist Ronald 'Steady' Barker kicked off thus: "Frankly, the prospect was bitter-sweet: a few hours of autumn warmth in and around Rome, a taste of Roman culinary extravagance – and all this to get acquainted with an Alfa Romeo sports coupé powered by what one friend had described to me as *that awful engine*. For the Alfa 6 saloon has certainly had a drubbing from the motoring press, not only for dull looks and a high price but also for the new V6 engine's behaviour. This journal's findings were published in November – the first time, surely, that *Car* has judged an Alfa Romeo third and last in a 'Giant Test'." Yikes!

Since the company's post-war repositioning into the mass market, Alfa hadn't really managed to get to





grips with the concept of mainstream six-cylinder models. So Barker's initial cynicism is understandable given that the GTV 6 represented the belated union of an unloved 1979 engine from a flawed saloon car and a 1974 GT, which some thought failed to live up to its

with the engine starts from the moment of firing up. It's the antithesis of, for example, the Lotus unit in that the noises stir the blood."

It is hard to recall that the GTV 6 was really the model which bolstered the reputation of both the

“ On the road, the love affair with the engine starts from the moment of firing up. The noises stir the blood ”

much vaunted Tipo 105 Bertone predecessor.

However, by Barker's second paragraph, his glum mood had been transformed. "Alfa fans, let me tell you right away that the sun shone, the tables groaned – and there was cause for celebration. The six-cylinder GTV is right on course in company tradition, and that gorgeous engine complements the outfit like you'd never believe after reading those reports on the saloon... On the road, the love affair

Busso V6 and the Alfetta range. A lucky few may have got their hands on one of Autodelta's 1979 Gp4 homologation GTV Turbodeltas, but it was the GTV 6 that really cultivated widespread admiration. The sei-vu in the GTV 6 received far superior fuel injection, and propelled the GTV out of the 2.0-litre class (where it was priced between the likes of the Lancia HPE VX and Audi Coupé GT), and into one where the 160hp, 128mph Alfa drew comparisons with the Porsche 944.



Its image was further assisted by an eyebrow-raising chase in the Bond flick *Octopussy*, and GTV 6s winning the D2 class of the European Touring Car Championship for an impressive four successive years (1982 to 1985).

When it comes to driving a GTV 6, the uninitiated may find spirited Roger Moore wheelmanship slightly frustrating. The fuel-injected V6 has a hyper-sensitive throttle, appearing to rev at the slightest air disturbance caused by an approaching right foot. In contrast, your left hoof has to contend with a tricky twin-plate clutch which is very heavy and has all the progression and bonhomie of a booby-trap. (In the yuppie era, Square Mile types could consume a clutch in just 30,000 miles.) The five-speeder's remote gearchange differs from car to car, but when warm and set up properly, its short-travel gearchange can be confidently guided around the gate. Meanwhile its slightly under-g geared manual steering is full of analogue feel and weights up nicely through bends, with a touch of suspension roll.

In four-cylinder form, the Tipo 116's forte was that its transaxle optimised front/rear balance, blessing it with teacher's pet 52/48 weight distribution. That optimised traction, while its high polar moment of inertia ensured predictable handling during white-knuckled cornering. This changed, though, when fitted with the V6, for the extra weight under the bonnet added a sniff of understeer to the 116's neutral-handling forte. For handling fetishists, the V6 slightly blotted the GTV's copybook, making it feel more like something with a conventionally-located gearbox; but for others it added a whole new dimension to the driving experience.

Not that anyone would ever dream of putting down Alfa's monumental twin-cam, but the Busso's six

RIGHT: Past GTV 6 feature cars have included racers, South African 3.0-litre V6s and fast road upgrades



TECHNICAL SPECIFICATIONS

ALFA ROMEO GTV 6

ENGINE:	2492cc V6, SOHC per bank
BORE X STROKE:	88mm x 68.3mm
POWER:	160hp at 6000rpm
TORQUE:	213Nm (157lb ft) @ 4000rpm
INDUCTION:	Bosch L-Jetronic fuel injection
TRANSMISSION:	5-speed manual
TYRES:	195/60 HR15
SUSPENSION:	Double wishbones, torsion bars, telescopic dampers, anti-roll bar (front), de Dion axle, trailing arms, coil springs, telescopic dampers, anti-roll bar (rear)
BRAKES:	Discs all around (rear in-board)
DIMENSIONS:	4190mm (L), 1651mm (W), 1328mm (H)
WEIGHT:	1184kg
MAX SPEED:	128mph
0-62MPH:	9.2sec

cylinders do something that even the twin cam can't quite accomplish. Its performance, even today, is more than enough to be both fun and invigorating. Against today's beasts, it may require effort and commitment, but it is the soundtrack which leaves you utterly enamoured. The further up the rev range the fuel-injected V6 climbs, the more the Busso seems to run its sensuous fingers over your excited heartstrings. Below 3000rpm, there is little to appreciate – but as that centre-staged tachometer passes 4000, 4500 and then 5000rpm, the V6's voice changes. Gone is the rich burbling gargle; it is almost as if it clears and is now fully warmed up, emitting a sublime melodic howl, an operatic crescendo which is in danger of causing a trouser crisis.

Grinning like a goon, and with the obsessive thought process of an addict, you need more – so you slot home the next ratio. Both feet now understand how each pedal works under them, so the discombobulated slipping and slurring of the clutch is



no more. Lather, rinse and repeat until all the gears are exhausted or a speed limit wags its judgemental finger. In which case, you need to find another portion of seductive tarmac on which the GTV 6 can show off its song-and-dance routine.

It has its compromises, even flaws, but then so do all the best people. The GTV 6's ergonomics may resemble the chaotic aftermath of a toddler's tantrum, but in Series III trim its rev-counter is right bang in front of you. Get to grips with the transmission's eccentricities, understand its handling characteristics and then just let it fly. All 116-family cars have chassis that are tuneable, adjustable and improvable – making them easily tailored to an owner's individual taste, needs and leanings. The GTV 6 was always in a class of its own, for it brought more charm, greater allure and heightened magnetism to the already intoxicating transaxle brew. It proved to the motoring world what the Alfa Romeo Busso V6 could be, should be, and remains. 🇮🇹

Arguably, the 116 looks best in Series III shape. Chassis is easily adaptable to individual taste





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Growing Phase

V6 Busso-powered Phase 3 Alfas 916s are extremely rare in the UK. So the chances of finding *two* 3.2-litre ex-press demo cars are exceedingly low – but hey, here they are!

Story by Chris Rees
Photography by Michael Ward





When Gary Reid got in touch with *Auto Italia* saying he owns a Cobalt Blue GTV Phase 3 V6 3.2-litre, a little bell chimed in the back of my head. I thought I even recognised his car's number plate. Turns out I did: his is one of the cars Alfa Romeo GB originally registered for its press fleet back in 2003. If you do an internet search for 'blue GTV V6' this car will pop up (look for a cornering shot, snapped on its original press shoot). It also turns out I tested this very car, back in 2004, for a magazine called *Carbuyer*.

Now it's time to get reacquainted after a gap of 15 years. More than that, actually: to drive a second 'Tipo 916' Phase 3 ex-press test car in the form of Mike Zollo's red Spider V6. It's like Friends Reunited (or whatever the modern equivalent is) all over again. What a prospect. Any Phase 3 car is a rarity, let alone those fitted with a 3.2-litre Busso V6, and to come across two examples originally from the Alfa Romeo press office feels like Christmas 2019 has come early.

Gary has owned Twin Spark-engined Alfas before (156 and 166) and he currently owns an Alfasud. But he always felt the need to own a Busso V6 Alfa. Small wonder; who doesn't? He eventually found this Phase 3 GTV V6. We asked why he was attracted to it. "I do like the Phase 2 GTV's shape but the Phase 3 looks really good, too. Mostly I went for the Phase 3 because of its larger 3.2-litre V6 engine."

That 3179cc six is the ultimate incarnation of the long-running Busso V6 line, both in terms of being the last-of-the-line and raw power. I dug out my old 2004 review of this very car, and I think it's worth repeating what I said then: "There's a familiar old adage with an Alfa: you buy the engine and get the rest of the car for free. Alfa's 3.2-litre V6 is so good that it towers above everything else that the car offers. Just listen to it: silky at idle, a beast with the throttle floored, it fills the air like an orchestra in fine fettle and fired by inspiration. No doubt about it, Alfa's V6 is one of the world's great engines."

Of course, I still stand by that. Early 916s had a 3.0-litre V6 with 192hp, upped in 2000 to 220hp courtesy of a 24-valve update with four overhead camshafts (two per cylinder bank). At the same time, a six-speed manual gearbox replaced the earlier five-speeder. The final Phase 3 model, launched in 2003, upped the displacement to 3.2 litres and power rose to a mighty





240hp – nominally 10hp less than the V6 in the 156 GTA and 147 GTA, although many people reckon it's actually exactly the same engine. And what an engine: vocal and torquey, if not quite as free-revving as the earlier 3.0 V6, and delivering real punch (0–60mph in around six seconds and a top speed nudging 160mph). Fuel economy may not be brilliant (the low 20s mpg is typical) but that's something you can put up with.

Gary's 3.2 engine is not quite standard. It has a high-volume air filter, plus induction/cooling pipework and detailing in black and chrome, all fitted by Autolusso Bournemouth. But the biggest change is the decat exhaust, with the pre-cat manifolds removed. The new set-up uses Wizard front pipes and a Cybox cat-back exhaust system with twin tailpipes. Following the installation, the engine was remapped by AHM. As a result, power has been boosted from 240hp to 280hp. Oh, and the V6's volume level has also been substantially raised – what a gorgeous sound...

This car's original diff failed – they pretty much all do in Alfa front-drive V6s, resulting in almost all now having had replacement diffs, either Alfa Q2 or Quaife. Gary's car has a Q2 diff, which does help deal with the slug of power going through the front wheels. The Phase 3 V6 was the only 916 model to have traction control fitted as standard – not that this really mitigates the bucking bronco nature of the experience. In my 2004 test, I commented: "When you put 240hp through the front wheels, it's a recipe for an interesting time. The Alfa retains a modicum of composure if you are gentle with the throttle, but if you press the accelerator too hard as you corner, the tyres scabble for traction. Despite the standard fitment of ASR traction control, you can induce spectacular jumps of the tyres." With the Q2 diff, that's now reined in to a large degree, and Gary reports that his GTV is much

better in wet conditions.

Gary has also successfully addressed another GTV bugbear: the less-than-ideal, understeery cornering behaviour, the result of that heavy V6 engine and front-wheel drive. When I drove this very car back in 2004, I commented: "[It] suffers from pronounced body roll in corners, which doesn't make progress confidence-inspiring. The final straw is steering which feels too disconnected from the tarmac; despite quick responses, it is just too vague."

To improve the situation, Gary wended his way to Autolusso Bournemouth to have the suspension modified. Eibach springs now make the car sit 20mm lower, both front and rear, while Koni Sport dampers offer adjustability. An Alfaholics Handling Kit, consisting of front and rear anti-roll bars, has also been fitted. Now the car's stance is much flatter through corners, the front end is less prone to

Cobalt Blue suits GTV perfectly. Gary's car's lower-than-standard stance enhances handling





Top down is the perfect way to enjoy the epic sound of the 3.2 Busso V6. But chassis feels less rigid

washing out and the steering feels much nicer. The ride quality suffers somewhat, yes, but I'd say that's a price worth paying for the much sharper chassis feel. The brakes are standard discs, but enlivened by the fitment of yellow callipers, which look perfect against the metallic blue paint.

Inside, the cabin looks as fantastic as ever with its cowled main gauges, circular air vents and black leather Momo seats. You'll spot a few non-standard bits, such as the carbon console trim and suede-covered steering wheel, the latter proving superbly tactile in action.

When Autolusso fitted the anti-roll bars, it also cleaned up the subframes, and since the car is permanently garaged, it's entirely rust-free. "In the seven years I've owned it, it's been very reliable," says Gary. "The Alfasud may be more fun to drive day to day, but this V6 is very special. It's used mostly for shows



and at weekends. It's a keeper, no question."

Good plan; try finding another one. It's thought that only 50 or so 3.2-litre V6s were ever imported, and perhaps a mere 40 remain in the UK. That makes this one of the rarest modern Alfas of all. Indeed, it could quite possibly be the one and only Cobalt Blue V6 in Britain.

SPIDER V6

As it happens, Gary knows Mike Zollo, a true die-hard Alfa enthusiast, who also owns an ex-press fleet Alfa 3.2 V6 – a red Spider. This was a recent purchase (November 2018) but it is far from being Mike's only Alfa. Nor is it his only Busso V6; the family owns a total of six Bussos, including GTVs, a 156 GTA estate, a 156 V6 and a 147 GTA. Come on you Zollos!

The 916 Spider has kudos because it was the last Alfa Romeo model ever produced at the historic Arese factory (production eventually switched from there to Pininfarina in 2000). And the V6 Busso was also the very last powerplant ever made at Arese. Even so, this generation Spider has struggled to find approval with hardened Alfisti. Not Mike, though. Looking for something to rekindle the days when he was courting his partner, Carol, on a Lambretta, he was decided on an Alfa that could deliver an open-top experience on four wheels. The result was a Spider 2.0 JTS, which he bought six years ago and has used as his everyday car ever since.

This red V6 is a new addition. "I was looking for either a 939 Spider TBi or a 916 V6, and when this one came up in the ideal colour, I leapt at it. It's the best of both worlds: a Spider with what's effectively a GTA engine."

It's mostly very original. Like Gary's GTV, it's got a Q2 diff fitted, but the engine and exhaust are standard. Well, almost: the exhaust has a bigger-than-standard

TECHNICAL SPECIFICATIONS

	GTV V6 3.2	SPIDER V6 3.2
ENGINE:	3179cc V6 DOHC 24V	3179cc V6 DOHC 24V
BORE X STROKE:	93mm x 78mm	93mm x 78mm
COMPRESSION RATIO:	10.5:1	10.5:1
POWER:	240hp @ 6200rpm	240hp @ 6200rpm
TORQUE:	288Nm (213lb ft) @ 4800rpm	288Nm (213lb ft) @ 4800rpm
TRANSMISSION:	6-speed manual, front-wheel drive	6-speed manual, front-wheel drive
SUSPENSION:	Independent with MacPherson strut, anti-roll bar (front); Independent multi-link, coil springs, anti-roll bar (rear)	Independent multi-link, coil springs, anti-roll bar (rear)
BRAKES:	310mm vented discs (front); 240mm solid discs (rear)	310mm vented discs (front); 240mm solid discs (rear)
TYRES:	225/45 ZR17	225/45 ZR17
DIMENSIONS:	4299mm (L), 1776mm (W), 1318mm (H)	4285mm (L), 1780mm (W), 1315mm (H)
WEIGHT:	1445kg	1470kg
FUEL CONSUMPTION:	21.4mpg	21.4mpg
TOP SPEED:	158mph	150mph
0-62MPH:	6.3sec	6.3sec
PRICE IN 2003:	£26,320	£27,430



tip and there's an engine bay strut brace on show.

