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As I write this, I've just got back from a pretty good Goodwood Festival of Speed (FOS). The mix of cars and people at this unique event was as captivating as ever this year. We'll have a full report on FOS in next month's issue but I do want to nominate briefly some of my highlights.

Scuderia Ferrari's 90th anniversary was brilliantly celebrated with a huge spread of historic F1 Ferraris. I was also impressed by the spectacular runs of the Pozzi racing Daytona, the fire-breathing Fiat 'Beast of Turin', pukka Lancia integrale rally cars and a Lancia Delta S4 – the latter sadly suffering an 'off' in what appeared to be a mechanical failure rather than driver error. Abarth was also very well represented on its 70th birthday in the main concours event – and an Abarth even won outright, in the form of the superb 205A coupe.

Sadly I didn't get to drive any racers up the hill this year – blame an expired racing licence oversight, doh! – but I did get to be a passenger alongside ace racer Pat Blakeney in the new Ferrari Monza SP2 (see pic above). You can read all about it on page 24, but what I will say is, it's a ride I won't be forgetting in a while.

Another fascinating newcomer at FOS was the revived De Tomaso brand, with its all-new De Tomaso P72 supercar receiving its world debut. I'd be interested to know what you think of its distinctly retro 1960s design (turn to our News pages to see it). It was actually penned by a UK-based design company, Wyn Design, and I heard a whole variety of reactions from Goodwood visitors. What's your take?

Chris Rees
Editor

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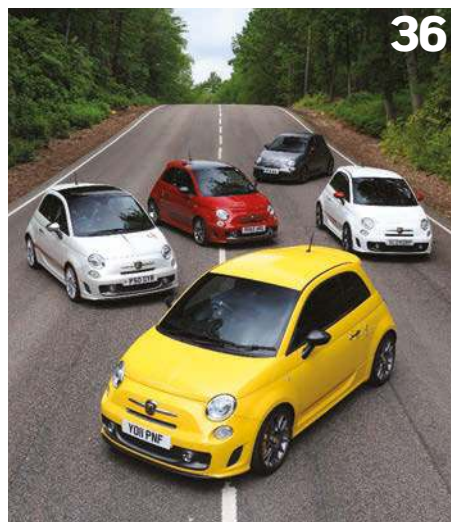
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ITALIAN CAR NEWS

Ferraris star in Monterey



Several very rare Ferraris are to be sold by RM Sotheby's during Pebble Beach in Monterey on 15-17 August. Starring is a 1962 Ferrari 250 SWB California Spider, chassis 4131 (bottom pic), the second-to-last example built and the only one remaining unrestored. A Ferrari Classiche certified car, it is said to be "undoubtedly the most original, well-preserved example in the world" and is estimated at \$10.5 to \$13 million.

Joining it is a 1962 Ferrari 196 SP, chassis 0806, the last of six examples built and one of five survivors. Campaigned by Luigi Chinetti's North American Racing Team at the 1962 12 Hours of Sebring, it also competed at the Nürburgring 1000km as a works entry. Presented in "concours-quality, race-ready condition", expect to pay \$8 to \$10 million.

A one-off, alloy-bodied 1955 Ferrari 375 MM Coupe Speciale (pic right) is the final Ferrari ever bodied by the coachbuilder, Ghia. It's in its original configuration and interior, and is Ferrari Classiche certified. It has a full racing-spec 375 MM chassis and drivetrain, and could be yours for \$5 to \$7 million.

A Ferrari 225 Sport Spider (top pic) is one of 12 examples with Vignale coachwork and was originally raced in the UK by William 'Bobbie' Baird and Roy Salvadori. After a time in Argentina, it's now for sale at an estimated \$4 to \$5 million. Also in the sale of nearly 30 Ferraris are a SWB Berlinetta, 275 GTB and 365 GTS.





UNIVERSO FERRARI



F1 WINNERS ON SALE

Two significant Ferrari F1 cars are coming up for auction. First up is the 1975 championship-winning Ferrari 312T driven by Niki Lauda. Chassis 022 was built for the 1975 season, featuring a new transverse-mounted gearbox. Over its career, variants of the 312T won 27 races, four Constructors' and three Drivers' Championships.

Niki Lauda qualified in pole position in all five F1 races in which he drove 022, taking victories at the French and Dutch Grands Prix. This car helped Ferrari take 1975 world championship, while it was also driven by Clay Regazzoni.

Following a restoration, it achieved third in class at the 2017 Pebble Beach Concours d'Elegance. This is the first time a 312T been offered at auction and it's estimated at \$6 to \$8 million at Gooding & Co's Pebble Beach auction on 17 August.

Meanwhile, RM Sotheby's is offering Michael Schumacher's championship-winning Ferrari F2002. Chassis 219 is famous for taking Schumacher to first or second place in every race of the 2002 season. 219 took victory at Imola, Zeltweg and Magny Cours, helping Schumacher secure his fifth Drivers' title, the fastest time ever for the title to be clinched. It's estimated to make \$5.5 to \$7.5 million when it is sold in Abu Dhabi on 30 November, with a percentage of proceeds going to the Keep Fighting Foundation.



For four weeks in September 2019, a special zone in Ferrari's hometown of Maranello will be turned over for a huge new showcase called Universo Ferrari. Here, new models will be shown for the first time, including the SF90 Stradale, Ferrari's new hybrid model; it's the first time a Ferrari will get its public debut outside an international motor show. The 'live' exhibition will include public days, contrasting with Ferrari's traditionally exclusive private viewings.

Universo Ferrari will feature all aspects of the company's activities, from classic cars to racing, as well as the full model line-up. If you want to attend, the advice is to book up as soon as possible at www.ferrari.com



FERRARI 250 GTO: NOW LEGALLY 'A WORK OF ART'

Ferrari's iconic 250 GTO has been recognised by law as a work of art. A commercial tribunal in Bologna has given the car its "work of art" status, the first time in Italy that a car has been so recognised.

Ferrari had sought the judgment to stop an outside company producing 250 GTO replicas. The design and intellectual property rights are now officially recognised. The production, commercialisation and promotion of the model belong solely to Ferrari, said the judgment, protecting the model from reproductions and imitations.





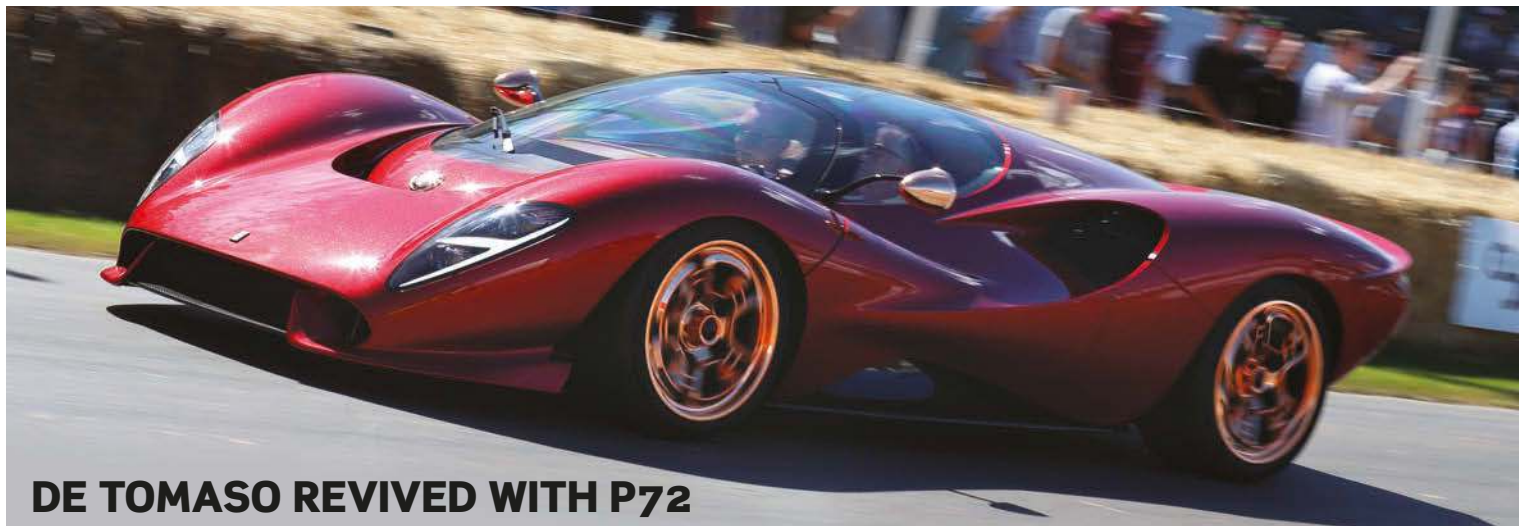
WIN! SIX STUNNING OFFICIAL ABARTH PRINTS, CELEBRATING 70 YEARS OF ABARTH

These stunning official Abarth UK prints, the work of renowned Kent-based artist, Guy Allen, could be yours. Normally retailing at £85 each, the set of six prints is now sold out. But *Auto Italia* is pleased to offer one lucky reader the chance to win a set of very limited edition prints. Simply answer the question below to be in with a chance of winning:

Q: Which of the models below was NOT sold as an Abarth?

A: Fiat 500 B: Fiat 131 C: Fiat Regata

Email your answer to: claire@gingerbeerpromotions.com before midnight on 31 August 2019. Winner will be notified by email.



DE TOMASO REVIVED WITH P72

The De Tomaso marque is returning 60 years after it was first formed with a new supercar, the P72. The German team behind Apollo Automobil acquired the dormant De Tomaso brand in 2014. Apollo's Intensa Emozione hypercar is used as the basis, but the style of the P72 pays homage to Le Mans sports prototypes of the 1960s. In particular, says the company, the car draws inspiration from the De Tomaso P70 racer,

which was designed by Peter Brock (the man behind the Shelby Daytona Coupe and Corvette Stingray).