It seems likely the suspension has been rebushed at some point, but the biggest change is Koni damping, which results in a harder-than-standard ride. Nevertheless, the Spider is notably different to the GTV in terms of the way it drives. Despite the Spider's extra strengthening in the windscreen frame, the loss of a hard roof is very clearly felt. Pronounced chassis flex means it doesn't feel as robust around corners, while over even mildly bumpy surfaces, there's noticeable scuttle shake.

One aspect where the Spider does get the nod, though, is braking, since it's been upgraded to 330mm discs. The g16 V6 is notoriously weak in the anchor department, so the upgrade is very welcome.

One other change is the addition of roll hoops behind the seats (as standard, there are none). These simply bolted into place and have a wind deflector in between them ("it's not very effective, though," comments Mike). The strange lumps on the rear number plate are aftermarket reversing sensors. The red paint is a mix of original and respray, the latter applying to the bonnet and bumpers – Mike is considering spraying the whole car.

The Spider really comes into its own when the sun shines. The soft-top folds effortlessly at the push of a button, disappearing neatly under a plastic cover behind the cabin. No question, it looks 100 per cent better with the roof folded than with it raised.

Just 551 examples of the 3.2 V6 Phase 3 Spider were ever made. It's thought that just a few dozen were imported to the UK, so this is a rare beast indeed. Mike's car has just 70,000 miles on the clock and he is very reluctant to consider changing it. We really don't blame him.

VERDICT

Don't both of these cars look fantastic? Despite being designed over 30 years ago in the late 1980s by Enrico Fumia of Pininfarina (just after he'd done the Alfa 164), the shape still looks fresh. Those distinctive twin headlamps, high-hipped wedge profiles and tapered rear ends all look sharp, while the composite clamshell bonnet still delights. And in 2003-2006 Phase 3 facelift guise, the GTV and Spider arguably look the best of all g16 generations, with their deeper Alfa 147-style front grille – and they're nicer to be inside, too, thanks to red-lit controls, lower seats and better upholstery.

Undoubtedly the V6 engine is the highlight of both cars. The 3.2 V6 may not have quite the sweetness of the 3.0 Busso 12-valve V6 but it delivers easily the strongest performance punch of any Alfa g16. For all its top-down charm, the Spider doesn't quite have the handling finesse that the GTV does, especially with the subtle mods that have been done, so for me the GTV is the one. In 3.2-litre V6 Phase 3 guise, it's surely right up there with the GTV Cup as the ultimate g16. 🇮🇹



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BIG BEASTS

The Busso V6 was every bit as much at home in saloons as in sports cars. Steve Berry gives us his very personal take on two of Alfa's biggest beasts: the 164 Cloverleaf and 156 GTA

Story by Steve Berry
Photography by Michael Ward



Meet Tim. Back in the 1990s, Tim was a motoring journalist and I used to bump into people like him all the time. They were always easy to spot in places like airport departure lounges, because they all dressed the same: brown leather boat shoes, Levi 501s and a Berghaus anorak – except that he would never have called it an anorak; Tim would have called it ‘technical wear’. They all liked the same things too: Michael Schumacher, clunky-chunky waterproof watches, dials and BMWs. Oh, they really liked BMWs. Because a BMW road test didn’t just give them the opportunity to use a phrase like ‘Kraftfahrzeug-Haftpflichtversicherung’ (‘car insurance’) without getting a well-deserved slap, it also meant they could expand on their favourite

topic: that to be a driver’s car, the entire urge had to be applied via the rear wheels.

So an executive car like the Alfa Romeo 164 couldn’t possibly compete with ‘The Ultimate Driving Machine’, not just because it shared a chassis with the humble Fiat Croma but also because its power – up to 232hp in its ultimate 3.0-litre V6 Cloverleaf form – was directed to the same wheels that were doing all of the steering and most of the braking. Tim would have seen this as a victory for bean counters over engineers. But the 164 was not only the best-looking, best value car in its class, it was – despite what Tim might have you believe – a thoroughly entertaining driver’s car. Tims are just about extinct now.

Back in the 1990s (great decade; still not sure about those three-button suits), I was considered enough of a big deal on telly to be

given brand new ‘long-term test’ cars, and spent a big part of that decade wafting about in nice but boring cars. For fun, I rode a smorgasbord of motorcycles and drove my 1971 Alfa Spider Veloce. When I needed to transport my family of five – especially the boy, who grew like a Triffid – we invariably went out in Mrs Berry’s car. Back then, she mainly drove an Alfa Romeo 164 3.0-litre V6 in dark green metallic with a tan leather interior (the best interior/exterior colour combo for that car – fact). Despite agreeing to hitch herself to my wagon, Mrs Berry was otherwise a woman of taste and discernment, the sort of woman who would rather walk than drive an ugly car. If I’d brought home, say, a Ford Mondeo, her response might have taken the form of five litres of unleaded and a box of Swan Vestas.





So I went out and bought the Alfa 164.

It's still a thrilling design thirty years on: taut, elegant, cohesive. Not pretty and feminine, like the Spider, the 164 was masculine and modernist, and made a bold style statement – so long as it wasn't was

The only comparable car half-way as handsome as the Alfa was BMW's E34 5 Series, which was styled by an Italian, Ercole Spada. I've realised that just about all the German cars I've ever owned – VW Karmann-Ghia, Mercedes SEC and BMW E34 – have

broken because they didn't make 'the sound'.

Meanwhile Mrs Berry loved her 164 V6 because it looked great, was comfortable, well designed and – whisper it – practical. It had quirk-free controls, excellent all-round visibility and easy-to-read instrumentation,

“ When my son got into other people's cars, he was convinced they were broken because they didn't make 'the sound' ”

painted white, which made it look like a very fast chest freezer. It was, by some considerable margin, a more successful design than either the Alfa 75 or 90, the V6 Alfa saloons that preceded it. It was also a more successful design than just about everything else that might be considered competition.

been styled by Italians. But then no German-built car ever sounded like a V6 Alfa, with that magical, musical Busso V6 engine. In fact, my now 23-year-old son, aka The Triffid, tells me one of his strongest memories as a car-obsessed kid is the distinctive wail of that engine, and how when he got into other people's cars he was convinced they were

unlike the Blake's 7-style 2.5 V6 Alfa go we had previously enjoyed, which she once memorably described as "like driving a wonky Tardis". The 164 was a big Alfa you didn't have to make excuses for. The 164 was an easy car to drive, and it was also an enjoyable car to drive.

We only got rid of the green 3.0-litre

ALFA ROMEO 164 CLOVERLEAF & 156 GTA



Has any motor ever looked so good in an engine bay? And has Alfa ever made a better-looking saloon?



because I went out and bought a black-on-black 164 3.0-litre Cloverleaf, lowered on stiff Eibach springs, with a Zender bodykit, five-spoke alloys and a rasping Ansa exhaust. I bloody loved that car; the kids loved that car; and the missus – well, she pretended she didn't like it. But that didn't stop her driving it whenever she got the chance, and the kids would cheer loudly when she lit up the front tyres at a stop light when some spotty Herbert in a maxed Nova got ideas above his station (I wish I'd been one of my kids, it must have been pretty cool).

When I think back over the cars I've owned, that black 164 Cloverleaf is among the few that really stand out. It looked great, it sounded awesome and I could fit all five of us in it. And the shopping. Many enthusiasts will tell you that they leave the motorway a couple of junctions early to enjoy a particular car. I would cross the country in that car and

never dream of going near the nation's three-lane highways. Getting that best out of it was simply a matter of driving it like a big, 200hp Mini. And when I say 'Mini' – well, you know what I mean: brake deep into corners and when it starts to understeer, get off the throttle for moment, tucking the front end in and swinging the back end out, then get back on the throttle and around you go. Fun for the whole family, literally.

The 164 is one of the greatest cars ever to carry the strange-but-beautiful Alfa Romeo badge. And like so many other things in this life – stand-up comedy, professional wrestling, shoplifting – it's down to timing. If Alfa Romeo management hadn't committed to a proper programme of research and development to create a class-leading leading car at enormous expense when they did in 1981, surely Fiat would have just stuck Alfa Romeo badges on the Croma (please

don't think I'm having a go at the Croma – all right, I am a bit). The 164 wouldn't have come with a wider, stronger version of the Tipo 4 chassis and the extensively developed front suspension that helped make it, I say again, a true driver's car.

ALFA 156 GTA

The man – and let's be honest, it was almost certainly a man – who went out and bought an Alfa 156 GTA in 2002 was not looking for something sensible, practical or normal. This was not a rational man. He didn't get that month's *What Car?* and sit down to work out the real-world cost of ownership. Instead he stood in the street outside the Alfa dealership salivating like a stray dog outside a butcher's shop. The 156 GTA buyer was the bloke who, 20 years previously, had press-ganged his mates into erecting makeshift ramps, bribed younger brothers and sisters to



ALFA ROMEO 164 CLOVERLEAF & 156 GTA



occupy the gap and then soared like an eagle on a battle-scarred Raleigh Grifter. That's right, a shameless show-off.

Not that there's anything wrong with that. All right, there is; quite a lot actually. But let's concentrate on the positives. The Alfa

and getting so much flash.

Sensibly, Alfa always stuck with Walter Da Silva's original pert, provocative shape for the 156 GTA, eschewing Giugiaro's mid-life nip-and-tuck visited upon lesser models in the range. I'm trying to think of a facelift on any

option for the few odd types like me who actually preferred it to the pedal-and-stick shifter. What it didn't have was any kind of limited-slip differential to stop it turning the torque sent to the front wheels (and by the way, has there been a better-looking wheel

“ The traction control light would ping like Snapchat notifications on a teenager's iPhone ”

Romeo 156 GTA made the world a better place. The styling was as subtle as a head-butt. The exterior was like a clenched fist and the interior had the dark-and-leathery whiff of a high-class S&M dungeon. I thought it looked like a million dollars, even though it cost only £27,000 in 2002; there simply wasn't another way of spending so little cash

car that actually made it look better, instead of just different. Nope, can't think of one. By the way, do you know what Walter Da Silva is doing now? Well I'll tell you: he makes high-end ladies' shoes. And very nice they are, too.

The 156 GTA had a 3.2-litre version of the Busso V6 with 24 valves, 250hp and a six-speed manual gearbox, with a Selespeed

bolted on to any car this century?) into so much expensive white smoke. Of course, there was traction control which, when the 250hp was let out to play, would ping like Snapchat notifications on a teenager's iPhone. You could turn it off, but only if you really had a thing for Karen in the Claims Department and loved it every time she told





TECHNICAL SPECIFICATIONS

	164 CLOVERLEAF	156 GTA
ENGINE:	2959cc V6	3179cc V6
POWER:	197-232hp @ 6300rpm	250hp @ 6200rpm
TORQUE:	275Nm (203lb ft) @ 5000rpm	300Nm (221lb ft) @ 4800rpm
TRANSMISSION:	5-speed manual	6-speed manual or semi-auto
BRAKES:	Vented discs (front), solid discs (rear)	Vented discs (front), solid discs (rear)
TYRES:	195/65 VR15 or 205/55 ZR16	225/45 R17
DIMENSIONS:	4665mm (L), 1760mm (W), 1390mm (H)	4430mm (L), 1745mm (W), 1415mm (H)
WEIGHT:	1530kg	1410kg
MAX SPEED:	152mph	155mph
0-62MPH:	7.3sec	6.3sec

you that you were being recorded “for training purposes”.

On the track, the 156 GTA was slower than much of what was considered its competition and its reputation suffered as a consequence. But just how many people who bought a 156 GTA (or another car like it) did so to stand in an anorak by a bleak wind-blasted kart track, stopwatch in hand, writing down lap times on a clipboard? Very few, I'd wager. How many enjoyed blasting it through that six-speed 'box and smoking – literally – the opposition accompanied by the greatest soundtrack available this side of a V8 Ferrari? Lots.

These days, of course, most 156 GTAs have been fitted with a Q2 or Quaife limited-slip

diff to tame their wilder tendencies, plus uprated suspension to manage the Pavarotti-esque bulk of the 3.2 Busso V6, and bigger brakes. I totally get all this, but in some ways it seems a shame. For unrelated reasons, I was watching an American-made TV documentary about the unstoppable rise of the awesome Audi Quattro in the 1980s. They interviewed the American rally champion (yes, there is such a thing) and he talked about switching from two-wheel drive to all-wheel drive: “Sure, the Audi gets there quicker but it doesn't look or feel so exciting”. Faster isn't always better. Or at least, not as much fun. If I had a 156 GTA – and there seem to be lots of them on the market right now (including many from Japan with about 11

miles on the odometer; I suppose they've just been staring at them, which is understandable), I think I'd leave it the way the factory intended.

The 164 was one of the greatest Alfas ever made, precisely because it was a reaction to previous failures, and because it was the result of many years of innovative research and development, a new way of thinking about a big Alfa and some four million kilometres of brutal testing. The 156 GTA, on the other hand, was an underdeveloped hot rod created to cash in on the success of its less powerful siblings and inherently, fundamentally flawed. In its own way, though, it's deeply fabulous. 🇮🇹



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Out of the Box

Switching from sports cars to the boxy 131 for rallying, Fiat absolutely made the right decision. We chart the development and racing successes of the glorious 131 Abarth

Story by Martin Holmes
Images by Ward, Collins, Grazia & Holmes

It was a major shock to Abarth when its potentially Stratos-beating Fiat X1/g rally project of the early 1970s was cancelled, and Fiat decided that the next World Rally Championship Fiat should be based on a saloon car. Work on 131-based projects had been active for some time, the first manifestation being the experimental SE031, fitted with a 3.5-litre V6 engine. This gained a lucky last-stage victory in the hands of Giorgio Pianta on the 1974 Giro d'Italia. Pianta had meanwhile become the lead engineer on the Fiat 131 Abarth project, which made its debut in non-homologated form in the hands of Fulvio Bacchelli on the 1975 Rally delle Valli Piacentine, which he won.

Taking over after the sudden death of Mike Parkes, Pianta's influence on the new competition model's design was strong, and he masterminded its eight-month development period. A Ford Escort RS1600 rally car was rented during development, giving valuable insights into the qualities needed to beat Abarth's main rival. All this work took place at the end of 1975 – a tough time because more restrictive rules arrived in 1976. The necessary 100 special homologation versions of the Abarth 131 were produced, ready for the Group 4 cars to appear at Monte Carlo.

Using the bigger V6 engine was discounted because that unit was no longer produced, but also because of the need to identify the rally car with mass-produced 131s. The chosen engine was a twin-cam, dry sump, iron block, 16-valve fuel-injected unit with an aluminium cylinder head – similar to that used in the Fiat 124 Abarth but enlarged to 2.0 litres. Abarth's request to convert the engine to 86mm bore and 86mm stroke

was rejected, meaning Fiat's existing long-stroke design was maintained. A heavy but stiffer eight-counterweight crankshaft was fitted.

All 400 production cars were fitted with non-synchromesh gearboxes, but buyers who did not plan to use their car in competition could fit dealer-supplied synchromesh units. When racing began, there was a spate of driveshaft failures causing three of the four team entries to retire on the 1977 Acropolis Rally; this was quickly remedied.

There were a lot of suspension experiments, including a rigid beam rear axle, De Dion and a system derived from the X1/g. In the end, a MacPherson set-up was chosen, requiring the 131 platform to be modified to incorporate special turrets.

The bodywork was extensively lightened with glassfibre panels all round. There were two different bodywork specifications: one weighing 975kg for asphalt use and a 1030kg version for gravel, the main differences being in steel plating and reinforcements for the suspension. Aerodynamic pieces were limited to front and rear spoilers and an aerofoil mounted on the roof. Strengthening came from a roll cage and a triangular tubular steel network linking the front struts, plus a bar protecting the crew from side impacts.

Through the six-year life of the 131 Abarth, there were only two major design changes, the first of which was rose-jointed uniballs being fitted to give better steering precision and modification to the suspension turrets to provide longer suspension travel.

British rally driver Tond Pond tested both the



original and updated models for the Chequered Flag team, later commenting: "The best thing was that the Fiat was so easy to drive. The brakes were fantastic, the five-speed gearbox was the fastest I had driven, obviating the use of the clutch. The biggest disappointment was the engine. The range of power on the Fiat was very limited. Even the old four-cylinder TR7 was better."

The 131 represented a new generation for the Fiat Group in rallying but the Lancia Stratos was still available for prestigious events such as Monte Carlo and Sanremo; indeed the Stratos won a WRC rally later than the 131 Abarth won its last WRC event.

RACING CAREER

Once homologation had been achieved on 1 April 1976, competition started relatively slowly. Entries were made in the European and Italian championship Elba Rally, which Markku Alen won; the ECR Tulip Rally in Holland; and the Rally di San Giacomo, won by Maurizio Verini. The team stayed at home for three of the seven remaining WRC events that year. In the demanding Moroccan Rally, Verini and Fulvio Bacchelli retired and Alen finished a distant 12th. Worried about negative publicity, Fiat management did not invite Italian media colleagues to Finland to witness Alen win the 1000 Lakes, but then all three cars retired on the Stratos-dominated Sanremo Rally. The 1976 WRC season ended with 11th placed Bacchelli being the only 131 driver to finish the Lombard RAC Rally.

1977 was different. The focus was on an almost full WRC programme (all except the Safari), and Alen was not the only foreigner in the team. French drivers Jean-Claude Andruet and Bernard Darniche entered specialist events, while Timo Mäkinen, Simo Lampinen and Simo Salonen from Finland were safe achievers. The most significant arrival, though, was Walter Röhrl.

Darniche and Salonen won in Corsica and Canada, the first time they'd rallied the 131. Other winners that year were Alen in Portugal, Bacchelli in New Zealand and Andruet in Sanremo. The 131 won five of the 10 WRC events entered, the team fielding no fewer than six cars on the Criterium Molson du Quebec in Canada. The team's first Manufacturers' title was won, beating Ford by four points.

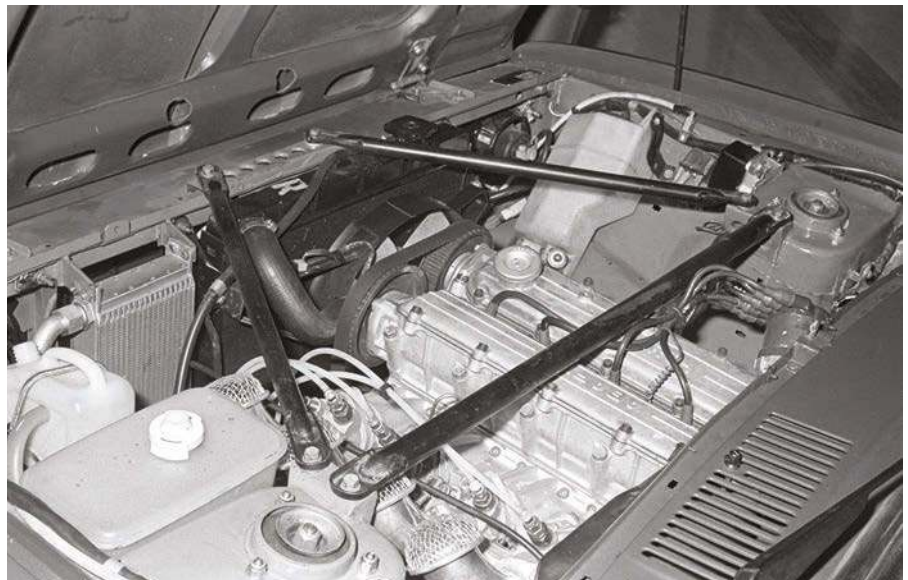
The momentum continued into 1978; again the Safari was the only event not entered, and again the 131 won five times: Alen in Portugal and Finland, Röhrl in Acropolis and Canada, Darniche in Corsica. There were three successive 1-2 results on the Acropolis, 1000 Lakes and Quebec, with a 1-2-3 finish in Corsica. This resulted in a second Manufacturers' title.

1979 was the first year of the World Drivers' Championship, and a year of reduced Fiat activity, with Abarth's main emphasis on expanding independent teams. With a huge number of dealer and private teams running 131s, six different 131 drivers won European rallies that year. Another curious development was Seat in Spain being allowed to homologate the 131 Abarth in Group 4 and to run its own team; its driver Antonio Zanini won three events.

The Italian team returned to full WRC activity in 1980, winning five WRC events (four for Röhrl and one for Alen). Fiat took its third World Manufacturers' title and Röhrl the World Drivers' title. One interesting guest driver was Björn Waldegård,



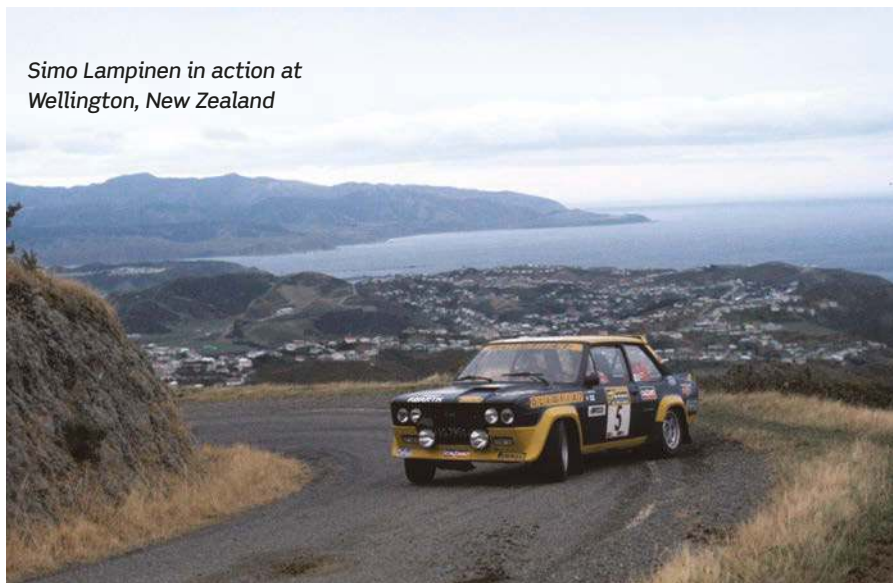
Giorgio Pianta at the launch of the 131 Abarth



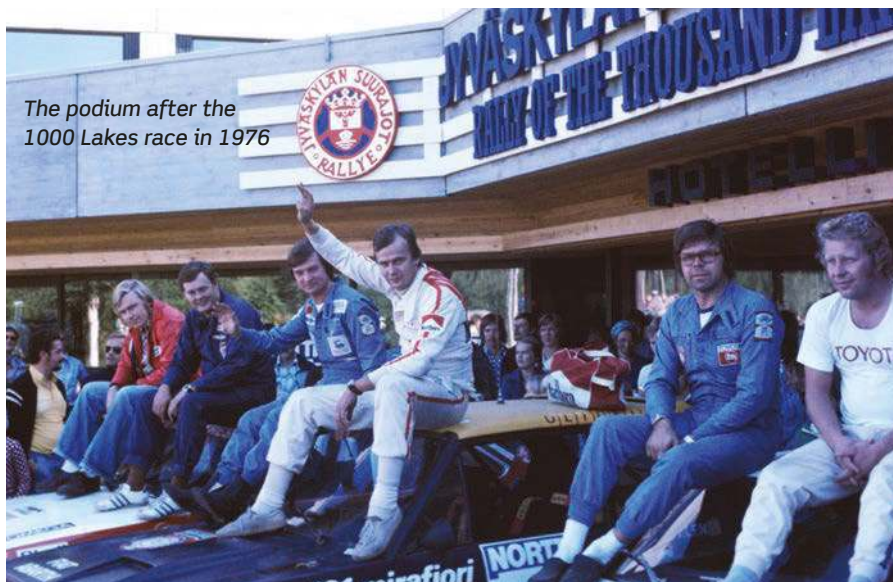
FIAT 131 ABARTH RALLYING



Fulvio Bacchelli and
Francesco Rossetti



Simo Lampinen in action at
Wellington, New Zealand



The podium after the
1000 Lakes race in 1976

enticed from Ford to Abarth, who gained third places on the two opening rounds.

Fiat wound down its WRC activities at the end of a shortened 1981 programme, in which Alen won in Portugal, the 131's 18th WRC win. 17 different drivers had rallied official 131 Abarths in WRC. The rally scene was changing fast in an era starting to be dominated by turbocharged and four-wheel drive cars. The 131 Abarth was undoubtedly the last of the great cars in the Group 4 era.

MEAT WARS: NEW ZEALAND 1977

The six-day 1977 South Pacific Rally in New Zealand was the first World Championship Rally to be run entirely south of the equator. This was the longest WRC event, taking more than 24 hours to complete. The stages were so scattered that there was no chance for any proper reconnaissance, and much of the event was held at night.

Fiat was the only manufacturer to enter the event officially, sending three cars, driven by Markku Alen, Fulvio Bacchelli and Simo Lampinen. The professionalism of the Fiat team dismayed the chief organiser, Murray Thompson, and from the start there was tension in the air. Cultural differences soon boiled over on the first evening when Alen was timed on a road section at 132km/h, 52km/h over the speed limit, and could not be caught by chasing police cars. Alen claimed that he was used to blue flashing lights, not red-and-yellow ones, and didn't realise the car behind was a law enforcement officer, insisting he was not trying to run away! The organisers invoked a loosely worded clause in the regulations entitled 'Public Road Courtesy', and fined him 100 dollars. Oh, and excluded him.

The Italian team's PR people quickly reacted, dropping hints about repercussions on imports of New Zealand frozen meat into Italy. Then Fiat's manager, Daniel Audetto, noticed that the exclusion order was made by the Clerk of the Course, not the Stewards (as required by international rules). The organisers had no leg to stand on. Alen continued in the race, and the meat freeze was unfrozen.

The final drama was still to come, though. With the three Fiats lying first, third and fifth, rally leader Fulvio Bacchelli's car started emitting vast quantities of smoke from the exhaust. In the final hours, the team dared not turn the engine off for fear of being unable to restart it. One piston had a huge hole in it. Team members used all of their penalty time allowances trying to keep the engine in one piece. Bacchelli drove into the finish arena pursued by clouds of smoke, but just held on to his overall win.

RÖHRL'S MIRACULOUS FOG DRIVE

The story of the Arganil stage at the 1980 Rally of Portugal is a very special one. Walter Röhrl defied the fog on the night-time 42km special stage, being quickest by four minutes. Did the fog miraculously blow away just as Röhrl arrived? Did he take a short cut? Did the timekeeping equipment fail? There was no other conclusion but that it had been driver brilliance.

Years later, Röhrl defined this as his most unforgettable experience, revealing his incredible talent for driving in fog. 1980 was the fourth year that



Röhl was a teammate of Markku Alen, and the latter considered himself the Portugal expert. It had already been an eventful event. During the first night, Röhl had a collision with a team's service van travelling on a road section in the wrong direction, an incident he blamed on a change of mind by Alen.

Two days later came Arganil. During the recce Röhl told his co-driver Christian Geistdorfer they should be prepared for fog. "Let's do some extra runs just to be sure that if it is foggy, we will really know what is going on. We did this stage five times, a lot for me, and I reckoned I had 95% of the stage in my head and would not need pace notes.

"That service van affair had given me extra motivation. I was still really angry. On the start line of stage 33, the first Arganil stage, I said to Christian, 'Mr

Geistdorfer, fasten your belts, now I will show them what fast means and I am sure everybody else is going to throw away their competition licences.'"

Röhl was 3m 48s quicker than Bjorn Waldegard's Mercedes 450, and 4m 40s in front of Alen. "Somebody asked me how I did it, but I don't know," said Röhl. "There was not one situation on the stage which had been dangerous, it was just perfect."