Jowyn Wong of British company Wyn Design created the new P72's curvaceous shape. Copper-finished details are a notably distinctive aspect, the interior also featuring polished copper, along with period-inspired switchgear and circular analogue dials.

The P72 is based on the same carbonfibre chassis as the Apollo Intensa Emozione. Full technical details have yet to be revealed, but from hearing the car in action at its Goodwood Festival of Speed debut, the mid-mounted engine certainly sounded like a V12 (which develops 780hp in the Apollo). De Tomaso says the P72 will have manual transmission. Only 72 cars will be produced, priced at around £675,000.

FIAT 500 DOLCEVITA

Fiat's latest 500 special edition is the DolceVita, whose colour scheme is exclusive Bossa Nova White with a red-and-white waist line. The convertible version has a white-and-blue striped top, while the hatchback has a fixed glass roof.

Inside is a "nautical wood" dashboard mounted over a carbon shell, plus ivory leather seats with red piping and wicker-inspired central panels. Other details include a 'DolceVita' chrome rear badge, chrome bonnet strip, chrome door mirrors and 16-inch alloy wheels in white. Fitted with a 69hp 1.2-litre engine, prices start from £17,995 for the hatchback, £20,995 for the convertible.





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FIAT TIPO SPORT

A new Sport model has joined Fiat's Tipo range. Based on the S-Design, the Tipo Sport has a new front bumper with splitter, side skirts, black door handles, rear diffuser and roof spoiler. It's available with bi-colour Passion Red paint with black roof.

Mechanically, it's unchanged, being available with a 1.4-litre petrol engine with either 95hp or 120hp combined with a six-speed manual gearbox. Available exclusively in hatchback form, the Sport is priced from £19,255.

Meanwhile the rest of the Tipo range is updated. The S-Design gets new equipment while a new Mirror model replaces the outgoing Easy Plus trim, gaining a 7-inch touchscreen with Apple CarPlay and Android Auto.



FIAT TO BUILD 80,000 ELECTRIC 500S A YEAR

Fiat has revealed more details about its all-new electric 500 BEV, due for launch at the Geneva Show in March 2020.

It plans to make 80,000 units a year at first, with the potential for expanding production. The news came at the inauguration of a revitalised Mirafiori plant, which has been reconfigured for Fiat's first dedicated electric model.

The first pre-production 500 BEVs are scheduled to be made before the end of 2019, with full production beginning in the second quarter of 2020. The new production line will employ 1200 people and 200 robots, and represents an investment of €700 million. FCA is promising a total of 12 new electrified models by 2021.



DUCATO ELECTRIC PREVIEWED

Fiat's first fully electric commercial vehicle has been unveiled. The Ducato Electric will offer a choice of battery options for a range of between 136 and 223 miles. Top speed is limited to 62mph to optimise energy use, while the maximum power is 90kW and maximum torque is 280Nm. The Ducato Electric will go on sale in 2020.



URUS DOUBLES LAMBORGHINI SALES

Worldwide sales of Lamborghinis increased by 96% in first half of 2019. The growth, to 4553 cars in total, was driven by the new Urus, which sold some 2693 units – around 60 per cent of production. The Huracán accounted for 1211 units, including the new Huracán EVO, which started deliveries in June 2019. The Aventador V12 sold 649 units. The largest single market for Lamborghini remains the USA, followed by China, UK, Japan and Germany.

ABT URUS BOOSTED TO 710HP

Tuning company ABT Sportsline is offering a new performance kit for the Lamborghini Urus. Power and torque go up from the standard 650hp and 850Nm to 710hp and 910Nm. The top speed is now almost 190mph, while the 0-60mph time drops from 3.6 seconds to 3.4.



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SUDSHOP

A new supplier of parts for Alfasuds has been launched. Debuting at the recent Alfa Romeo Owners Club's National Alfa Day, SudShop aims to "source quality parts and have a number of items remanufactured to keep these wonderful cars on the road".

As well as hard-to-find parts for the Alfasud and Sprint, regular items such as service kits, brake discs and pads, clutches, hoses, wheel bearings and water pumps are being stocked. A comprehensive range of motorsport parts is also promised, such as cut-off switches, bonnet pins, braided hoses, suspension kits and exhausts. For more information, email Ian & Joanne Brookfield at info@sudshop.co.uk

SWEDES LOVE ITALIANS

An international Italian car meeting will take place in September in southern Sweden. Called Spettacolo Nordico, it is organised by the Scandinavian Alfa Romeo clubs but is open to all Italian cars. The location is the Ring Knutstorp racetrack, located one hour's drive north of Malmo and Copenhagen. Taking place on 14-15 September 2019, there will be competitions, two full days of track action, a road rally, dinner and exhibitions. Visit www.spettacolonordico.org for more information.



MORETTI MUSEUM OPENS

A new museum devoted to Moretti cars is due to open on 31 August 2019. The grand opening of the *Museo Moretti e Nonsolo* will take place in Livorno, Switzerland as part of the Moretti Day event. For more information, visit moretti-cars.net

BRITISH GT CHAMPIONSHIP

Barwell Lamborghinis dominate GT3 at mid-season point

Story by Mike Rysiecki

Photos by Leigh Jones

Lamborghini Huracán GT3 Evos continue to dominate the 2019 British GT Championship. At mid-season point, Barwell Motorsport has firmly established its two Lamborghinis on the top rung of the GT3 team standings, while Adam Balon and Phil Keen share first place in the drivers' championship.

Following initial success at the season-opening races at Oulton Park, two Snetterton rounds in May gave Barwell back-to-back victories. That's no easy task when winners are given 'success penalties' after a podium finish, including time added to pit stops and penalties in terms of weight, ride height and air intake. Despite time being added to pitstops, Barwell's Adam Balon took his debut British GT win in the first race, with team-mate Phil Keen repeating the feat in the second race.

In the #69 Lamborghini Huracán GT3 Evo, Sam De Haan and Jonny Cocker claimed fourth spot in race one, then finished half a second behind Balon/Keen second time around, giving Barwell another one-two result.

June's Silverstone 500 three-hour endurance round for the RAC Trophy saw a rare misstep. Barwell's afternoon was compromised on the opening lap when championship leader Adam Balon hit the back of team-mate Sam De Haan, who was forced to pit for repairs. Already struggling with some additional weight, Balon/Keen's stop-go penalty plus another penalty carried forward from Snetterton restricted their #72 Huracán to seventh, one place ahead of the sister #69 car. The two Barwell Lamborghinis held on to their commanding lead and the top two places in the overall British GT Championship, comfortably ahead of the third-placed Bentley.

WPI Motorsport claimed its maiden British GT podium at Silverstone, courtesy of Lamborghini debutants Michael Igoe and Dennis Lind. Igoe executed an incredible double pass in the space of two corners, early in the opening stint. WPI's red Lamborghini had previously achieved sixth and tenth places at Snetterton.

At Donington Park, Lamborghinis again did well, when Igoe and Lind split the Barwell cars in third and fifth places. De Haan and Cocker had a relatively quiet race, while Igoe and Lind hit their stride, earning a front row start at Donington.

With such a competitive field of Aston Martins, BMWs, McLarens, Mercedes-AMGs, Porsches and Bentleys, race wins are never easy in GT3. There will be plenty more Italian GT action in the latter rounds of Spa (July), Brands Hatch (August) and the finale at Donington (September).





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RED CORNER

Ladies and gentlemen: two of the best cars Alfa Romeo has ever made. In the red corner, the Giulia QV; in the blue, the Stelvio QV. Which 510hp fighter would we take home? The answer is not so clear-cut...

Story by Chris Rees
Images by Michael Ward



So which Quadrifoglio would you have? Giulia or Stelvio? Saloon or SUV? Rear-wheel drive or all-wheel drive? Competizione Red or Misano Blue? It's a tough match, but someone's got to sort it out, so here we are to light that match.

In many ways, these cloverleaf-badged Alfas are very different beasts, with big discrepancies in weight, size and which wheels are driven. Conceptually speaking, as

a saloon and an SUV, they're not terribly comparable. But across a spread of tests, the contest is much, much closer than you might think.

Since the Giulia QV came first (back in 2016), it's a slightly more common sight on the road than the Stelvio QV, which didn't debut in the UK until 2018. Both cars also, in my humble opinion, represent extraordinary value for money considering their performance. A Giulia QV will set you back £61,564, a

BLUE CORNER



Stelvio QV £69,510. Nothing with anything close to 510hp of power can be had for so little.

HOW THEY'RE ALIKE

Exactly the same Ferrari-engineered 2.9-litre twin-turbo V6 sits under the bonnet of both QVs. This fabulous engine is certainly not short of power, with 510hp at 6500rpm, and it's capable of revving right up to 7000rpm, at which point it's sounding really rather

fabulous in both steeds. Not that you need to extend the engine that far up the rev range: the same mighty slug of maximum torque (600Nm) is available from just 2500rpm, making either car effortlessly rapid to cruise around in.

While both cars come with a ZF-sourced eight-speed automatic gearbox, they're actually slightly differently configured. In full auto mode, the gearchange is always smooth, intuitive and fast-acting. Fast? Yup: it takes



just 150 milliseconds to change cogs when you switch the DNA drive mode selector to 'Race' (and the Stelvio certainly does have a 'Race' mode). You can change gears manually if you want, using beautifully crafted, chunky-sized aluminium paddle shifters. If you turn the DNA dial to 'A' mode (All-weather), the engine can run on three cylinders to save fuel, although you never spot it happening.

You'll need to be in Race mode to get the best sound. Alfa still refuses to allow its software to open the exhaust valves open fully in other modes (plenty of aftermarket offerings are available to do this, incidentally). Push to 'R' to release the full-on symphony, which kicks in at 3000rpm, sounding loud but not at all artificial. The exhaust seems more eager to crackle on gear upchanges in the Giulia than it does in the Stelvio, though.