Slowly the reality dawned on those following the rally in Portugal. Walter had actually driven the stage with his eyes closed! He had practised the stage in his mind without a car but with a stopwatch in his hand, and said he drove the stage in 35m 50s. On the rally his time was 35m 14s. Röhl won the rally, regained the lead in the Drivers' championship and went on to win the first of his two Drivers' world titles. 🇮🇹

ABOVE: Crowds inspect the 131 Abarth engine bay at Elba in 1976. BELOW: Olio Fiat and Alitalia colours are the classic 131 liveries





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DESERTED

This one-off Ghia-bodied Maserati 5000GT, long thought lost, has been rescued from abandonment in the Arabian desert. Remarkably complete, it's an incredibly exciting find

Story by Andy Heywood
Images by Robin Adams/RM Sotheby's

Not since the Baillon Collection A6G Frua Coupe appeared in 2015 has there been such an important discovery as this in the Maserati world. Thought lost for decades, this is the one and only Maserati 5000GT ever bodied by Ghia. By the time you read this, it will have gone through RM Sotheby's auction sale room at Monterey, California.

A total of only 34 Maserati 5000GTs were made between 1959 and 1965. The most common coachwork was by Allemano but in all, no fewer than eight different coachbuilders created bodies on this chassis. Ghia constructed only one: this unique coupe, built in 1961 to the order of the famous Italian industrialist, Ferdinando Innocenti.

Innocenti had started his company before the war and made his first fortune making and selling clamps for scaffolding. He lost most of his amassed wealth during the war when his Milan factory was bombed to oblivion by the Allies. Undeterred, he started again in peacetime and this time diversified. Like many others, he identified the need for Italy's population to mobilise and started making scooters under the Lambretta brand name. This was to prove extremely successful and gave Innocenti the means to afford one of the most exotic cars in the world.

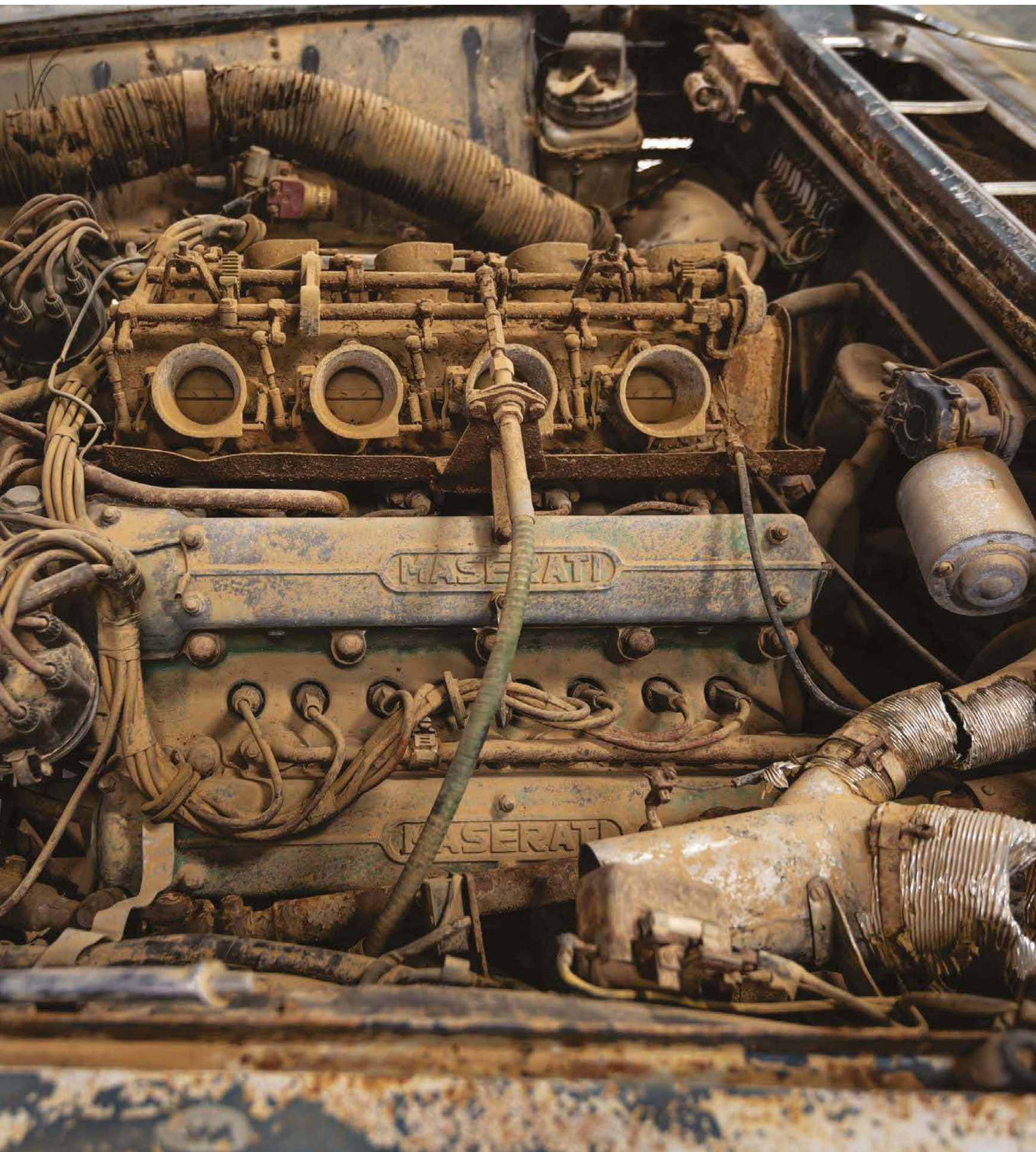
The very first 5000GT had been built at the whim of another good Maserati customer, the Shah of Persia.

This featured a Carrozzeria Touring-designed body built over a modified 3500GT chassis and powered by a detuned 5.0-litre V8 engine of the type used in the 450S sports racer. While Maserati knew that its future lay in making cars in higher volumes, it decided to offer the 5000GT to exclusive customers, each one built as a one-off. This would be one of the last coachbuilt cars, where an owner could purchase the chassis and then choose his own coachbuilder. Ironically, though, it was also one of the first halo cars to use the modern terminology.

By the time Innocenti placed his order, Maserati had already made eight cars (with six different coachbuilders!) and had also honed the 5000GT's mechanical specification. Gone was the 450S type engine, replaced by a more road-oriented V8. It still featured two spark plugs per cylinder and four camshafts, but now had Lucas mechanical fuel injection instead of enormous Weber carburettors, and in this guise produced 325bhp. This was a much more docile engine, which was no doubt at the expense of some of the outright power of the racing version, but it still delivered huge performance, as one particular road test would confirm.

Prior to delivery to its first owner, this 5000GT was the subject of a *Sports Car Graphic* magazine road test by French journalist, Bernard Cahier. In those simpler days, the car was actually driven by Maserati







chief test driver Guerrino Bertocchi and the performance figures were taken by Cahier in the passenger seat with a stopwatch. It was all done on the autostrada between Modena and Bologna! While the 0-60mph time of 6.5 seconds does not seem remarkable, certainly by today's standards, it was the standing kilometre time that really impressed Cahier; 26.6 seconds was the fastest he had ever recorded, and at the end of the flying kilometre, the car managed a mean maximum of 152mph.

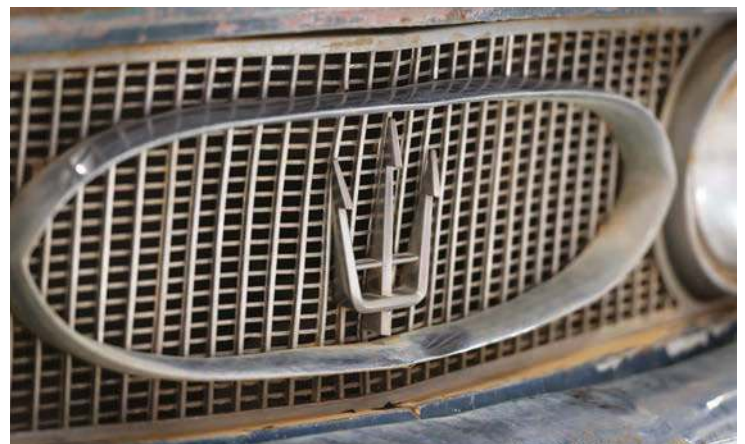
Cahier wrote: "We found ourselves glued to our seats by the tremendous acceleration such as is found only in racing cars...I have driven many fast cars

before, but never did I feel such power coming on so fast, so fast indeed that when I shifted from third into top gear on the first little straight, I found that the car was already doing 135mph!"

Bertocchi, an old hand by that time, was used to such speeds and even mentioned to Cahier that he had already tested a lighter 5000GT with higher gearing to just over 170mph. Even in terms of mechanical specification, every 5000GT was different, tailored to the customer's preference. For Signor Innocenti, the car had been built as a luxury tourer.

Part of Innocenti's post-war diversification involved a venture making BMC cars under licence in Italy. He

Ghia's Sergio Sartorelli penned this design. As found, it retains pretty much all of its original features





Curiously swoopy bumpers and heavily sculpted wheelarches make this Ghia coupe stand out

had a precedent, in that his first big money-spinner, the scaffolding clamp, was also originally a British design. Initially, these cars were just rebadged British cars, but Innocenti progressed to making his own cars using BMC running gear, such as the 950 Spider, which was designed by Ghia. It was therefore not surprising that around the same time, he also chose Ghia to design his new 5000GT.

Sergio Sartorelli, the head of prototype styling at Ghia, took on the project personally (having previously designed a few prototype Lambretta scooters). This would be the one and only 5000GT ever bodied by Ghia and the result was certainly stunning. His colleague at

the time, Tom Tjaarda (who had in fact been responsible for the Innocenti 950), was asked to critique the car for Maurice Khawam's 2001 book on the 5000GT. Tjaarda recounted that he and Sartorelli regularly differed in their approach: "Sartorelli was more inclined to be very sharp-edged, using abrupt curves that changed direction frequently". Because of this, his style wasn't universally appreciated, and although Tjaarda went on to criticise the unequal wheelarch shapes on this car, he also accepted that overall it was an impressive design.

Sartorelli's shape may be unusual and not predictably beautiful, but for me it encapsulates the





character of the 5000GT: uniquely exotic, a little eccentric maybe, docile and yet brutal, confident and yet restrained. When Innocenti took delivery of his car, he was 70 years old and wanted luxury and exclusivity. In owning a 5000GT, he joined a very prestigious club, with other owners including not only the Shah of Persia but also the Aga Khan, Briggs Cunningham and even Gianni Agnelli.

The car was displayed on the Ghia stand at the 1961 Turin Show, painted silver with a black leather interior. After having made such a big entrance at motor

up for auction. You can probably see in our pictures some Arabic lettering sprayed on to the side of the car; this is a notice saying that the car has been abandoned and is ready to be scrapped. That shows you just how close the world came to losing it forever.

It is incredible that the car has survived life outside as well as it has. For sure, there is corrosion aplenty in that delicate bodywork but almost every piece of trim survives intact, even those amazing bumpers. It is also mechanically complete, right down to the unused original tyre on the spare wheel. I guess a

Despite the ravages of rust and sand, the 5000GT is amazingly complete – although restoration will certainly be challenging

“ Arabic lettering says the car is ready to be scrapped. That shows you how close the world came to losing it ”

shows and in magazines around the world, it slid surprisingly quickly into obscurity. Sadly, Ferdinando Innocenti died in 1966 and the car was sold within Italy. At some point, changes were made to the interior, including different seats, steering wheel, glovebox and under-dash area, while a sliding sunroof was added. This work looks like it was probably done at Maserati. Sometime later, the car was painted blue but there is no exact record of this.

Finally, in the 1970s the Ghia one-off was exported to Saudi Arabia and into the collection of Rubayan Alrubayan, a Saudi Arabian car enthusiast. Unaware of exactly what he had bought, he parked the car outside and there it sat for decades. After his death, his family moved the car under shelter and decided to put the car

clue lies with the odometer, which underneath the dust reads a mere 15,561km. Even the interior, while ravaged by time, provides everything the eventual restorer will need.

To say it will be a tricky restoration is something of an understatement, but it will be possible to return this car to the exact specification it was when new. That is a very exciting prospect because this is without doubt one of the most significant of all Maserati road cars.

Like the first owner, the car's new custodian will be joining a very exclusive club. He or she will be guaranteed entry to every concours event on the planet. But let's hope this 5000GT also gets to do at least one more flying kilometre on the autostrada between Modena and Bologna. 🇮🇹



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miles, RHD

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Nero Daytona, "One to One"
Edition, FSH, 16,500 miles, RHD

2015 Ferrari FF



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miles, RHD

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IRRESISTIBLY GHIBLI?

With a budget of as little as £20,000, you can own a five-year old Maserati, in the form of the Ghibli saloon. Is it a 'real' Maserati, though? And what should you look out for when buying?

Story by Richard Dredge
Photography by Michael Ward





When Maserati introduced its Ghibli saloon in 2013 the name may have been familiar, but this was a car that represented nothing less than a new dawn for a company about to celebrate its centenary. Whereas the original Ghibli (1966-1973) was a jaw-dropping supercar, the second iteration (1992-1997) was more of a GT, based on the ageing Biturbo. But the third take on the Ghibli formula was seemingly the least sporting of all: a four-door saloon created to take on hugely

capable executive cars such as the BMW 5 Series, Mercedes E-Class, Jaguar XF and Audi A6/S6.

The Ghibli was tasked with taking global Maserati sales to 50,000 per year by 2015, which was quite a big ask considering they sat at just 6000 in 2012. It was a promising start for the model, with 32,000 cars sold in 2014. Sales peaked at 46,000 in 2017 but they have since eased back to 36,000 last year. The Ghibli has succeeded in its mission to become the biggest-selling model in Maserati's history.

The Ghibli was the first model that Maserati had ever offered with a diesel engine. It also marked the first time that the brand had offered two saloons alongside each other, the other being the Quattroporte, a staple of Maserati's model range ever since the first edition of 1963. The Ghibli was based on a shortened version of the Quattroporte's floorpan, and initially offered with a choice of 3.0-litre V6 engines. In diesel guise, the power was a healthy 275hp; in petrol form, it got healthier, with a choice of standard (330hp) and Ghibli S (410hp) versions.

Maserati didn't initially do trim levels; instead buyers got a standard spec and could add options to suit. Standard equipment on all models included 18-inch alloy wheels, quad exhaust pipes and bi-xenon headlamps with LED running lights, while the interior featured electrically adjustable leather-trimmed seats, wood trim and an eight-speaker hi-fi. Only the diesel engine got stop/start, while all three engines came with a mechanical limited-slip diff and climate control.

Options included wheels up to 21 inches in diameter (£3670), Skyhook adjustable dampers (£2045) and a 15-speaker Bowers & Wilkins sound system (£3360). More affordable extras included metallic paint (£660), aluminium gearshift paddles (£245) and a space-saver spare wheel (£295).

Updates for the 2016 model year focused on Euro 6-compliant engines, with the petrol units gaining stop/start and the diesel adopting Adblue technology.



The other key updates centred around driver safety and convenience, with a motorised boot lid (complete with hands-free mode), blind spot warning and rear cross path sensors. Maserati also took the opportunity to fit more soundproofing to boost refinement levels and to improve the standard-fit Bowers & Wilkins hi-fi (now with voice activation), while a Harman Kardon premium sound system also joined the options list.

For the 2017 model year Maserati went even further with a new package of Advanced Driver Assistance

infotainment system with an 8.4-inch touchscreen display. The engine choices remained as before, but the Ghibli 3.0 V6 petrol model now packed 350hp. Continental European buyers could now spec their Ghibli S in Q4 form with permanent four-wheel drive but sadly UK buyers were denied this option as it wasn't compatible with right-hand drive.

The updates continued in August 2017, with the unveiling of the 2018 model year Ghibli which now came in GranLusso or GranSport trims. The former put

“ All Ghiblis provide plenty of grip and a surprisingly good ride considering how impressive the body control is ”

Systems (ADAS) available as an option. This included Adaptive Cruise Control with Stop & Go, Blind Spot Alert, Lane Departure Warning, Forward Collision Warning with Advanced Brake Assist and Automated Emergency Braking. An additional Surround View Camera was available as an option in combination with the ADAS package.

Buyers could now choose between Luxury and Sport models, the former coming with premium leather trim, the latter featuring sports seats and a steering wheel with paddle shifts. Sport buyers could also specify interior and exterior carbon packages, independently of each other, while all Ghiblis now featured an improved

an emphasis on luxury, the latter focused on a sportier drive with sharper dynamics. The revitalised 2018 Ghibli brought a significant refresh for the exterior styling, with adaptive LED headlights now standard. A switch to electric power steering in place of the previous hydraulic set-up meant a suite of new safety systems could be introduced, including Lane Keep Assist, Highway Assist and Active Blind Spot Assist, albeit at extra cost in the Driver Assistance package. The petrol engines were also tweaked to give an extra 20hp, so they now produced 350hp (Ghibli) or 430hp (Ghibli S), although the latter would be dropped by spring 2018.



TECHNICAL SPECIFICATIONS

	GHIBLI 3.0 DIESEL	GHIBLI 3.0 V6	GHIBLI S 3.0 V6
ENGINE:	2987cc V6	2979cc V6	2979cc V6
POWER:	275hp at 4000rpm	330hp at 5000rpm	410hp at 5500rpm
TORQUE:	442lb ft at 2000-6000rpm	368lb ft at 4500rpm	405lb ft at 5000rpm
TRANSMISSION:	8-speed auto	8-speed auto	8-speed auto
WEIGHT:	1835kg	1810kg	1810kg
MAX SPEED:	155mph	163mph	177mph
0-62MPH:	6.3sec	5.6sec	5.0sec



ON THE ROAD

The idea of a diesel-engined Maserati might seem like an idiosyncrasy, but when the 3.0-litre single-turbo V6 powerplant was introduced it led the class with its thumping 275hp and 442lb ft of torque. With a linear power delivery, ample low-rev torque and the brilliantly slick eight-speed ZF automatic transmission that's become par for the course in this class, the Ghibli is easy to drive. But in diesel form it's not all that quick, the refinement of early cars isn't all that impressive, and it isn't as much fun as you might expect a Maserati to be. All Ghiblis offer plenty of grip and a surprisingly good ride considering how impressive the body control is.

The petrol-powered models are much more sought-after if you're an enthusiastic driver. James Bailey has run his Ghibli S for the past two years and he's smitten: "I was looking at Alfa Romeo Giulia Quadrifoglios when I realised that I could afford a Ghibli; this car had lost half its value in its first three years. Although I'm a

serial Alfa Romeo owner, my previous everyday transport was a BMW 530d, which is a five-star car; I'd give the diesel-engined Ghibli three stars because it doesn't have the poise and handling of the BMW. However, the Maserati has class, presence and individuality which its rivals can't offer, and in Ghibli S form the engine is quite superb – it's a 10 out of 10 engine in a car that's maybe seven out of 10 overall.

"I run my car on 20-inch wheels in the summer and 19-inch wheels in the winter, with appropriate tyres. The ride/handling balance is noticeably better on the smaller rims. Now with 56,000 miles on the clock, I've driven more miles in Europe than in the UK as the Maserati is a superb long-distance cruiser, but it delivers thrills on back roads, too. Drive the car in Sport mode and the Ghibli really shines, although it's up against the BMW 550i rather than the M5. I'd happily live with the car for another 100,000 miles as the Ghibli has so much character and is such excellent value."

Whichever variant you go for, the Ghibli is very usable, with comfy and supportive front seats, and

Cabin ambience is lovely. Diesels are most common but enthusiasts tend to gravitate towards V6 petrol





plenty of space for those in the second row – as long as there are only two adults in there; the centre seat is too narrow and uncomfortable for anyone other than a small child. The plush, well-fitted cabin is undoubtedly one of the main attractions of the model.

WHAT TO LOOK FOR

So far the Ghibli is proving to be very dependable. James Bailey's Ghibli S has suffered from a loose exhaust bracket and the touchscreen display going blank, but a reboot soon fixed that.

Jason Hughes of specialist JMH Automotive comments: "Up to about 2010 we avoided Maseratis as some weren't very well made, but the newer cars rarely need anything more than a service. We've had the odd

electronic fault but the Ghibli seems to be bulletproof. Maserati's build quality has improved enormously in recent years. Diesel engines from the first year of production could lose oil pressure, but these seem to have all been fixed under warranty."

It's worth pinning down the exact spec of any potential purchase as several pieces of kit that really should have been standard were extra-cost options. These include an array of driver assistance systems which some rivals fitted as standard. Some Ghiblis fitted with the premium audio system left the factory with the amplifiers turned down. A dealer can crank things up for you, which will massively improve the sound quality.

Make sure there are no outstanding recalls (there





TYPICAL PRICES:

- Ghibli 3.0D, 2014, 89,377 miles, black, £15,995
- Ghibli 3.0D, 2014, 48,697 miles, silver, £20,990
- Ghibli 3.0 V6, 2015, 19,107 miles, black, £27,950
- Ghibli S 3.0 V6, 2017, 13,000 miles, black, £37,980
- Ghibli 3.0D, 2018, 12,860 miles, white, £38,950



have been nine of them so far). These have been because of the possibility of the throttle jamming (in any position), wheel bearing failure, tie rods working loose in the rear suspension and the diff locking up from a bolt working loose. Other potential glitches include automatic transmission problems, electrical short circuits and fuel leaks; three separate recalls have been issued because of the latter problem.

RUNNING COSTS

In theory, the diesel engine costs the least to run, but that does depend on how many miles you do and where you get the car serviced. While the 3.0D engine is officially pegged at a 47.8mpg average, in the real world you can expect more like 40mpg. Still,

that's better than the 22-25mpg or so that you're likely to average in a petrol-engined model (the official figure is 27.2mpg). Although James Bailey wouldn't agree: "I used a Ghibli diesel for a while and averaged around 42mpg on a run, whereas my Ghibli S gives me 37mpg. From a costs point of view, 5mpg is neither here nor there and the petrol-powered car is so much better to drive."

Where you might come unstuck is with servicing. Whereas the petrol-engined Ghibli needs to be serviced every two years or 12,500 miles, the diesel model's intervals are every 12 months or 12,500 miles. Stick with an official dealer such as HR Owen and you'll be relieved of £2550 for three services, including replacement brakes and wiper blades. Take these out

Later models have much improved infotainment. Reliability so far is looking strong, report specialists



of the equation and the bill reduces to £1428 for diesel models and £1734 for petrol-engined cars.

Go independent and JMH Automotive in Cheshire (www.jmhauto.co.uk) charges £570 for a minor service and £884/£954 (petrol/diesel) for a major. Petrol-engined Ghiblis require fresh spark plugs every three years or 37,000 miles at £294, but thanks to the fitment of chain-driven camshafts there are no timing belts to replace.

Says JMH's Jason Hughes: "Two key upgrades that are popular are a remap and a sports exhaust. For £1440 you can enjoy an extra 50hp from a petrol engine (380hp in regular form and 460hp with a Ghibli S), while the diesel can be boosted to 348hp. A remap is best done in conjunction with a sports exhaust which allows the engine to breathe better and provides an improved soundtrack, and if you invest in a top-end system you can have control over the noise levels if you want a quieter drive."


PRICES

Diesel-engined Ghiblis outnumber petrol editions in the market by two to one. Predictably it's the former that dominate the lower end of the price range as they're the ones most likely to have covered big mileages as company cars. There is the odd car available for under £20,000, but you need to see this as your start point – and even better if you've got £22,000, as this will give you significantly more choice.

For £20,000 you can secure a 14-plate Ghibli 3.0D



that's covered 30,000 miles; spend that extra £2000 and you can buy the same variation on the theme with the same mileage, but on a 16-plate instead. If you prefer your engines to have spark plugs, brace yourself for a bill of at least £25,000 to bag an early Ghibli 3.0 V6 with 35,000 miles on the clock.

Of the cars we found for sale, the most popular colour was black, closely followed by blue. Grey is another common colour while we also found a handful of white cars, along with a few finished in red. 



AUTO ITALIA EVENTS 2019

AUTO ITALIA ITALIAN CAR DAY AT STANFORD HALL

Auto Italia magazine is delighted to announce the return of the Italian Car Day to Stanford Hall on Sunday 29th September 2019



Italian Car Day is back at Stanford Hall in Leicestershire! All Italian cars are invited, with dedicated parking on the main site, with special and unusual cars invited in front of the main house. All non-Italian cars will be able to park within a short walk of the event. There will be a dedicated Italian-themed trade village with good food (think great coffee, wood-fired pizza, paninis and prosecco), as well as trade stalls.

Prices are £10 per adult, £5 per child (5-13 years old), and under 5s go free.

Please note that there are no advance ticket sales and that it is a **cash** gate only. Camping is available on Saturday night in the adjacent field – there's no need to pre-book, the cost is £10 per person, again payment in cash.

We are now taking bookings from car clubs and trade enquiries. Please email michaelward@auto-italia.net for car enquiries, and claireprior@auto-italia.net for trade enquires. Keep an eye out on our social media for further information!



AUTUMN MOTORSPORT FESTIVAL

Brooklands
October 13th

The Autumn Motorsport Festival at Brooklands Museum, with its associated competition car displays, will held again in 2019. Taking place on Sunday 13th October, it's a wonderful chance to round off the season with the sight of competition cars from all eras in action on the Mercedes-Benz World test track, adjacent to Brooklands Museum. Selected cars will also run up the demanding Brooklands Test Hill.

Competition car clubs and racing car owners with special or interesting cars are invited to apply for a space in the Mercedes-Benz World track demonstration and/or a run up Test Hill.

For all event information contact:
mail@philwardevents.com

For event news and tickets sales visit:
www.brooklandsmuseum.com

Ticket Prices

Adult £17 (£15 in advance)
Seniors & Students £16 (£14 in advance)
Children £9 (£8 in advance)
Family £44 (£39 in advance)
Brooklands Members £2.50 on the day only

CARS AND COFFEE AT THE CASTLE

Chillingham Castle
September 15th



Auto Italia magazine has teamed up with Max Wakefield of Chillingham Castle, near Alnwick in Northumberland, to host a brand new car event. Readers of this magazine may have seen

Chillingham Castle featured over the years as a backdrop to driving tours and features – and now we want to invite you to share this great venue on 15 September.

Cars and Coffee at the Castle is conceived as an interesting alternative for fans of Goodwood, and is ideal for Italian car enthusiasts based in the north. Cars will be displayed in front of the castle and along the walled driveway, making a fantastic backdrop for your pride and joy.

Chillingham is famous for being "the most

haunted castle in the UK" and has been the subject of several TV programmes about the supernatural. It's surrounded by some truly epic driving roads and stunning scenery.

The date is Sunday 15 September. Entry is £13.50 for adults, £12.50 for concessions and £8.50 for children (5-15 years), with under 5s free. A family ticket is £35.00 (two adults and three children). Your ticket includes entry to the Castle and grounds, including the 'Italian' garden.



Goodwood Festival of Speed

90 years of Scuderia Ferrari, 70 years of Abarth, supercar debuts and classic hillclimb action – Goodwood 2019 didn't disappoint

Story by Richard Heseltine

The 27th Goodwood Festival of Speed witnessed its fair share of dramas, not least Romain Dumas guiding his Volkswagen ID.R up the 1.16-mile course at record-shattering speed (albeit unofficially). There was, however, inevitable harrumphing from some quarters that the event had become overly corporate; that the Festival isn't an old car event anymore. It isn't, and hasn't been for at least a decade. Nevertheless, the 2019 meeting was a big hit.

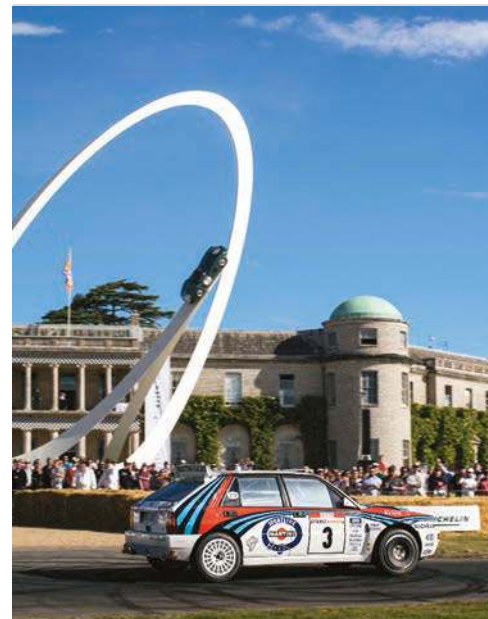
In its 90th year, Scuderia Ferrari was key, never more so than in the moving tribute to Michael Schumacher in the stricken former World Champion's 50th year. Seven F1 cars from the German's 'red period' took to the hill, guided by official test driver Marc Gené and GT star Robbie Kerr, among others. Michael's wife Corinna was in attendance on the last day of the three-day event, and was visibly moved by the crowd's response to a special gathering in front of Goodwood House where the likes of arch-rival Damon Hill, and team insiders Ross Brawn, Luca di Montezemelo and Jean Todt shared their memories of the *meister*.