In both cars, the standard active suspension system adjusts the damping to suit, also changing according to which driving mode you're in. You can alter the damper settings manually, too, whatever driving mode you're in. On both cars over bumpy roads, I found it's best that, if you're in Race mode (which is definitely where you want to spend time), you switch the dampers to their softer 'mid' position to get the best combination

of handling sharpness and compliance. One other similarity: both enjoy perfect 50/50 front/rear weight distribution for ideal handling balance.

Whichever car you choose, it'll be festooned with carbon goodies. That includes Alfa's signature carbonfibre driveshaft, present on both models, which reduces weight and is bound to impress any petrolhead anorak.

As for braking, both are awesome, bringing the car to a halt in unbelievably short shrift. You can opt for carbon ceramic brakes on either QV model, which save weight and add extra sharpness (once warmed up, at least). However, carbon brakes will certainly cost you in the wallet department (circa £6000). Less expensive – but absolutely de rigueur in my book – are optional yellow brake callipers.

Even the interiors look very similar, with twin cowl dials, metal pedals, carbonfibre accents, unique seat stitching and a fabulous carbon-and-Alcantara steering wheel with a red starter button. You can order optional Sparco carbon front seats for both cars; these look amazing, but are expensive and not as adjustable as regular ones. The central infotainment screen is also shared, but it's not Alfa's best piece of tech: it's slow, awkward to use and too narrow. Another minor gripe is

Centre of gravity is 75mm higher so there's more body roll, but 4x4 system offers better grip





More focused feel, nicer sound and tail-out action on demand: Giulia QV is the enthusiast's choice

the plasticky gear lever in both cars.

The QV spec includes a vented bonnet (carbon in the case of the Giulia), side skirts and quad exhaust tailpipes. And of course both have that alluring lucky charm nestling on their front wings: the green four-leaf clover in a white triangle. So they're pretty much the same, right? Not so fast...

HOW THEY DIFFER

First things first: the Stelvio is a much bulkier object. At over 4.7 metres long, it's 63mm more imposing than the Giulia, as well as being 82mm wider and a massive 259mm taller. With all that extra hulk – and its extra 4x4 gubbins – it's no surprise that Alfa's SUV is also a lot heavier (1830kg versus 1580kg).

Surprisingly, the Stelvio's extra weight doesn't blunt its 0-62mph time; indeed the opposite is true: it's actually quicker off the mark than the Giulia. That's down to its four-wheel drive system, whose extra traction catapults it to 62mph 0.1 second faster, at 3.8 seconds. But at higher speeds, the Giulia will overhaul it, and when the Stelvio QV runs out of puff at 176mph, the Giulia still has another 15mph up its sleeve. The difference in top speed is not down to aerodynamics: the Stelvio actually beats the Giulia

here, with a best-in-class drag figure of less than Cd 0.30 (versus the Giulia QV's 0.32). It's more a result of the cars' different gearing.

You naturally sit much higher up in the Stelvio, with a truly commanding view of the road. On the other hand, the sheer length and girth makes it much harder to negotiate in traffic – and harder to spot apexes.

The loftier ride height also means that the Stelvio's centre of gravity is some 75mm higher than the Giulia's. Its roll angles are also higher, but not by as much as you might expect. That means the Stelvio retains sensationally good handling, suffering none of the top-heavy handling woes that afflict many SUVs.

But it's the Giulia QVs that clearly wins the handling contest. It's simply wonderful: incisive and with a turn-in that inspires confidence. Body roll is much better contained and the whole cornering experience feels tighter and more together.

Technically speaking, the single biggest difference is the drive systems. The Stelvio is only available with four-wheel drive, while the Giulia QV only comes with the rear wheels driven. 4x4 brings with it a totally different driving character and a totally different set of abilities to the rear-drive Giulia QV.

In the Giulia, 'R' mode switches the stability control



TECHNICAL SPECIFICATIONS

	GIULIA QUADRIFOGLIO	STELVIO QUADRIFOGLIO
ENGINE:	2891cc V6 twin-turbo	2891cc V6 twin-turbo
BORE X STROKE:	86.5mm x 82mm	86.5mm x 82mm
COMPRESSION RATIO:	9.3:1	9.3:1
POWER:	510hp @ 6500rpm	510hp @ 6500rpm
TORQUE:	443lb ft (600Nm) @ 2500rpm	443lb ft (600Nm) @ 2500rpm
TRANSMISSION:	8-speed auto, rear-wheel drive	8-speed auto, four-wheel drive
SUSPENSION:	Double wishbone (front), multilink (rear)	Double wishbone (front), multilink (rear)
BRAKES:	Ventilated discs all round	Ventilated discs all round
TYRES:	245/35 R19 (front), 285/30 R19 (rear)	255/45 R20 front, 285/40 R20 rear
DIMENSIONS:	4639/1873/1426mm	4702/1955/1681mm
WEIGHT:	1580kg	1830kg
MAX SPEED:	191mph	176mph
0-62MPH:	3.9 sec	3.8 sec
FUEL CONSUMPTION:	33.2mpg	31.4mpg
CO ₂ :	198g/km	210g/km
PRICE:	£61,564	£69,510



completely off. With 510hp chomping at the bit, it's pretty eager to turn broadside. You need skill to bring the back end into line in a controllable manner, but if you get it right, the predictability, inherent balance and analogue feel make it utterly satisfying. Get it wrong, though, and the prospect of an expensive shunt awaits...

In the Stelvio, in contrast, you can drive in Race mode with utter confidence all of the time, even on roads and grip conditions where you'd be very nervous to do so in a Giulia. The Stelvio's planted feel inspires total confidence. In normal driving, 100 per cent of torque is directed to the rear wheels, but up to 50 per cent can be sent to the front end. So when the car starts to slide, it doesn't go into a lurid tail-out stance, in stark contrast to the Giulia QV.

The Stelvio's rear end does still move about, it's just that you drift with a far smaller steering angle than in the Giulia, and you're more likely to have a four-wheel drift than the extreme attitude in the Giulia. Torque vectoring via the rear diff also gives the impression of four-wheel steering in the Stelvio.

The steering feel is slightly different, too. Both cars have electric assistance, but the Giulia has a slightly quicker 11.8:1 steering ratio, versus the Stelvio's 12.1:1. The difference is not that significant, though, and both feel super-sharp at the helm.

The ride quality is better in the Stelvio, too, regardless of which DNA mode you're in. One other thing to note is that the Stelvio's bigger wheels (20in versus 19in) mean more unsprung weight and occasional judder over mid-corner bumps.

One last difference, and it'll be the killer for many: the Stelvio has a tailgate. While the Giulia may be a very usable everyday car, its narrow boot aperture limits what you can carry. If you need to haul luggage, buy the Stelvio (which also, by the way, offers more space in the back).

VERDICT

So, is it red corner (Giulia) or blue corner (Stelvio)? On a personal level, it has to be red – although I'd actually have my Giulia QV in Misano Blue. The saloon car's lower centre of gravity makes it feel far more like a sports car to drive, plus it sounds better, looks fabulous and is capable of moments of sheer opposite-lock joy.

But if you're concerned about driving the Giulia in Race mode on the road, the Stelvio is not nearly as lairy to drive, which will definitely suit some drivers.



BEST OF BOTH WORLDS? WE'LL NEVER KNOW...

What if you could combine the practicality of the Stelvio QV with the athleticism of the Giulia QV? Since Alfa Romeo actually fully engineered a Giulia Sportwagon, we came very close to getting it. Sadly, at a late stage, its go-ahead for production was red-lighted, as management judged it to have insufficient appeal worldwide – essentially arguing that estates only really sell well in Europe. Tragically, the prospect of a Giulia SW QV has been lost.



And then there's this: the Stelvio is probably the quicker car in real world driving, because of the confidence you can place in its 4x4 cornering abilities.

You could also think of the Stelvio as the 'family-friendly' QV. Since Alfa doesn't offer a Giulia Wagon (see above), the Stelvio has to be the first choice for fast families. It's a practical five-seat SUV with loads of space inside, and yet a supercar slayer with unbelievably sharp cornering when you press on. Let's not forget, either, that it also gets to 62mph faster than the Giulia QV.

Is it as exciting as the Giulia QV? No, it isn't. Is it as pure? No. Does it have as much soul? Nope. For all these reasons, my speedo needle has to fall in favour of the four-door saloon. 🇮🇹



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V8s Are Great

Finally, European Maserati Levante buyers have two new V8 engine options: GTS (530hp) and Trofeo (580hp). Here's why V8 power is what the Trident SUV should always have had

Story by Chris Rees
Photography by Michael Ward





Vee-eight Maserati. Now there's a phrase with the ring of rightness to it. Fully three years is the time it's taken Maserati to launch a V8-powered Levante on the UK market. We'll forgive Maserati the fact that the Levante was diesel-only in Britain at launch in 2016. 'Dieselgate' had yet to happen, after all. In the intervening time, the market has totally changed, and today far more Brits buy V6 petrol Levantes than diesel ones.

Now, there's a V8 petrol. I have to say, it's what the Levante always needed. In fact, there's not one but two new V8 models: GTS and Trofeo. Both come with Maserati's Quattroporte-derived 3.8-litre V8 twin-turbo engine; the GTS has 530hp, the Trofeo a tarmac-pummelling 580hp. That's more than any other Maserati road car except the MC12 (which had 630hp) and the US market Trofeo (which has 590hp, thanks to laxer emissions regs).

And by jingo, does this V8 sound good. It may not have the rev-happy, soprano gusto of the GranTurismo's naturally aspirated V8, but it still sounds deeply satisfying: meaty thwumps on upchanges, crackling thwacks when you throttle off, all amplified when you flick to one of the racier driving modes. The engine is always guttural – not perhaps as relaxing as the V6 Levante, but then that's not the point of this newcomer. Nothing sounds quite like a Maserati V8; let's just say you'll find any excuse to wind the windows down through tunnels.