Predictably, Ferrari featured strongly on the hill, with Sally Mason-Styrton guiding her 1950 166 MM up the hill in the '125 Years of

Road Racing' class. This car finished fourth in that year's Mille Miglia, driven by Giovanni Bracco. Mason-Styrton was the first driver to ascend the course during the inaugural Festival of Speed back in 1993, in exactly the same *barchetta*.

The gruelling Tour de France Automobile also had its own dedicated class in its 120th year, entries including Joe Macari's indecently quick 250 GT SWB aboard which André Simon won the week-long thrash in 1962. Latter-day sports car racer Marino Franchitti was also on hand to drive the 1962 third place-finishing 250 GTO belonging to his father-in-law, Nick Mason. Also out in the same class was Christopher Wilson's 308 GTB Group B weapon, the model having claimed back-to-back victories in the endurance event in 1981-1982. The Dino-powered, Marlboro-liveried Stratos in which Andruet claimed third place in 1974 was also out with Alessandro Carrara at the wheel.

Lancia wasn't particularly well represented, but what the entry lacked in quantity it more than made up for in quality. Quirina Lowman appeared in the ex-works D23 (not D24), while the omnipresent Miki Biasion was on hand to drive Stefano Macaluso's Martini Delta S4 which, unfortunately, had been damaged following a costly 'off'.





ABOVE: Beast of Turin
RIGHT: De Tomaso P72
BOTTOM RIGHT: Delta S4
after an unfortunate 'off'





The never knowingly undramatic Duncan Pittaway led the Fiat charge aboard his 1911 S76 reconstruction, aka 'The Beast of Turin'. The daring pilot drove the car to West Sussex from his home in Bristol before impressing all as he tamed the 28.4-litre Land Speed Record challenger up the hill. Abarths also showed well, not least the featherweight 1000 Spider which claimed 13 class wins and one outright victory in the 1963 European Hillclimb Championship. Factory driver Arturo Merzario was on good form in the Möll Collection's Abarth 2000 Sport SE010, which he originally campaigned in 1968. Fellow works old boy Derek Bell also enjoyed runs in the fabulous Group 5 3000 V8 Prototyp Vergaser. And an Abarth – Nicolas Edel's gorgeous 1950 Mille Miglia Abarth 205 – took overall honours in

the Concours d'Elegance.

For fans of arcane Grand Prix hardware, it was a treat to see Paolo Piazza Musso out in action aboard the one-off RE-Alfa Romeo, and also the similarly-powered De Tomaso which failed to shine during its briefest of campaigns in 1961. De Tomaso's final F1 car, the Frank Williams-tended F1-70, was also represented by Paul Grant who drove his ex-Piers Courage car with gusto.

De Tomaso also made headlines among the road-going exotica, the latest reanimation of the brand prompting jaws to slacken. Notionally a homage to the Peter Brock-designed P70 (would-be) sports-racer of the mid-1960s, the new P72 proved a huge draw during the Michelin Supercar Runs. It was surrounded by a superb collection of historic

De Tomasos, from Vallenga to Pantera.

Ferrari ran a hypercar sextet, including the one-off P80/C, the SP3JC and Monza SP2 (both featured in last month's issue) and FXX-K Evo. Lamborghini boasted four cars in the supercar runs, including the SC18 Alston. The Sant'Agata marque was also represented in, of all places, the drift arena. Kiwi 'Mad Mike' Whiddett was on tyre-frying form in 'Slambo', his fat-arched, never-pointing-straight, rear-wheel drive Huracán. It may have been hated by the purists but it was well-liked by junior Festival-goers. And therein lies the rub. In order for the event to evolve, it has unquestionably moved further away from its roots as it targets a different demographic to the Members' and Revival Meetings. For the most part, it has succeeded. 🇮🇹

ABOVE: Ferrari P80/C, Stratos, Abarth 205 concours winner, Alfa Giulia QV Racing Edition.
BELOW: Alfa Romeo P3 'Don Lee Special'



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National Alfa Day 2019

Bicester Heritage Centre, an ex-WW2 RAF bomber station, played host to this year's AROC National Alfa Day

Story by Claire Prior
Photography by Michael Ward



A fabulous turnout of over 900 Alfa Romeos – covering most models, pre-war to current – were all present and correct at the atmospheric Bicester Heritage venue in June, along with a 1600-strong crowd of Alfisti.

The historic site was very busy, with the main area featuring a mostly classic selection

of Alfas, while the airfield side was dedicated to newer models. Right in the middle, an Italian trade village served wood-fired pizzas, gelato and proper coffee – much to our delight. A great selection of trade stands touted the random car parts and trinkets you didn't even know you needed.

Alfa Romeo UK was in attendance with two 'Alfa Romeo Racing' editions (a Stelvio

and a Giulia), looking very fine in their F1-inspired livery. HMS Racing brought along its BTCC Giulietta and transporter; we look forward to seeing the car being campaigned competitively again next year.

I know that Zoe Yellow was not the most popular colour choice for the g16 Spider but there were several examples on show. They looked resplendent in the sunshine, together





with a large selection of GTVs.

Most of us hanker after a classic Alfa, but it's the new car owners who are keeping the company alive. Needless to say Giulia, Stelvio, Giulietta, 4c and the sadly out-of-production MiTo were very welcome sights and big in numbers.

The sun shone and the atmosphere was very cordial throughout the day. The surroundings helped; pre-war buildings and hangars restored and now occupied by vehicle specialists lent an authentic backdrop to the event. Amongst these were some fabulous 105 Series cars, Suds, 164s and aching pretty Giulia Spiders.

Nick Wright and the Alfa Romeo Owners

Club team did another outstanding job with coordinating the day and we look forward to next year's NAD, especially more of that delicious pizza!

Concours Winners:

Pre-1962	Robbie Webb	1900 CSS
1962-1971	Rod Ashton	2000 GTV
1972-1981	Andi Bray	Alfa Sud 1.5Ti
1982-1991	Ian Osbourne	164
1991-2001	Mitch Clayton	155 V6

Show 'n' Shine Winners

- 1st - Paul Currie (147 GTA)**
- 2nd - Chris Ayre (916 GTV)**
- 3rd - David Groves (916 GTV)**







Vernasca Silver Flag

Italy's very own 'mini Goodwood' was a weekend of superb hillclimbing and classic car elegance

Story & images by Matteo Grazia & Phil Ward

Italians Go Racing was the central theme of this year's Vernasca Silver Flag. This annual event re-enacts the race that took place from 1953 to 1972 along the 6km hillclimb route from the medieval village of Castell'Arquato to the curves of Vernasca.

Some 210 classic jewels, selected from over 400 requests to attend, participated in three runs on Saturday and Sunday. Many brands were celebrated, including the 120th anniversary of Fiat, the 70th of Abarth and the 100th of Zagato. Public enthusiasm was certainly not lacking, with over 15,000 people attending over the weekend from all over Europe, the US and Japan – the true sign of a here-to-stay international event, courtesy of the efforts of Claudio Casali and his team at CPAE (Club Piacentino Auto d'Epoca).

Despite temperatures close to 40 degrees, no one wanted to miss the Italian 'Little Goodwood', its simple but genuine way of sharing the passion for cars, being able to walk freely in paddocks, meet famous drivers and closely observe a great variety of prestigious pieces of historical motoring, such as GT cars, rally cars, formula racers and prototypes.

There was a massive presence of Italian cars: over 70 Fiat and Abarth models, about 20 rare Zagatos and a large group of Lancia, Alfa Romeo, Ferrari, Maserati





and De Tomaso models. It's unusual that you can admire four Fiat 8Vs in one place these days – only 114 were ever built – but here you could. One was a 1954 glassfibre body, weighing only 48kg, belonging to the FCA Group. Another, one of 25 modified by Zagato, was a 1953 example owned by Aldo Gadioli, which took part in the historic Mille Miglia driven by Ettore Cagnana. The jury chaired by the famous collector Corrado Lopresto awarded it 'Best of Show' in the post-war category.

The current Vernasca Silver Flag is not a competitive hillclimb but rather a dynamic concours d'elegance. First prize for pre-war cars went to David Biggins' Nazario Tipo 3, which triumphed at the 1913 Targa Florio. Trophies also went to the 1979 Abarth SE013 prototype owned by Carlo Lusser, the 1931 Alfa Romeo 1750 Zagato belonging to the collector Emilio Comelli (considered the best-preserved car), while Francesco Adamoli's 1957 OSCA 187S had the best restoration.

Much admired was the 1964 Abarth 2400 Coupe Allemano brought along by the FCA from its Heritage Hub. This superb car was designed by Giovanni Michelotti and produced in very limited numbers. The model here was originally owned by Carlo Abarth himself, and was driven at Silver Flag by ex-Formula one driver, Arturo Merzario, throughout the weekend.

Another real rarity was the 1968 Serenissima MK 168, returning to the road after a lengthy restoration.



This sports prototype used a McLaren M1C chassis, 3.0-litre V8 engine and lightweight Avional bodywork made by Drogo, and is still in its original colours. Even more extraordinary, the same people who, 50 years ago, took part in the project development – test driver/mechanic Giuliano Giuliani and driver Maurizio Montagnani – came to drive it at the event. The car last raced at the Buenos Aires 1000km in Argentina in 1970.

Accepting an invitation to attend was a line-up of five Fiat 131 Abarth Rally Group 4 cars. Starring up the hill were various 1950s and 1960s Zagato models, such as Lancia Appia, Siata 1250 GT, Fiat Abarth 750 Spider and GT Corsa, Fiat 1100, Alfa Romeo Giulietta Sprint and many others. It's incredible how the Milanese coachbuilder managed to transform so many ordinary cars into winning racers.

Neither was there a lack of single-seater/Formula cars. Two Maseratis starred: the 1953 A6GCM/250F belonging to Massimiliano Bristot and Nicola Sculco's 1938 6CM. Also deserving a mention was the 1948 Cisitalia D46/48 driven by Edoardo Magnone. Chassis 003, it was an official car raced by Piero Taruffi, Giuseppe 'Nino' Farina and Felice Bonetto (who in 1948 won the Italian F2 Championship).

The souvenir photo taken from the walls of Vernasca, with brightly coloured cars in the town square, is the beautiful postcard that will have to sustain until the 2020 Silver Flag event.





HILLCLIMBING A MORETTI

When you pass on a treasured classic car, the hope is that it will go to someone who will give it as much care and attention as you did. My Fiat Moretti Sportiva 1000 S2 certainly found the right enthusiast in collector Chris Evans. Having completed several rallies, including a 4000-mile event in Japan, Chris

accepted an offer for me to co-drive the car with him on this year's Silver Flag. It fitted in nicely with the Abarth theme for 2019, since the Moretti has an Autobianchi A112 Abarth 1050cc engine.

The car started life as a Fiat 850 saloon chassis in March 1970, sold in early 1971 to a British serviceman in Malta called John Steven Ward

(no relation). Cars in Malta drive on the left, explaining why this Moretti has its steering wheel on the right – very rare indeed, if not unique.

The first-generation Moretti Sportiva was unveiled at the 1968 Geneva Motor Show. This Michelotti-designed car had a bluff front end, similar to the Fiat Dino Spider. The S2 that appeared at the 1969 Geneva Motor Show is much rarer – less than five are known to exist today. Effectively a facelift, the S2 nose formed a lower, more aerodynamic shape, echoing the Dino 246 GT. It was done by a Swiss stylist called Dany Brawand who had left Michelotti's studio to work at Moretti,

something Giovanni Michelotti was not very happy about.

Back to 'our' S2, the original plan was to transport it to the event but Chris elected to drive the car to Italy himself, no mean feat in a car that's not exactly a grand tourer. I drove the car with Chris on the first run from Castell'Arquato to Vernasca. Memories soon returned of the car's brisk performance and strong torque. The ride was quite comfortable with the aftermarket Abarth-style seats and civilised compared to the no-compromise Abarth 1000 hot shots. The steering was heavier than I remember, not helped by



hot hands gripping the slippery wood-rimmed steering wheel through the chicanes. In deference to the car's imminent return to the UK, the ascent was not as determined as it might have been, but it was great to be reunited with the car. Many thanks to Claudio Casali of Silver Flag's organising club, CPAE. - **Phil Ward**

CHRIS EVANS ON DRIVING FROM THE UK TO ITALY

"We left for the tunnel at 7.30am from south London, crossing at 11.00am. The car ran sweetly all the way to Morzine in the Alps, 12.5 hours later. We encountered a freak heat wave, with temperatures of 40 degrees plus all the way through France. The addition of double-bubble Sainsbury's bucket air scoops (!) certainly helped

with engine bay heat. I also always fill up with waterless coolant (the cheapest being from my local John Deere tractor dealer – highly recommended), which can be just enough to get you over a short stop in traffic without boiling over.


"We left ourselves a four-hour drive on Friday and suitably refreshed, set off for a leisurely lunch in Pavia, where we noticed a slow trickle of coolant coming from

under the car. With two hours to go, and the temperature still in the high 30s, we had hit a speed bump; the cooling pipe to the front radiator is the lowest point of the car. We jacked up the car and made a temporary fix with a jubilee clip and went in search of a garage with a lift. The locals were fantastic and at the first place we tried, they stopped work and made a permanent fix, saving most of the

waterless coolant. They then gave us two new bottles to top it up and refused any payment; we had to force beer money into their hands as a thank you!

"Arriving on Friday evening, we set up in the paddock for our first Saturday run. The atmosphere, people and cars were all exceptional and despite some typically mad Italian organisation, everything ran like clockwork and we

managed all the runs without incident.

"We left a little early on Sunday as we wanted to drive the Mont Cenin pass, which was really worth it, although a little busy with bikers. We made it to Dijon on Sunday night then back to London by 17.30 on Monday. That's 2400 miles in total and the engine didn't miss a beat the whole way, not bad for a 50-year old car with 1000cc." 





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Classics at the Villa

Villa Scalabrini hosted a superbly authentic Italian day out

Story by Chris Rees
Images by Michael Ward



Since 2015, when Classics at the Villa was launched in the pleasant surroundings of Hertfordshire's Villa Scalabrini, this classic car event has grown substantially. A huge turn-out of cars and bikes came this year, most of them Italian. Why Italian? A clue can be found in the fact that you're as likely to hear Italian being spoken as English here. That's because Villa Scalabrini is a care home originally founded for Italian ex-pats in the UK.

Many familiar faces brought along some exceptional cars along, including Bell Sport & Classic, Hexagon Classics, Autostilo and Studio 434. Among the cars for sale, an exceptional mint green 128 3P from Italian Sports & Classics caught our eye.

Out in the fields, there were literally hundreds of very special cars. Dominating in terms of numbers was a throng of Abarth 500s. There were plenty of supercars to keep the kids happy, too, both classic and modern, from a Ferrari 250 GT and Berlinetta Boxer to

a Lamborghini Gallardo. Rarities included a lovely silver Iso Lele, a very nice and not-before-seen-by-us Fiat Argenta 110, two Abarth Grand Prix Scorpiones, a De Tomaso Pantera and a Lancia Flaminia Zagato.

With proper Italian food, ice cream and prosecco on sale, the atmosphere was authentically Mediterranean, right down to the balmy weather. Wonderfully relaxed, full of great cars and people, and all raising money for the Villa Scalabrini care home – what a great day out. 🇮🇹



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Brighton Rocks

Lancia Club Sport London to Brighton run

Story by Claire Prior
Photography by Michael Ward



Filling up on bacon butties and coffee at the Ace Café whilst watching the car park fill up with a fabulous selection of Lancias was not the worst way to start an early Saturday morning in May.

This was the starting point for the resurrection of the iconic London to Brighton run for Club Lancia Sport members. This year's event was organised by Allie Bell and her team of enthusiasts. 52 Lancias took to the roads of London and surrounding countryside for a sunny run to the coast.

After a briefing by Allie and a roof-top photo by Tony Harrison, the calvalcade set

off out of London on to the North Circular, through Chiswick, Kingston and Hampton to the first stop at Burrows Lea House in Shere for coffee and croissants. With all Lancias displayed in a field we could take our time to see what machinery had taken part. We were surprised (and happy) to see two 8.32s and a couple of lovely Fulvias and the stunning 037.

After sun cream application and a quick map consultation, we again hit the beautiful back roads out to the South Downs and towards Brighton, including a crawl along the sea front to our final destination: Stanmer House.

Here, an area had been put aside for the





club to park while we enjoyed a very welcome and much needed cold beer and BBQ. Only two cars failed to make it to the end, not a bad attrition rate.

Prize-giving rounded off the day, with the following awards given:

Sponsor's Choice Award

David Christie – Evo 1 Repsol

Most Original

Arnoud Coenen – Evo 2 Lord Blue

Furthest Travelled

Brian Healy – Thema 8.32 from Cork

Oldest Car

Neil Sims – 1973 Fulvia

Highest Mileage

Justin Fawcett – integrale HF 16v - 221,254km



This is a great, friendly and relaxed event, well worth entering. Next year's date has already been set for 30 May 2020. For further details about Club Lancia Sport, please visit clublanciasport.wixsite.com/lanciasport



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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



Cars & Coffee at the Castle | Sunday September 15th

September 6-8**Italian Grand Prix, Monza**

www.monzanet.it

September 7-8**Beaulieu International Autojumble**

National Motor Museum, Hampshire

www.beaulieu.co.uk

September 13-15**Goodwood Revival**

Chichester, Sussex

www.goodwood.com

September 13-15**Best Of Italy Race**

Castell'Arquato to Morfasso

www.bestofitalyrace.com

September 14-15**Spettacolo Nordico**

Ring Knutstorp,

Sweden

www.spettacolonordico.org

September 15 2019**Cars and Coffee at the Castle**

Chillingham Castle,

Northumberland

auto-italia.co.uk

September 20-22**Lancia Motor Club Welsh****Weekend**

Gregynog Hall, Wales

www.lancia.myzen.co.uk

**September 29****Auto Italia Italian Car Day**

Stanford Hall, Leicestershire

auto-italia.co.uk

October 5**Alton Italian Car Breakfast**

Departure Lounge, Hants

GU34 4BH

thedepartureloungecafe.co.uk

October 13**Autumn Motorsport Festival**

Brooklands Museum, Surrey

auto-italia.co.uk

October 24-27**Auto e Moto d'Epoca**

Padova, Italy

autoemotodepoca.com

November 8-10**Lancaster Classic Motor Show**

NEC, Birmingham

www.necclassicmotorshow.com

November 15-17**InterClassics Show**

Brussels, Belgium

www.interclassics.be

November 22-24**Milan AutoClassica**

www.milanoautoclassica.com

January 9-12 2020**Autosport International**

NEC, Birmingham

www.autosportinternational.com

January 30-February 2**Automotoretrò**

Lingotto, Turin

www.automotoretro.it

February 13-16 2020**London Classic Car Show**

Excel London

www.thelondonclassicarshow.co.uk

February 21-23**Race Retro** Stoneleigh Park, Warks

www.raceretro.com

March 25-29**Techno-Classica Essen**

Essen, Germany

www.siha.de

**March 27-29****Restoration & Classic Car Show**

NEC Birmingham

www.necrestorationshow.com

April 24-26 2020**Lancia Motor Club GNW 2020**

Lancashire

www.lancia.myzen.co.uk

May 22-24**Concorso d'Eleganza Villa d'Este**

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ALFA ROMEO



Alfa Romeo Quadrifoglio Spider. 1987, silver, Bell & Colvill RHD conversion, 51,684 miles (83,177km), Clifford alarm, Kenwood stereo, MOT until 03.05.2020, new mohair roof 2014, regularly serviced, new clutch 2017. Garaged, excellent condition, owned by one careful lady driver since May 2006, winner of 'Best in Year' (1980s) at a recent AROC Wessex club night! Reluctant sale due to other commitments and house move, £12,500 ovno. Email: suculpan@me.com. A284/014

Alfa Romeo 2.0 Spider Series 4 RHD. 95,000 miles, red, 1991, now a classic car, lovely condition Alfa Romeo Spider with the 2.0L Bosch fuel-injected engine, Nardi wooden steering wheel, Alcantara and leather seats, Pirelli P600 tyres all round. Lots of new parts just fitted with receipts, here's a brief list: new exhaust system with series 2 manifold (used condition), new mohair hood from Alfaholics just over £500, new discs and brake pads, new Eibach suspension springs and Koni classic adjustable shock absorbers all round with new rear trailing arms and bushes, £9895 ovno. Tel/text: 07411 262957. A284/026



Alfa Romeo Giulia Spider Veloce. Biancospino/black-red, April 1965, one of the 1091 built, 3 owners since new, matching numbers, correct twin Weber 40DCOE2 carbs, electric Bendix fuel pump, front disc brakes, Borrani wheels, Pirelli Cinturato tyres 155x15, Fiamm horns, ASI, FIVA, RIAR and CSAI homologated, currently 99,650km, last technical overhaul July '18, original numbered Pininfarina hard tops: a black one restored and a white one preserved. Car visible in Genoa, asking price, negotiable, is £125,000 including two hard tops. Email: robertofavoni@tin.it (Italy). A284/006



Alfa Romeo Giulietta Sprint. Alfa Red/red-grey, May 1960, 2 owners since new, matching numbers, equipped with Michelin-X tyres 155x15, original black square iron plates, Blaupunkt radio, ASI, FIVA, RIAR and CSAI homologated, currently 64,350km, last technical overhaul June '18. Car visible in Genoa, asking price, negotiable, is £60,000. Email: robertofavoni@tin.it (Italy). A284/005



1990 Alfa Romeo 75 3.0 V6 Cloverleaf/Veloce. Maintained by Wayne Ellett of EMC Racing, Surrey. Rust free bodysell, rebuilt 3.0 litre V6 engine, reconditioned twin spark gearbox/LSD transaxle, gearshift modified for a short shift. Azev alloy five spoke wheels c/w Toyo Proxes tyres. Ron Simons lowered front and rear suspension coil over shock set up with adjustable spring platforms, suspension polybushed, uprated front and rear anti-roll bars, Brembo four pot calipers and larger ventilated discs at the front with Ferodo DS2500 fast road pads, Wilwood brake balance valve to regulate pressure, copper nickel brake and clutch pipes, Goodrich flexible braided brake and clutch hoses, silver finish rocker covers, aluminium radiator, silicone water hoses, 16 row oil cooler c/w thermostat type hose connector block at oil filter. Full black Scottish leather interior including the Recaro front recliners, Pilot Hid Xenon headlamps, full Sparco roll cage (rear cage fitted for road/track day use, front cage can be fitted for more competitive track use), Thatcham immobiliser/remote door locking. New MOT with no advisories, a perfectly balanced car 50/50 front/rear due to gearbox being at the rear with the limited slip differential and with the sound and performance of that Giuseppe Busso designed V6 engine. Ideal for someone who wants a road car that's also set up for track days, sprints, hill climbs etc, more photos on request, £17,000, open to sensible offers. Contact Roger on roger.portman@gmail.com. A284/025



Alfa Romeo 155 2.0 16v Super. 1996, 82,000 miles, dark blue, one of the few remaining, offers from £3000, was ex-demo purchased at 1000 miles, since then only one owner, full service history, MOT to July 2020, runs well, not concours but good condition, deserves a new home, owner's age is sole reason for sale. Tel: Chris Robinson, 020 8398 6845. Email: marlin@waitrose.com (Surrey). A284/019



Alfa Romeo 156 GTA Sportwagon. 2003, 86,000 miles, red with black and grey leather interior, factory sunroof. Full Alfa Romeo service history, cambelt, water pump, head gaskets, 6 spark plugs and new radiator, plus cylinder heads stripped, skimmed and rebuilt 2500 miles ago. Harvey Bailey suspension kit (HBE front and rear shock absorbers) plus CDA air box and Q2 system, uprated 330mm front discs, Supersprint stainless steel centre section and rear box, rear parking sensors. This wonderful car has been in my ownership for 14 years, but very minimal mileage and a GT used on a more regular basis, necessitates a regrettable sale, MOT until March 2020, garaged, £9250. Tel: Ian, 07759 696378. A284/020



Alfa Romeo GTV 2.0lt TS 16v. 1997, new radiator, drive belts done, wheels and tyres all good, part new exhaust, fun to drive, well cared for, 157,000 miles, £1200. Tel: Martin, 07748 826246 (Wiltshire). A284/007



Alfa Romeo 156 2.0 Sportwagon. 2002, 242,000 miles, grey Twinspark Lusso. Still running and under MOT until end of August 2019. Good interior with black leather seats, carpets, load liner, rear cover and roof light, £500 ono, must sell or scrap to make room for a 159, the leather is worth more than £500! Email: temmah@hotmail.co.uk. A284/016



Alfa Romeo 166 Ti 2.0L. 2004, 165,000 miles, silver, manual 6 speed, full service history, lots of receipts. Immaculate black leather Momo interior, fabulous condition, any trial most welcome, £1850. Tel: 07960 538909 or 0116 367 6137 (Leicestershire). A284/017



2011 Alfa Romeo Brera 1750 TBI. 34,800 miles, white, January 2011, immaculate. One of only 60 Brera 1750 TBIs in UK with the beautifully smooth Alfa engine. High specification including Brembo brakes, 19" Ti alloys, Pelle Frau leather seats, electric sunblind, privacy glass, wireless hands free mobile and iPod connection. Transferable warranty to March 2020, full service history including belt change in 2016 @19,000 miles, current owner from 19K, £13,490. Tel: Richard, 07979 050947. Email: richard@rmaheritage.com. A284/021

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2001 Alfa Romeo GTV Cup V6. 40,257 miles, red. I have decided to sell my GTV Cup, n073. She is a beautiful example having been mechanically restored by Dan Cunningham (AutoLusso). There is lots of history which came when I bought her in 2016 (£16,000), as well as receipts from the restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate, £20,995. Please contact me for details. Tel: Darren Clement, 07839 18000. Email: darrenclement@protonmail.com. A284/024



2006 Alfa Romeo Spider 3.2 JTS V6 24v Q4. 60,000 miles, red, current owner 11 years, always garaged, AROC member. Good condition for year, everything works (engine sweet, air con, e-roof etc). Actual car in 6-page Auto Italia road test, service history, MOT to Feb 2020, £8500. Tel: Duncan Ferns, 07786 966841. Email: fernsdc@gmail.com. A284/023



Very original 2001 Alfa Romeo 916 Spider 2.0 TS in Zoe Yellow, which has now done 83,600 miles. This car was carefully prepared through the last 6 months with new clutch, cambelts etc, water pump, suspension bushes, exhaust and battery. Car is also fitted with Clarion audio system and CD autochanger. Just completed the 3000 mile 'Andiamo a Milano 2019' tour faultlessly, providing an entertaining and comfortable performance, £4500 ono. Tel: Felice, 01268 724284. A284/003



Alfa Romeo GT 3.2 V6. 2005, 64,000 miles, Stromboli Silver, MOT to April 2020, full history, great condition, please contact for more spec/info, £6950 ovno. Email: mcgintyl66@aol.com. A284/015



2016 Alfa Romeo Giulietta Sprint. 34,500 miles, red, Multi-air SP TB, Sport seats, Bose hifi, DAB radio, stop/start, 2 owners, 6 months' MOT, £8500 ono. Tel: Richard, 07889 175574. Email: rjjpj@hotmail.co.uk (south Leicestershire). A284/022

Alfa Romeo 166 3.0 V6 Ti Lusso. Ultra rare facelift Ti with 3.0 V6 engine and Sportronic gearbox, 187K miles, 3 prev owners: all Alfa enthusiasts, no expense has been spared. Gorgeous and recently refurbished alloys, immaculate interior with black Momo leather, DSP and sat nav, stunning. Offers invited either 'as is' (see govt website for MOT failure details - BL54 OCV), or fully prepared (major service, cambelt and 12 months' MOT), full history available on request. Email: mike@crminsights.co.uk. A284/027

Alfa Romeo GTV 916 3.2L Lusso. 2001, 82,000 miles, blue, tan Momo leather, teledials, full MOT, new cambelt, recent clutch, Peak Alfa serviced for last 10 years, invoices/MOTs confirm mileage, Q2 diff, Ragazzon exhaust, carbon airbox, GTA brakes, chassis brace bar, all spare keys, some age related stone chips/scuff, HPI clear, £6000. Tel: Paul, 07495 073625 for further info/photos (Nottingham). A284/018

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Alfa Romeo MiTo 1.4 Turbo QV Line. 43,900 miles, red, 140bhp, TCT gearbox, full service history, Anthracite alloy wheels, £165 road tax, one owner, red calipers, £7750. Tel: Jeremy, 01603 426277. A284/042