It's not just power and sound that make the new car special. The Trofeo has a unique driving mode called Corsa. Yes, a race setting in an SUV! This turns almost all – but not quite all – the electronic aids off (or as Maserati charmingly puts it: "The intervention is restrained for maximum driving enjoyment"). Since more torque is sent to the rear wheels in 'Corsa', the Levante enjoys a surprisingly lively cornering feel. It's easy-peasy to swing the tail out when exiting T-junctions, for instance, but it still keeps you safe on rain-soaked roads,

which is exactly what we had for most of our test drive in Italy.

Corsa mode also gives you a Launch Control option, which we got to test on an aircraft runway. Let the air suspension descend to its lowest 'Aero 2' position, flip the left-hand gear paddle twice, hoof the brake pedal hard, apply full throttle and then release the brakes. Result: hoon! The exceptional acceleration feels unfeasibly quick considering this car weighs fully 2170kg. For the record, the Trofeo can do 0-62mph in 4.1 seconds and max out at 186mph, the GTS barely a smidge behind. Both versions also have loads of low-down torque (an identical peak of 730Nm arriving at only 2500rpm), so they're very much at ease just rumbling along.

The V8 engine weighs 253kg, more than the V6 does, but that doesn't seem to affect the handling balance. I can't stress enough how good the Levante feels over twisty roads. A car of this bulk oughtn't to be capable of doing what it can do. Initially I pussy-foot it, expecting that familiar SUV wallow, but as soon as I start pushing, I'm amazed by how agile it is. When it feels like it's about to understeer, it doesn't. Thank a new 'oversteer/understeer' function for that, making the steering feel progressive as it approaches the limits of grip. Also in the mix is the clever Q4 four-wheel drive system, limited-slip diff and torque vectoring, the latter helping it feel like it has four-wheel steering; the rear end simply follows the front through corners.

The steering is chunky enough in feel, and very direct, but it lacks the dynamically fast action of the Stelvio QV. It's the one area where the V8 Levante feels perhaps a little short-changed. Switching to Sport mode (and indeed Corsa in the Trofeo) alters the suspension, steering, sound, throttle response and gearbox sharpness.

A word on the interior. Maserati does these exceedingly well, and even if the dashboard is starting to feel a little dated, the quality is undeniable. Sculpted sport seats feature soft 'Pieno Fiore' leather with a genuinely soft feel,



and I love the matt carbonfibre trim, unique instrument graphics, different Maserati clock and thumping 17-speaker Bowers & Wilkins surround sound system.

The exterior looks mildly different too. The GTS has unique front and rear bumper treatments, while the Trofeo takes it up a notch with an aluminium bonnet with dual vents, carbonfibre front splitter, side skirts and rear valance, and Trofeo badging.

Some other little nuggets about the V8. The Trofeo's 22-inch wheels are the largest ever fitted to a Maserati. The brakes are amazingly effective. And the Cd of 0.33 is pretty special for a blunderbuss SUV. Oh, and one last thing. While rain prevented me getting the chance to try the V8 off road, I'm assured it's every bit as capable as other members of the Levante family (and I can vouch from prior experience that Maserati's SUV is utterly confident over rough terrain).

The Levante V8 range starts from £104,900 for the GTS, £20k more for the Trofeo. That's more than rivals like the Range Rover SV-R and Porsche Cayenne Turbo, but then Maserati reckons it has more prestige than either. I think they're right. And no-one has an eight-cylinder engine that sounds this joyous at full chat. 🇮🇹



TECHNICAL SPECIFICATIONS

	LEVANTE GTS	LEVANTE TROFEO
ENGINE:	3799cc V8 twin-turbo	3799cc V8 twin-turbo
POWER:	530hp @ 6250rpm	580hp @ 6250rpm
TORQUE:	730Nm @ 2500rpm	730Nm @ 2500rpm
TRANSMISSION:	8-speed auto, all-wheel drive	8-speed auto, all-wheel drive
SUSPENSION:	Double-wishbone front, multilink rear, air springs, Skyhook dampers	Double-wishbone front, multilink rear, air springs, Skyhook dampers
BRAKES:	Vented drilled discs (380mm front, 330mm rear)	Vented drilled discs (380mm front, 330mm rear)
TYRES:	265/45 R20 front, 295/40 R20 rear	265/35 R22 front, 295/30 R22 rear
DIMENSIONS:	5020mm (L) 1968mm (W) 1679mm (H)	5003mm (L) 1968mm (W) 1679mm (H)
WEIGHT:	2170kg	2170kg
FUEL CONSUMPTION:	21.4mpg	21.4mpg
CO ₂ :	313g/km	319g/km
0-62MPH:	4.3sec	4.1sec
MAX SPEED:	181mph	186mph
PRICE:	£104,900	£124,900



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SPEED MERCHANT

Auto Italia is the first magazine to get a run in Ferrari's stunning roofless Monza SP2. Strap yourself in for one hell of a ride up Goodwood's hillclimb

Story by Chris Rees
Photography by Max Earey and Richard Betts

That noise! Quad exhausts blaring, 12 cylinders maxing out at 8750rpm, wind searing past my head. I gather my wits just enough in this clamouring bawl to glance down briefly at the speedometer. Is that

125mph? Yes, it is.

That's the moment when Ferrari's new Monza SP2 suddenly makes sense to me. This is what it was born for: wild moments of speed, utterly open to the world. We'll, not quite fully open, actually. I'm required to be helmeted up because sense has intervened; we're pummelling up the hill at the Goodwood Festival of Speed with no restriction on speed. The Monza SP2 has no roof, no windows and not even a windscreen, and while Ferrari says you don't have to wear a helmet for the road, I'm extremely grateful for my lid right now.

It all started less than one minute before, when I became the first journalist in the world to strap myself into the Monza's four-point harness and experience the Monza SP2 in action. The seats are single-piece slithers of carbon, nestling in curious 'buckets' and sparsely upholstered in leather. I'm sitting low down, with just my head sticking above the waistline, so much like a 1950s racer I can almost smell the Duckhams.

Despite sharing quite a lot of DNA with the 812

Superfast, everything about the car feels unique: the red strap to ping open the scissor-action half-door; the racing-style buttress between driver and passenger; the absolute focus of the uber-minimalist dashboard; the tiny aero screen in front of me. This is a car

designed to evoke 1950s Ferrari racing barchettas like the 750 and 860 Monza, and it's certainly working for me.

Through Goodwood's start-line arch, the Monza lights up its rear tyres in spectacular fashion. My pilot for this adventure, racing driver and all-round good egg, Pat Blakeney, has turned all stability controls off. Since the Monza's 6.5-litre V12 has 810hp – that's 10hp more than

the Superfast, the most powerful naturally-aspirated engine ever made by Ferrari – take-off has a certain drama. At barely one-and-a-half tons it's, ahem, lively. A faint snaking from the rear end, despite bigger 315/30 tyres, is followed by a slingshot up to the first corner, with gearchanges kicking in like bullet shots. Apparently the Monza does 0-62mph in 2.9 seconds and reaches 124mph in 7.9 seconds. I don't know if we get up to this speed on the first straight, but I can literally feel my cheeks moving with the g-force.

In seemingly no time, we're at Goodwood's first right-hand corner, which is despatched with a directness and a speed that you have no right to





expect from a road-legal car. The stiff suspension set-up produces an apparent absence of any body roll, while the lack of windscreen pillars leaves you with a confidence-inspiringly unhindered view ahead up Goodwood's main straight.

Blistering up under the bridge, our speed builds with remorseless energy. This feels more like an aircraft than a car, the wind rushing past like a hurricane, and a cacophony of sound searing the air – not just from the unique exhaust system but also from an intake tuned specially for this car.


As the mind focuses on Molecomb Corner, Goodwood's notoriously sharp left-hander, the vented steel brakes shed our speed with total confidence. Tucking the nose in and then feeding the power to rocket up the hill, I can hear the sound of the gloriously free-revving engine ricocheting off the flint walls. As we cross the chequered finish line to end our run, I clock the speedo reading 125mph.

Look, it's Batman and Robin, cries some wag from the crowd as we power down in the holding area at the top of the hill. The all-black, full-carbonfibre bodywork has clearly sparked a reaction. The one-piece bonnet/wing assembly apparently hinges at the front to allow access to the engine, but no one could work out how to do it when I asked. Everyone seems to appreciate the Monza's super-clean shape. Taut flanks

are interrupted only by side air vents, while a groove circling the cockpit emphasises the impression that there are upper and lower halves to the body. The rear end is even more retro racer (clearly inspired by the Ferrari 750 Monza), except for the rear diffuser wrapping around the tail.

While the Batmobile was supposedly jet-powered, I'll wager it couldn't have outrun this superlight, hyper-powered V12 projectile from Ferrari. And while Bruce Wayne was protected by Perspex bubble cowls, the Ferrari has an aerodynamic 'Virtual Wind Shield' to deflect air vertically up over your head, creating an aero 'bubble' to protect you from buffeting. Well, to protect the driver, maybe; as a passenger, all I get is a tiny little piece of plastic, and I don't recall feeling any sense of there being a bubble of around me. More like a raging storm.

The experience has been visceral, pure, raw, exciting. What I'm feeling is surely what a racer of the 1950s must have felt at the end of a competition. Which is, in a nutshell, what makes the Monza SP2 so utterly unique.

One final moment comes at the top of the hill, when I ask a chap to take a snap of me in the car. He asks, "How was it? More than just an 812 convertible?" Absolutely yes, I reply. "That's reassuring," he smiles, "I've got a Monza on order." That's Goodwood for you... 

It's the thrill of being completely open that sets the Monza apart – and the visceral drive it delivers

TECHNICAL SPECIFICATIONS

FERRARI MONZA SP2

ENGINE:	6496cc V12
BORE X STROKE:	94mm x 78mm
COMPRESSION RATIO:	13.6:1
POWER:	810hp at 8500 rpm
TORQUE:	719Nm at 7000 rpm
TRANSMISSION:	7-speed dual-clutch
BRAKES:	398x38mm (front), 360x32mm (rear)
TYRES:	275/30 ZR (front), 315/30 ZR (rear)
DIMENSIONS:	4657mm (L), 1996mm (W), 1155mm (H)
DRY WEIGHT:	1520kg
TOP SPEED:	186mph
0-62MPH:	2.9sec
PRICE:	£1.4 million



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Stable of Dreams

What does one of the world's leading traders of classic Ferraris own himself? John Collins of Talacrest has commissioned some very special modern Ferraris for his own, very personal collection

Story by Phil Ward
Photography by Michael Ward





When *Auto Italia* magazine was launched back in 1995, we were based just a few miles away from classic Ferrari dealer Talacrest's showroom in Egham, Surrey. Given the mouthwatering selection of Ferraris on display, it was not long before we called in and introduced ourselves to Talacrest's owner, John Collins. John was very amenable to us featuring his cars. Indeed, his multi-million pound Ferrari 330 LMB featured on the front cover of the very first issue of *Auto Italia*.

To be able to feature so many of John's rare and valuable cars, and driving many of them at the nearby Longcross test track, has been an absolute joy. Over the years, we've been able to drive a huge number of cars, among them such gems as a 250 GTO, Le Mans Daytona and 512 M. Many of these cars are featured in John's autobiography (which I was fortunate enough to edit), entitled *Dealing in Dreams*.

Some 1800 Ferraris have passed through Talacrest's hands in over 30 years. Given the importance of some of the cars – for instance, no fewer than eight 250 GTOs – it is perhaps surprising that John Collins hasn't kept any classics for himself. For a while he did own an important Le Mans-engined 250 SWB (complete with record-breaking £500,000 registration number 25 0), but decided to sell it.

That's not to say that John hasn't owned Ferraris; he has. His first was a second-hand Dino 246, soon followed by his first new Ferrari, a 308 GTS. Then came a 512 BBi and four Testarossas. His current collection, which you see on these pages, is an enviable array of modern Ferraris.

Eventually Talacrest built up such a significant client base that it no longer needed a showroom to display its cars. Instead, it operated out of the spacious garages on John's private estate. Cars never stayed on site for very long.

Talacrest has benefited from the rise and fall of the Ferrari market over the years. It was well positioned to restock after the



boom-and-bust of the late 1980s, where many speculators had their fingers burnt. What goes round comes round, and more recently the market has overheated again. With his years of experience, John Collins predicted the change and managed his stock accordingly. As an indicator, not long ago models like the 330 GTC were achieving £700k; John has just sold a pristine example for £400k. I can remember when they were selling for £45,000!

Collins maintains that cars at the top end of the market still fetch top money. A 250 GTO has just been sold for a staggering \$70m but John is convinced that one day \$100m will be achieved.

In 2006, Ferrari created its own Classiche department to establish an official presence in the classic Ferrari restoration market. Ferrari also realised that there was a demand for bespoke new Ferraris. In order to maintain exclusivity, it stopped supplying chassis to coachbuilders like Zagato and in the process prevented anyone else from using Prancing Horse logos. Its own Special Projects division now makes exclusive one-offs for favoured clients.

In recent years, Ferrari has adopted a policy of supplying top-end cars like the Enzo and LaFerrari to selected clients only, ones who have a history of buying new Ferraris. This privileged group of collectors includes John Collins and the cars in this feature bear testimony to his status. With the classic Ferrari market so unsettled, modern 'Super Ferraris' are a more stable investment, says John. His ambition is eventually to have 25 examples in his personal collection.

After over 30 years of trading, John Collins is considering retirement. In preparation he has already set up Talacrest franchises in Dubai and Japan, but in the UK the company may well stay in the family. I suggested that Talacrest was really all about him, but he insists that a good salesman could do his job just as well – a modest statement indeed.

THE COLLECTION

John Collins has personally owned Ferraris for nearly 40 years. In his opinion, they have always represented the pinnacle of passion and engineering and provide an unmatched ownership experience. Whilst Talacrest has traditionally been associated with classic road and race models, Collins has always been attracted to the latest state-of-the-art Ferraris. Over the past few years, he's been building up his own personal collection, and we were lucky enough to see a few of his cars, and hear his comments on how they perform.

FERRARI F12

Bought in the summer of 2013, this special-order Ferrari was personalised by Collins in blue with a yellow stripe. Ferrari itself used this F12 as an exhibit at Salon Privé in 2013. He has used this car regularly, and regards it as a wonderfully practical, comfortable GT. "It is a quite a step up from the four or five 599s I owned previously, and even today it makes a great fast touring car."

FERRARI F12TDF

"This really has quite a strong track bias for a road-legal GT car," says Collins. "It is

uncompromising to drive on the road. Even on the softest setting, the suspension on bumpy country lanes lets you know that, even with the vast reserves of control afforded by modern driving aids. The car is a beast and begs to be exercised hard on a smooth, flat track. I respect the tdf and driving it on public roads with all the aids switched off is not an exercise for the faint-hearted. This is not a car you jump into and immediately master, you need time to learn its idiosyncrasies, which makes it all the more rewarding to drive." This yellow F12tdf has a distinctive blue stripe to complement the F12 'normale'.

FERRARI 812 SUPERFAST

"This car is finished in a colour scheme that was reminiscent of my second 599 GTB," says Collins. "I was at the factory Atelier when ordering the 812 and was informed that the body shape would not lend itself to a two-tone paint finish, as it had done so well with my earlier 599. I did not agree with this, and persisted in my choice of Bianco Fuji paint with a black roof and wheels. It looks stunning and quite different (in a good way!) to an 812 in a more conventional livery. I drove the car on the 2019 Scottish Tour, and it's not quite as nervous as the F12tdf, and really makes sense as a road car."

FERRARI 488 SPIDER

"I was at the factory going through details on my Special Projects cars when I mentioned that I owned the number plate '250 GT', and when were Ferrari going to make a 250 GT





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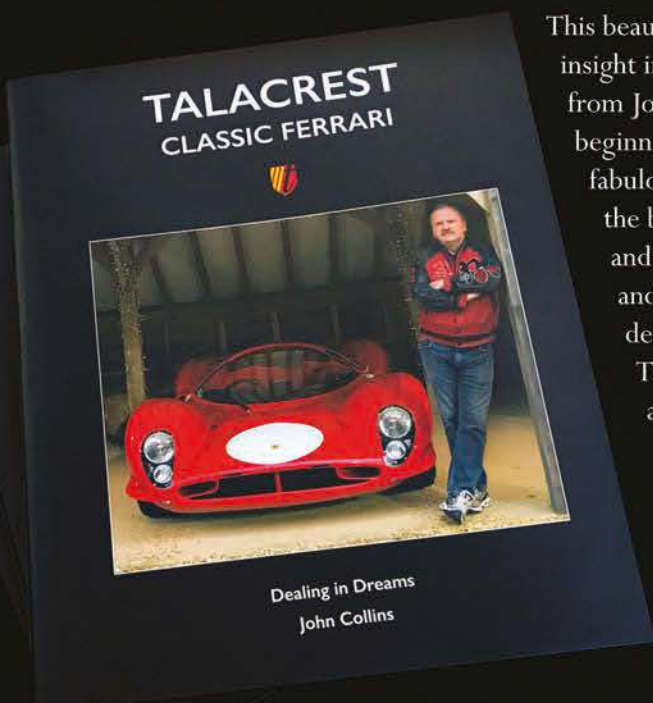
DEALING IN DREAMS

A fascinating book by John Collins. A must read for Ferrari enthusiasts.

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export.

Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of King's and his love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.



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again? It was mentioned to me that, although a car with 250cc cylinder capacity was not on the agenda, a limited run of cars to commemorate Ferrari's 70th anniversary was on the cards. The cars were to be finished in evocative liveries, each marking great moments in Ferrari's history. One of these was silver with a white stripe, commemorating the Ferrari 250 GT SWB SEFAC class victory at Le Mans in 1961. This livery on a unique 70th anniversary 488 GTB Spider appealed to me, and I ordered the car on the spot. Although I am mainly attracted to V12 Ferraris, this car is a delight to drive and I use it all the time in the summer."

LAFERRARI

"So much has been written about these cars that I don't have a great deal to add, other than to confirm that the LaFerrari represents the zenith of Ferrari hypercars. The electric motor is intriguing and almost disconcerting at first, but when that V12 works in concert with the electric power unit, it presents towering performance, as you would expect with 950hp and a kerb weight of 1585kg. Apart from the headline performance, the

marvel of engineering is best reflected by how easy and usable the car is on the road. I use both my coupe and my Aperta quite a lot, and there is a sense of occasion that's hard to match in any other car."

LAFERRARI APERTA

This is a rare car indeed, with only 200 made, plus a further nine reserved for the company's 70th Anniversary celebrations. "It was an enjoyable privilege to be invited to buy the car, which I specified in yellow with a bare carbon roof. I love open-air motoring and I use this car at every opportunity."

FERRARI SP3JC

Says Collins: "The invitation for me to commission a Special Projects car was put to me back in 2015 when I met with Marcus from Maranello UK and Francesco Balli from Ferrari Europe at the Salon Privé event, where my F12 was being exhibited by Ferrari. The idea of designing my own car and contributing to the rich tapestry of Ferrari history really appealed to me. Initially the game plan was to use the F12 platform, but it ended up being based on the F12tdf.

"Designing my own Ferrari at the factory was a very special experience. A routine of driving down to Farnborough and flying out to Maranello was set in motion, and after several visits I was shown a full size mock-up of my car in September 2017. I liked seeing the car in the flesh but the colour was not right, so I embarked on an exhaustive process in the UK of developing numerous liveries. I think we stopped counting after 100 but I was adamant that I wanted something a little more evocative of the type of Pop Art that I collect. Gradually we refined a colour scheme that I felt would work best with the car design.