Alfa Romeo GTV Cup no 149 3.0 V6. 124,000 miles, MOT to March 2020. Cat C for minor front end damage - see photo, repaired to very high standard by vehicle restoration specialist with full body respray upon repair. Ltd Ed No. 149 of 155, the car is in very good condition. Owned since 2012 and used as weekend car, maintained regardless of cost, interior signed by Nigel Mansell (Best Wishes il Leone Red 5, and rear spoiler was previously signed by Jarno Trulli and Felipe Massa in 2007 for a previous owner but lost in respray!). Q2 diff fitted, single mass flywheel, lowered springs and stainless steel sports exhaust all fitted. Dyno tested at 235.1 HP, this is a very quick, brilliant handling car, easily keeping up with my Maserati 3200GT. History file from 2011, DAB radio/CD player, £5995, private plate 'H13GTV' included too. Car is available to view and any inspection at the workshop who have looked after it since I bought it, with ramp available upon request. Contact Graham or Glenn at Osney Lodge Workshops, 01342 892216. A284/043



2003 Alfa 916 Spider 3.2 V6 Phase 3. 1 of 38 UK RHD sold, 250bhp Busso V6, 6spd manual box, 67K miles. New MOT, silver with black leather and black hood. All original spec including stereo and 'Spider' mats (in red), 3 keys including master and Meta remote, excellent electric hood, new full belt service at Autolusso. Previous engine rebuild at 60K, new brake discs and pads all round, suspension overhaul including new springs, spring pans, polybushed rear arms and more, stainless steel OEM sound exhaust with sports cats and single outlet. Recent paint refresh so excellent all round, powdercoated OEM Speedline Enzo 17" alloys with premium tyres, a sure investment that can be enjoyed, £14,000 ono. Tel: 07966 913388 (Hants). A284/040



Alfa Romeo Mito Cloverleaf 170bhp. 2012, 61,700 miles, 3 owners. Tornado Blue with the desirable 18" alloys on nearly new Pirelli PZero Nero tyres. Used as second car and very well and regularly maintained with notable Alfa specialists, full service history. Car comes with a full size spare 18" alloy. Totally standard and not been remapped or modified. Alcantara seats with leather gear gaiter and green stitching. Cruise control, alloy pedals, rear parking sensors etc. £5750 ono. Tel: 07789 967128 for more info (located in Bedfordshire). A284/010



Alfa Romeo Spider 2.2 JTS Convertible. Excellent condition, Misano Blue, first registered 27.06.08, total genuine mileage 7919 to date, total price new £25,179 (receipt available), one lady owner from new, garaged, dry housed from new, trim leather upholstery sports seats, MOT till July 2020, no dealer service history, alloy wheels, CD player and radio (handbooks available), Bluetooth enabled, air con, parking aid, power steering, cruise control, electric hood, electric windows, alarm, 2 keys, smoke and pet free environment, ideal car for Alfa Romeo enthusiasts, early inspection recommended, offers £12,000 ono. Tel: 07779 148444 or 07860 550450. Email: melindadj@hotmail.co.uk (Newport). A284/012

2008 Alfa Romeo Brera 2.4JTD M QTronic auto. 92,000 miles, red, MOT December, good condition. Recent cam belt and water pump change, recent battery, recent 18" Michelin Primacy tyres. Genuine Brembo discs and pads, bespoke stainless steel exhaust, specialist remap, regularly specialist maintained, £3450. Tel: 01323 832899 (BN27 postcode). A284/028



1999 Alfa Romeo 916 GTV 2.0 Lusso. 75,500 miles, Blue Vela, low mileage, Alfa specialist serviced, full history, Series II, tan leather interior. 4 owners, factory sunroof, reconditioned 17" teledial alloys, v. good tyres. Recent: clutch, brakes, battery, air con. 6 months' MOT, lovely car, great engine, mechanicals. Treated underside, no rust but paint on roof tired and repaired dent in wing, clean interior, driver's seat near bolster wear. Car worth £3K but needs further TLC so offers around £2.2K to reflect this. Tel: Angus: 07957 192016 (London). A284/039

FERRARI

Ferrari 360 Modena Spider. 6 speed manual registered April 2002, finished in Rosso Red with Nero roof canvas and Nero leather interior and contrasting red piping and carpets, 10,450 miles, FSH. Email: rich_prowting@hotmail.com. A284/029

Ferrari 308GT4 project. Beautiful project with freshly and comprehensively restored body/chassis unit, new metal, no rust, no filler and finished in beautiful Blu Ribot. Absolutely perfect in every way, all original components present to rebuild including some new parts, excellent engine and mechanicals, £47,500. Tel: 07866 4783184. A284/030

Ferrari 412 Auto. Reg: 'FDV 412', supplied by Maranello to H R Owen 8th August 1988. Blu Sera met/tan leather (VM3218), dark blue carpets with beige leather headlining, 50,994 miles, 6 previous owners. One of only 61 RHD cars produced for the UK market, loads of previous bills in the history file, manuals and books in original leather pouch, tool roll, jack and torch, £47,995 ono. Tel: Anthony, 07779 726845. Email: prsche@msn.com. A284/031



White Ferrari 308 GTBi. Reluctant sale of my cherished 1983 308 GTBi Ferrari due to ill health, the car has been dry stored for 11 years. Swiss car originally, LHD c/w Ferrari manuals, 2 factory tool rolls and new Michelin TRX period tyres. Genuine 63,081 kilometres (39,425 miles) and has had no issues whilst in my ownership. If you're a genuine enthusiast and want to own a Ferrari then make me a sensible offer and take on this classic. But please, no time wasters! Email: jeremycat@yahoo.co.uk (NW England). A284/041

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Ferrari 400i. Silver Blue 400i RHD with black interior, was my car for years. Has been left outside for 18 months, was assured it was inside by my mechanic! Needs some TLC but a beautiful car, would like it to go to a loving home! Text Matthew for more details: 07973 513960. A284/047



Nov 2003 Ferrari 360 Spyder in Rosso/Corsa. 4 owners, 19,000 miles. Tubi exhaust system, Red brake calipers, Scuderia shields, full service history. All paperwork available from original purchase, annual service March 2019, new clutch, belts, battery and brakes fitted March 2018. Fully maintained annually at Ferrari specialists, dust sheet, tool kit, battery conditioner, tyre inflator and all leather wallets included. Never taken on track days, £82,500. Tel: David, 01706 810142. A284/045



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, £62,995. Tel: 0844 3302026. Email: rossocrema@outlook.com (London). A284/046



Ferrari 355 GTS 1994 manual. 1994, M2.7 – UK/RHD, the best version with proper steering wheel, red/magnolia/red with 33,000 miles, £11K recent work, Challenge, FSH, colour coded roof. Reg 355 FER available separately. Absolutely superb, full description available, asking £89,500. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A284/051



Ferrari 328 GTS 1980 (carb) RHD. Excellent condition owned by me for the last 35 years, 59K miles, Rosso Corsa with Magnolia hide, deep front spoiler, central locking, 16" wheels plus original 14" wheels. New stainless steel exhaust, service history, many bills and MOTs, £61,995 ono. Email: kevin.legg15@talktalk.net. A284/056



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Maserati Quattroporte 4.2 Sport GT ZF auto. Owned by *Auto Italia* editor, Chris Rees, and featured in this magazine (June 2017). 4.2-litre V8 engine and ZF six-speed paddle-shift automatic (far superior to Duo Select). Superb Grigio Metallic dark grey paint with red-and-black leather upholstery. Full spec including 'Sport' driving mode, front and rear climate control, sat nav, Bose audio, CD changer, electric rear sun blind, xenon lights, cruise, parking sensors, heated seats, 20-inch alloys, piano black trim. 2007. Private plate 'V88 MSR' included. Full Maserati dealer/specialist service history as follows: 2009 / 12,239 miles - Dick Lovett; 2011 / 18,640 miles - Stratstone; 2013 / 26,418 miles - Amari; 2015 / 32,530 miles - Giallo; 2017 / 40,226 miles - Scuderia Scaglietti; 2019 / 48,165 miles - Scuderia Scaglietti. Over £6000 recently spent, including major service, rear brake discs and pads, new cam cover gaskets, new front crankshaft seal, underseal treatment, four new Michelin Pilot Sport tyres, new battery. Beautiful condition, drives perfectly, fully in order. Only 48K miles, MOT to November 2019, £14,950. Tel: 07721 913282. Email: chrisrees@auto-italia.net. A284/011

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Fiat 600 suicide door. Never fitted or used and appears to be in original primer, no dents or dings with very minor surface rust in a couple of places. Very rare item, £200. Tel: 07850 735123. Email: kinross99@gmail.com. A284/054

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VIGNALE KELLY

ONE AMERICAN'S VISION OF THE IDEAL GT, THE KELLY WAS REALISED BY VIGNALE

Story by Richard Heseltine



Picture the scene: it's the early 1960s and you are a professional designer. While not a name-above-the-title star, you have talent, but you're unsure how to realise your ambition of creating an exotic super GT. If your name was Gordon Kelly, you simply flew from Wisconsin to Turin and rocked up unannounced at every *carrozzeria* until you found one willing to take you seriously.

That, in a nutshell, is how Kelly came to create his take on the Chevrolet Corvette C2. An employee of legendary industrial designer, Brooks Stevens, this remarkable man had been mapping out his dream car for several years before he created a 1/8-scale model. Kelly then acquired a Corvette directly from General Motors and began canvassing various Italian coachbuilders to help realise his vision. He did so armed with his scale model which he carried in a specially-designed holdall, and eventually arrived at Alfredo

Vignale's premises on Strada del Portone, Grugliasco, on the outskirts of Turin. Vignale was responsive, a deal was thrashed out and the Corvette was dispatched to Italy.

Kelly was nothing if not precise, and had worked everything out to the finest detail. He travelled to Turin repeatedly to monitor progress, much of the build having been farmed out by Vignale to a much smaller coachbuilder, Sibona & Basano. Kelly was somewhat nonplussed when he discovered the donor Corvette's glassfibre body had been broken up, as he had hoped to sell it in order to recoup part of his investment. Nevertheless, the Italian artisans stuck faithfully to his instructions, right down to the rake of the windscreen, the sharply-creased beltline, and distinctive, rounded tail complete with hatchback (quite unusual for the time). Inside, the car featured much of the regular Corvette's architecture, right down to the familiar semi-circular speedo, but

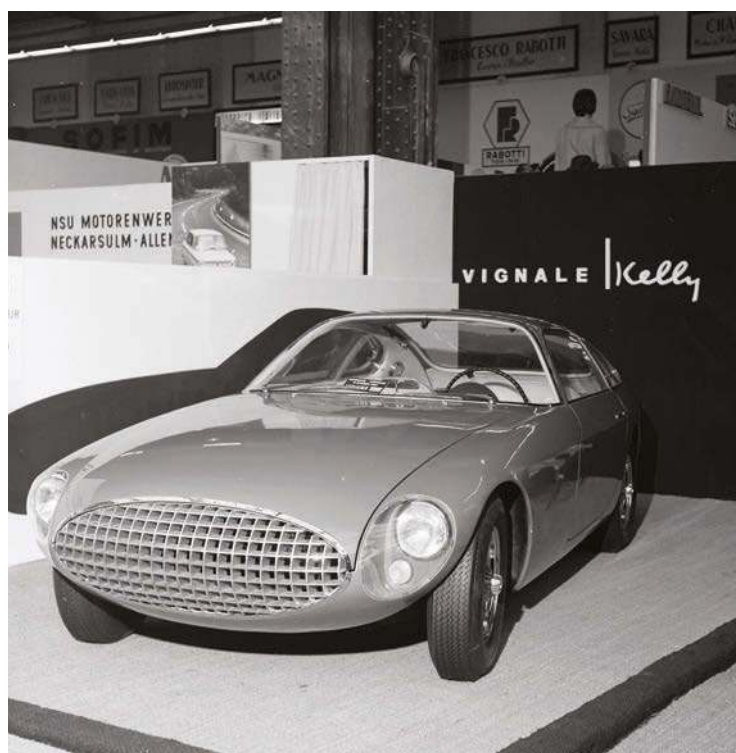
with assorted locally-sourced secondary gauges.

The car – simply dubbed 'Kelly' – broke cover on the Vignale stand at the 1961 Paris Motor Show, the end build price being around \$14,000. It's at this juncture that the story gets a little hazy. According to most sources, this was strictly a one-off exercise, the fulfilment of one man's dream.

But *Road & Track's* show report indicates that there was every intention of making more. The magazine stated: "More than before, the joint was crawling with American cars of various shapes and sizes which seemed to be drawing more favourable comment than they usually do...

I didn't see a Corvette around, but Gordon Kelly made up for this by bringing a Vignale-clad GT coupe of his own design on a standard Corvette chassis. Much better-looking than this sort of thing usually is, the car will be made to order for those who like a sports machine to look like one. And it's one foot shorter than a standard Corvette."

However, no further cars were made. Kelly retained the prototype until his death in 1995. In recent years, ownership has passed to an enthusiast who has shown it extensively in assorted blue-chip concours events. He has even commissioned a book to be written about the car and the man who designed it.





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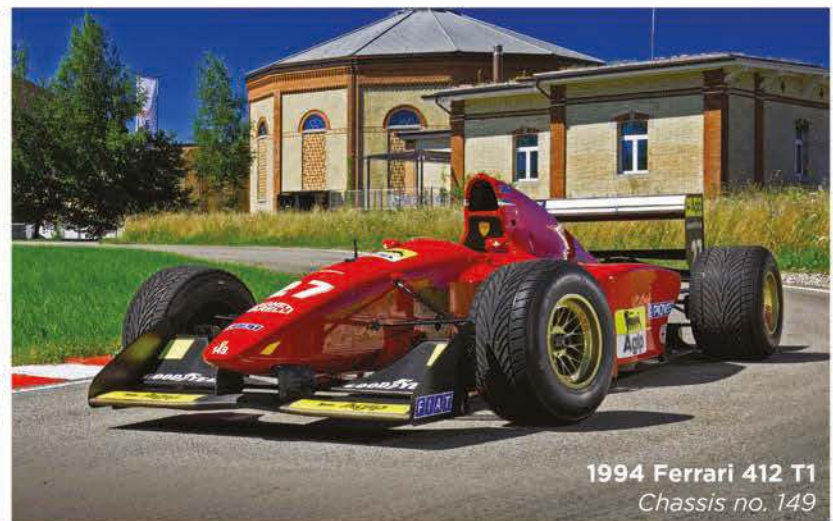


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