"Along the way, I pushed for some features which, from an engineering perspective, served no real purpose but appealed to my aesthetic sensibilities, specifically the discreet wing bridge between the two seat cowls. Finally, in July 2018, I signed off the design and colours, and in December 2018 I took delivery of the car.

"Flying to Maranello and driving my car for the first time around the Fiorano circuit was a real thrill. The experience of piloting my own SP3JC was even more exciting than

the F40 LM I had driven around the track about 30 years earlier.


"The Ferrari One-Off experience excels in the attention to detail. When I received the handbooks for the SP3JC, I was expecting a standard F12tdf book, but I was delighted to receive a bespoke book with illustrations exclusively of my own car – a lovely surprise.

"The three-and-a-half year wait for the

finished result pales into insignificance every time I take it out and, with the SP3JC, I know I have added my own blood to Ferrari's model lineage.

"After kerbing a wheel on a Ferrari Cavalcade event in Italy while driving a right-hand drive car some years earlier, I was determined to do my utmost to prevent a repetition on future European tours. To this

end, as well as my white-and-yellow RHD SP3JC (P3 FXX), I ordered another left-hand drive version in grey-and-red (P7 FXX) for use on a Ferrari tour to Capri this year."

What does the future hold for the John Collins collection? Forthcoming arrivals include a Ferrari 488 Pista and Pista Spider, a Monza SP2 and the all-new SF90 Stradale. That march to 25 cars is accelerating... 



For your chance to own one of the last remaining copies of *Dealing in Dreams*, the autobiography by John Collins, visit www.talacrest.com. All proceeds go to charity

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Tub Thumpers

What's the word for a group of Abarths? A tub, of course! We've gathered our own tubful of hot and iconic members of the Abarth 500 family, celebrating its 10th birthday on sale – and the fact it's very much still going strong

Story by Chris Rees
Photography by Michael Ward

Can you believe it's 10 years since the first Abarthised 500s arrived in the UK? Although launched at the 2008 Frankfurt Motor Show, it took until 2009 for right-hand drive Abarths to appear on UK roads. Since then, the enthusiasm for what was, at the time, a completely new, standalone brand has just grown and grown. Abarth has been a spectacular success in Britain, which is the brand's largest market, full stop. And 2018 marked another record year of sales: an increase of more than 25% to 5628.

The Abarth 500 family has evolved through an absolutely bewildering array of versions. We've counted them all and we reckon there are well over 50 distinct iterations of the Abarth 500, from regular models to special editions to open-roof body styles. Which ones are the best? That's a tough call, but we think we've covered the major bases with this gathering of rare, rapid and rambunctious roller-coaster rides. It's time to go 'peak Abarth'.

ABARTH 500 ESSEESSE

Abarth has just launched its all-new, 180hp, 595 esseesse model, which you may recall we tested in the July issue. But fully 10 years

before this range-topper debuted, the original 500 esseesse blazed a trail for hot Abarths. The example you see here is enthusiast Paul Feldman's superbly cared-for original edition.

The 2009 esseesse was a really cute bit of marketing: an official performance upgrade that was sold exclusively as a retro-fit kit. Brilliantly echoing Abarth practice of yore, it was delivered in a branded wooden crate (which many owners kept as a rather nice ornament). The £2500 conversion had to be carried out within 12 months or 20,000km of the car's first registration, and exclusively by Abarth dealers.

So what did the 'esseesse' kit give you? Engine power was boosted from 135hp to 160hp at 5750rpm, courtesy of a remapped ECU and new BMC air filter. To match the additional power, drilled and ventilated 284mm x 22mm brake discs and new pads were fitted up front, while 240mm x 11mm drilled discs arrived at the rear.

As well as uprated springs all round, the standard 500's 16-inch wheels were replaced with unique 17-inch alloys in white or titanium. While these were stamped 'Abarth', they were in fact made by Brembo, reports Paul. 205/40 R17 tyres were fitted, incorporating a pressure monitoring



system, and a unique key cover completed the package.

The esseesse kit on Paul's car was installed new at registration, and it remains almost exactly as delivered. "I believe a car like this should remain as it came out of the factory." But even he hasn't been able to resist a few tweaks. He's fitted factory-option Sabelt front seats, for instance, installed two years after buying the car. Costing a whopping £2500 a pair, they have white glassfibre shells, fitted with a lowering kit, but they're non-adjustable for height, so aren't great for long journeys, reports Paul.

Other small changes include a self-made 'In onore di Dante Giacosa' decal (paying homage to the original Fiat 500's creator), and Fiat wind deflectors with home-brewed Abarth badging. The bit we like best, though, is the metal ID plate that Paul took off the original wooden crate and fitted on the front seat – a very nice touch.

ABARTH 595 50TH ANNIVERSARY

Created in 2013 to invoke the memory of the original Fiat-Abarth 595 (which was first introduced in 1963 at the Turin Motor Show), the spirit of the original is strong in this '50th Anniversary' edition.

An awful lot of thought clearly went into the details. For starters, the Abarth badges are different, recreating the old 'Abarth & Co'





50th Anniversary edition has Fiat-Abarth decals, a very bold interior and oodles of detail touches



logo of the 1960s. These are found on the nose, steering wheel, brake pedal and cabin plaque. Ironically – since Abarth has gone to great lengths to establish itself as a standalone brand in the 21st century, with no ‘Fiat’ branding anywhere – this edition has loud ‘Fiat-Abarth’ logos on the side decals and kick-plates. Much subtler is the ‘50th’ branded fuel cap, unique to this edition.

Highly distinctive is the matt white paint finish with hand-made graphics, consisting of red stripes and a bonnet-mounted scorpion badge. Equally eye-popping is the red-and-cream leather upholstery, which is unique to the 50th. Other nice details: a steering wheel with an Italian flag centre position marker, and shiny-finish mirrors and bonnet strip.

Mechanically, it’s pretty much the same high spec as the 695 Tributo Ferrari (see below), with a 180hp engine and MTA semi-automatic transmission. It also has a Record Monza four-pipe exhaust system, Brembo 305mm brake discs with red four-piston callipers and uprated dampers. The 17-inch wheels are unique to this car and feature a distinctive red line, while other extras include bi-xenon lights and an opening slide/tilt glass sunroof.

Peter Dyer owns this example – one of only 299 made (his is number 51), and it’s thought that only around 50 came to the UK officially. It was registered in 2014, originally costing £29,850. Peter bought his

this year for £14,000, and thinks it’s unlikely to lose any more value. It’s all original and has done 20,000 miles. No question, it’s one of the most distinctive of all Abarth versions, and probably among the most collectable long-term.

ABARTH 695 TRIBUTO FERRARI

Ferrari doesn’t give its name to products lightly. In fact, I can’t think of any non-Ferrari car that’s been badged with Prancing Horse logos, except this one: Abarth’s 695 Tributo Ferrari. Maranello developed the model jointly with Abarth.

This was the first new-gen Abarth ever to get ‘695’ branding, justified by its boost in power to 180hp – at the time launch at the 2009 Frankfurt Motor Show, the most potent member of the Abarth 500 family yet made. Curiously, Abarth chose to mate the engine to MTA semi-automatic transmission.

Initially the UK wasn’t set to receive any of the 1640 cars made, but in 2010, Abarth changed its mind and imported 152 right-hand drive examples. This was an exceedingly expensive edition, priced at a hefty £29,600. For that you received such luxuries as xenon headlights, 17-inch Corsa Grey alloys, carbon wing mirrors and leather-clad Abarth Corsa seats by Sabelt. The striped livery was unique, too, inspired by Ferrari, while there were grey inserts at the front and a grey rear



Ferrari itself was involved in developing the Tributo Ferrari. Rare yellow model should have grey stripes but they've peeled off!



diffuser. Mechanically, the suspension and brakes were both updated.

Bailey Abbott's striking example is a genuine UK car (there are lots of fakes out there). It was exported to Hong Kong, from where it was liberated back to the UK by the Abbott family, and it's done only 20,000 miles from new. Despite the press widely reporting that the only colour available was red, the yellow car you see here proves otherwise. In fact, the Tributo Ferrari was offered in five different colours: red, yellow, blue, white and grey. There are only six yellow Tributo Ferraris in the UK, and it's one of 299 yellow ones worldwide (number 43).

This one's missing its 'Racing Grey' stripes because they were sadly peeling off; they are to be replaced soon, says Bailey. This car also came with a superb Ferrari-branded luggage set, which has never been used.

Step over the 'Tributo Ferrari' branded carpets and sill covers, and you're greeted by loads of carbonfibre: dash, pillars, sills, seat backs, gear lever surround and mirrors. Another nice detail is that the seats and steering wheel have yellow stitching.

Turn the red Ferrari-branded key, blip the Ferrari-badged aluminium throttle pedal and the white-faced dial ahead of you comes to

life as the Record Monza exhaust crackles away mischievously. The MTA automatic doesn't feel right somehow for a car described as having a 'racing soul'. "I prefer manual," says Bailey, and so do we. MTA is

ponderous at low speed, with deep chasms between each gear change. It gets better when you switch to Sport mode, but you'll find yourself using the steering column paddles to shift manually whenever possible.





ABARTH 595 COMPETIZIONE

Since Colin Rear runs the Abarth Owners Club, we were fascinated to discover which version he'd selected to run himself. It's a 2015 595 Competizione – an excellent all-rounder. Actually, this is his second Abarth, after having owned a standard Abarth 500 beforehand.

Colin explains: "Basically I rented an Abarth 500 from Hertz for my birthday in 2010 and was so smitten with it that I bought one that very afternoon! Then in 2015, the revised 595 range came out and the 595 Competizione got a power boost 180hp, so I bought this car. The change from 135hp to 180hp was intoxicating and I've decided that the Competizione is a keeper. I use it on weekends only, as I have a Maserati Ghibli as my first car. I've done 15,000 miles in it from new."

It's a completely standard model, albeit



with a sunroof fitted. Its paint scheme is Cordolo Red, which is rare as it was only offered for 15 months.

ABARTH 695 BIPOSTO

We've left the best – or at least, the most bonkers – till last. The Biposto was in some ways a leap into la-la-land; in other ways, an utterly inspired move: a two-seat, ultra-focused, stripped-back virtual racer. What made it really bonkers was not just its eye-popping launch price of £32,990, but the fact that with all the options boxes ticked, it cost fully £53,615.

All unnecessary weight was stripped out. Out went the rear seats – hence the Biposto name – to be replaced by a titanium rear brace; there was also no air con, no audio, no foglights and no electric mirrors. Shedding even more weight were plain door panels made of plastic.

In standard form, the dry weight dipped



below one tonne (997kg). But yet more weight could be shaved off by ordering the optional Carbon Kit (dash, interior panels, mirrors and window trims, yours for £3700), and the 124 Special Kit (indented aluminium bonnet, titanium fuel/water/oil caps, for £2950). Optional Lexan sliding side windows – sadly not fitted to 'our' car – cost £1775.

The Biposto teems with bespoke parts: OZ 18in alloys with 215/35 tyres, unique front bumper, rear diffuser, wide wheelarches, new skirts and a bigger roof spoiler. The colour was anything you liked, as long as it was matt Performance Grey (though the later Biposto Record special edition could come in yellow). Inside are leather-and-Alcantara Sabelt seats, plus aluminium pedals and flooring. Our car has the optional £3700 Track Kit – carbon seat-backs, four-point harnesses and AiM MXL2 digital dash/datalogger.

The Biposto really turned the wick up (190hp), courtesy of a 695 Assetto Corsa





THANKS
 Many thanks to all the owners and to Colin Rear of the Abarth Owners Club for their kind help with this feature. Check out the Abarth Owners Club page on Facebook for more info

race engine, with its unique turbo, 9.8:1 compression ratio, larger front intake, BMC airbox and bigger front-mounted intercooler. The Akrapovic exhaust with twin titanium tailpipes makes it sound like a pukka rally car when the flap opens up (which happens after you press the Sport button on the dashboard).

The Biposto is a very quick car in a straight line – 0-62mph in 5.9sec, a full second quicker than the regular Abarth 695 – but there's notable turbo lag, particularly at low revs.

The real party trick is the optional Bacci Romano dog-ring gearbox. This came straight from motorsport and cost a whopping £8500. What is it? Basically a 'dog-ring' engages the gears, rather than baulk-ring synchromesh, so it's possible to change ratios without using the clutch at all. That makes gearchanges ultra-fast (the whole point of the dog-ring system) using the long aluminium gear shaft that extends down to a lovely metal open H-gate. The clutch is ultra-sensitive, and frankly a pain in traffic – which is why it's really at its best on the circuit. Upchanges are hard-edged, like a rally car's, while downchanges need precise timing to avoid crunching, but it's fairly forgiving when you

don't quite match the revs precisely. The ultra-mechanical feel quickly starts to become second nature, encouraging very fast changes.

Cars fitted with the dog-ring 'box came as standard with a mechanical self-locking diff, which works best with the traction control disengaged. It's always extremely feisty around corners, and torque steer is very notable on full throttle with the steering wheel turned to a slight degree. On a damp surface, snap oversteer does lurk, too.

Feisty it may be, but thanks to its 11mm wider track up front, and 14mm at the rear, the Biposto has a slightly more planted feel than other Abarths. Adjustable hydraulic dampers mean you can dial a bit of the crashy ride quality out, but overall this is only car here to have even harder suspension than my Fiat Panda 100HP.

As for the steering feel, it's at its best in Sport mode. Meanwhile Brembo floating vented/perforated front discs with four-pot aluminium callipers perform very confidently.

Overall, the Biposto is a hilariously chuckable beast with very sharp manners – a great track day toy. The dog 'box is also something no-one else will have. Does it make sense? No, but that's precisely why it's so lovable. 🇮🇹



TECHNICAL SPECIFICATIONS

	500 ESSEESSE	50TH ANNIV/FERRARI	595 COMPETIZ.	695 BIPOSTO
ENGINE:	1368cc 4-cylinder petrol turbo	1368cc 4-cylinder petrol turbo	1368cc 4-cyl turbo	1368cc 4-cyl turbo
POWER:	160hp @ 5750rpm	180hp @ 5500rpm	180hp @ 5500rpm	190hp @ 5500rpm
TORQUE:	230Nm (170lb ft) @ 3000rpm	250Nm (184lb ft) @ 3000rpm	250Nm @ 3000rpm	250Nm @ 3000rpm
TRANSMISSION:	5-speed manual	5-speed semi-auto	5-speed manual	5-speed dog-ring manual
TYRES:	205/40 17	205/40 17	205/40 17	215/35 18
WEIGHT:	1040kg	1045kg	1035kg	997kg
TOP SPEED:	43.4mpg	43.3mpg	41.4mpg	45.5mpg
0-62MPH:	7.4sec	7.0sec	6.7sec	5.9sec
TOP SPEED:	131mph	140mph	140mph	143mph

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LUCKY EIGHTS

Eight decades of technology separate this pair of eight-cylinder Alfa Romeos. Both are glorious in their own unique ways

Story by Phil Ward
Photography by Michaël Ward



This is the story of two Alfa Romeos, worlds apart in technology and concept, but linked by one common title: 8C – *Otto Cilindri*, or eight cylinders.

One of them is a 1933 Touring-bodied 8C 2300, the other a 2010 8C Competizione Spider. While the former owes its existence to the glorious racing cars driven by the likes of Tazio Nuvolari, the latter has nothing to do with racing whatsoever, despite its 'Competizione' moniker.

It's not the first time that Alfa Romeo has adopted such a romantic approach; it often names its road cars after racing legends, sometimes at random. There is, for instance, absolutely no comparison between the Tipo 33 V8 and the boxer-engined Alfa 33; the Tipo 116 Alfetta was hardly a Grand Prix winner like its 1950 namesake; and the 147 GTA and 156 GTA are not exactly 'Alleggerita' as were their Giulia forebears. That's not to say that the 8C Competizione is not a fabulous car; it sits right at the top of the wish lists of many Alfisti (your humble scribe included). In my opinion, on this occasion Alfa Romeo is forgiven any indiscretions, including building the car on a Maserati chassis, fitting a Maserati engine and having it made at the Maserati factory.



ALFA ROMEO 8C 2300

In deference to the older car's lineage, we'll let Paul Gregory's amazing 8C 2300 step up first. 188 examples of the 8C 2300 were made from 1931 to 1934, in both long and short chassis forms. With four successive Le Mans wins, and victories in three Targa Florios, as well as success on race tracks, this was the car to beat in

list of *carrozzerie* queuing to clothe the 8C chassis included Zagato, Touring, Pinin Farina, Brianza, Castagna, Graber, Worblaufen, Tuscher and Figoni, while Alfa Romeo even made some bodies itself. To further confuse historians, Alfa Romeo had a habit of rebodging racing cars as road vehicles, too.

Chassis 2311229 originally left Alfa's Portello works in 1933 as a Third Series 8C 2300. It was built as a long

“ After a four-year restoration, Paul Gregory's car is as close to a new 8C 2300 as you can get ”

endurance and circuit racing in the early 1930s.

Initially the 8C was not available to private owners, but by 1931 Alfa was selling rolling chassis to coachbuilders, with prices starting from £1000. It turned out to be a bit of an earner because the long

wheelbase chassis and had Castagna cabriolet coachwork. Kidston's, the renowned historic car dealers, recently sold a sister car (chassis 2311231) that retains its Castagna bodywork, and we've pictured it for comparison (see opposite page).



ALFA ROMEO 8C 2300 V 8C SPIDER

The history of 2311229 is virtually complete, if complicated. By 1935 it was in the UK, registered BYE 284, and is believed to have belonged to the Diplomatic Secretary at the Italian Embassy in London. His wife came from Missouri, which probably explains why it ended up there by late 1937. In the US, its sedate life was about to change. It found a new owner in amateur racer Tommy Lee, a Californian playboy, who used it in its original form for desert racing and sprints (where it was timed at 119mph). In 1949, new owner Gill Schick installed a Mercury V8 engine and entered the car in the Palm Springs Road Races. The car endured further race preparation by Emil Diedt, an Indy car builder, who removed the cabriolet body and shortened the chassis.

In 1952, actor Keenan Wynn became the next owner (among many other roles, he would achieve fame for appearing in the TV series Dallas, playing the role of Digger Barnes). Racing driver Tom Bamford, who was Wynn's friend and business partner, competed in a number of events and installed a Cadillac engine for the 1953 season. The car remained competitive, even

against Allards and C-Type Jaguars.

Late in 1953, chassis 2311229 was sold to Bob Nelson in Tucson, Arizona where it went into retirement, and remained so until 2000. At that point, Chuck McCain, also from Tucson, bought the car and decided to restore it to its original Alfa Romeo 2300 specification. McCain contacted UK expert Jim Stokes to assist with the rebuild. Sadly McCain died in tragic circumstances in 2010, and the following year Paul Gregory took over the restoration.

The original bodywork had largely disappeared, but all the components that remained were used in the rebuild. The chassis has been kept in its altered short form. A correct Third Series Touring Spider body was built, and the owner acknowledges the assistance from Museo Nazionale dell'Automobile in Turin and the Collier Collection in Naples, Florida, for allowing the detailed inspection of their original cars.

After a four-year restoration and some 10,000 miles since, Paul Gregory's car is still as close to a new 8C 2300 as you can get. The bodywork, built by

Interesting history includes Hollywood ownership, desert racing and Touring body swap



8C 2300 with Castagna bodywork. Photo: Simon Kidston





Southshore, is truly excellent, with superb panel fit, detailing and paintwork. It's nice to see a restored Alfa that's not red, too!

The car is presently fitted with a Jim Stokes engine, bored to 2.6-litre Monza spec. The engine is on the button and quickly settles into a characteristic 8C hunting idle. There's hardly a rustle from the engine, a testimony to Jim Stokes Workshops' engineering expertise. The dominant sound is the whirring from the supercharger and multiple gear trains.

On the road, there is a satisfying, progressive shove of torque from the engine, accompanied by a deep-chested, booming exhaust note. With over 200hp and weighing less than 1000kg, the 8C is pretty sprightly. Paul has sensibly converted the pedals from the central accelerator set-up, which was a potentially dangerous arrangement if the driver's concentration lapsed. Again the quality of engineering is evident with a smooth clutch operation, no 'singing' coming through the gear lever and manageable steering input. The length of the bonnet covering the straight-eight engine

makes the driver feel quite distant from what's happening up front. Oh, and you do need to use hand signals. Reminds me of my driving test back in 1965...

ALFA ROMEO 8C SPIDER

Modern Italian cars are often harder to research in terms of their histories than older cars like Paul Gregory's 8C 2300. The 8C Competizione, on the roads in 2007, is already cloaked in misinformation and confusion so I asked Andy Heywood of McGrath Maserati fame for his opinion. Andy certainly knows his Maseratis and is well placed to correct anything gleaned, assumed or speculated, by journalists from press releases at the time. We know that the 8C chassis is based on a Maserati but which one? "When the 8C Coupe first came out, we were told it was based on a 4200 GranSport platform. But it isn't! The engine in the 8C is the wet sump version, whereas the 4200 and GranSport were dry sump. The floorpan looks like a shortened Quattroporte, which in turn became the GranTurismo."

ALFA ROMEO 8C 2300 V 8C SPIDER



Of the 8C Spider, Andy says: "When the 8C Spider came out, we were told that this car was based on the GranTurismo floorpan, which was used as an explanation for why it had taken so long to come out, as there was so much re-engineering needed. I

the 8C Competizione coupe became available, and five years for the 8C Spider. It was suggested that 1000 coupes would be built, but in reality that total would be 500 coupes, plus a further 500 Spiders. 1400 orders were pledged for the 8C Competizione

“ The 4.7-litre V8 was built by Ferrari and shares its basic block casting with the F430 ”

suspect this was just an excuse, as they are similar underneath to the Coupes.”

What is certain is that the 8C engine is based on the 4.7-litre unit from the Maserati GranTurismo S, with 10hp more power (450bhp). The engine was built by Ferrari and shares its basic block casting with the F430 but it does not have the Ferrari's flat plane crankshaft.

The 8C was first seen in concept form at the 2003 Frankfurt Show, but it took another four years before

and deposits were taken on a list price of €159,300. Alfa Romeo banked money for orders it was never going to fulfil, and refunds were made but the hopefuls were left disillusioned.

According to John Simister, who was reporting on the €220,000 8C Spider press launch for *Auto Italia* in 2006: "1200 people 'pre-ordered' the Spider following its revelation at last year's Geneva show. 700 of them will be disappointed because, as with the Competizione



coupe, just 500 open 8Cs will be made, of which 35 are UK-bound. Their 35 owners will have the services of a UK-based 'brand ambassador' at their disposal, through whom they can track their new toys' progress, see it being built and take delivery at the Balocco test track."

On the same press launch, John Simister quizzed 8C engineer Domenico Bagnasco on the Spider's structural rigidity. Simister reported: "Various braces strengthen the understructure, including one across the front suspension towers, one doing the same job at the back and a pair running behind the sills to tie the subframes together. The result is torsional stiffness some way short of the coupes but still around double that of the rather wobbly Brera-based Spider.

"All the stranger, you'd think, that both front and rear spring rates are stiffer in the open 8C than in the closed one. It makes more sense when you learn that the Spider weighs gogk more (that figure would have been higher had the Spider not adopted weight-saving carbon-ceramic brakes), besides which the dampers are now set softer on bump 'to make it more comfortable on a drive to the seaside'. The front anti-roll bar is stiffer too, which, along with the damper-softening, should make the Spider a touch less tail-witchy than the coupe."


After John's rapid laps round Balocco, he reported: "The rear-mounted transaxle's auto mode proves quite civilised, although the usual robotised-manual surges are fully present unless you second-guess the gearshifts and ease the throttle more gradually than the 8C can manage on its own. Sport mode sharpens the throttle response, loosens the stability control and ensures maximum sonic effect from the exhausts. It's enough to reveal quite a mobile tail, a remarkably compliant ride and steering of surprising weight and realism."

Although there was a significant premium on the 8C Spider when new, both variants are currently worth about the same, sitting at between £200,000 and £215,000. Given the values, it's not surprising that 8Cs are seldom seen on the road. However, our Italian Car Day event at Brooklands usually has a couple turning out and Mike Hilton's featured white Spider is one of them. Visitors this year will have seen

both his Spider and Paul Gregory's 8C 2300 on track together – a unique occurrence.

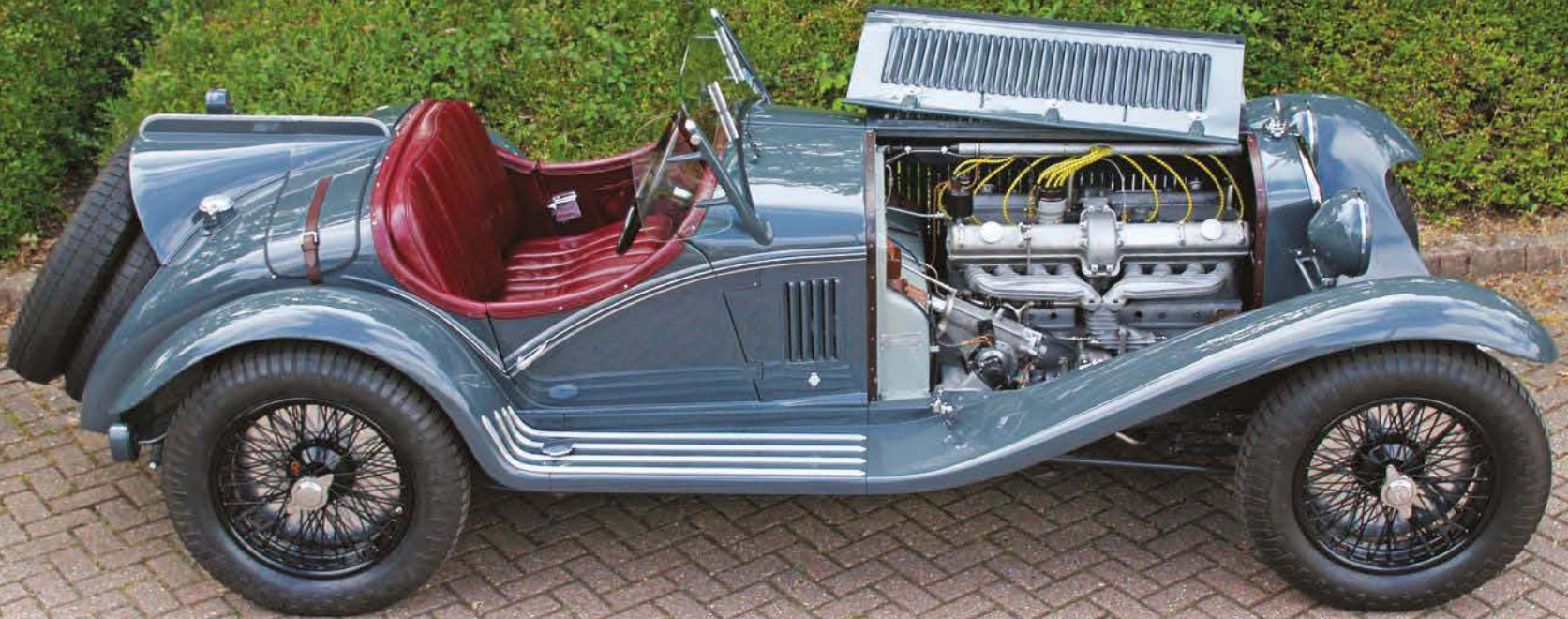
Following Mike's Spider through the Wiltshire lanes from my mobile grandstand view in the 8C 2300, the width of the left-hand drive car is quite evident, it has already cost him a right-hand door mirror! With both our cars open to the sky, the sound from the big V8 is just fabulous. In fact, in 2011 one popular magazine voted it the 'Best Sounding Car of the Year'. I can't disagree.

Talking about costs, that mirror replacement was £120, not bad for a specialist vehicle, but there is worse to come. Mike had the top down for a drive on the A3 when one of the filler panels for the roof flew off. These triangular panels tidy up the gap left by the lowered roof and have very flimsy fasteners. Fortunately Mike was able to obtain a replacement – but it cost a cool £1400! It's not surprising that he now keeps the panels in the boot for open air motoring.

As a postscript, I will leave the reader to ponder over the final paragraph in John Simister's piece in *Auto Italia* in 2009: "Next year is Alfa Romeo's 100th anniversary and there is a strong possibility of a lighter, faster, madder, yet rarer Competizione GTA coupe with which to celebrate. Roll on 2010." Er, we are still waiting... 

Alfa eight-cylinder engines separated by 75 years: modern V8 versus straight-eight from the 1930s





Alfa Romeo 8C 2300



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Let's Do *The Italian Job*

Voted the greatest British movie of all time, *The Italian Job* celebrates its 50th anniversary this year. Expert Matthew Field recounts some never-before-told inside stories of crashed Lamborghinis, favours from Gianni Agnelli and Italian capers

Story by Matthew Field

Panning down from a bright blue sky on to snow-capped mountains, the silence is broken only by the distant but powerful throb of an engine. Settling on the Great St Bernard Pass, an orange Lamborghini Miura P400 speeds over the bridge as the dreamy opening bars of Matt Monro's *On Days Like These* begins. Nothing can prepare us for what is about to happen: we see the Miura entering a tunnel, quickly followed by a squeal and then an explosion. Few motoring enthusiasts can forget the opening sequence to the classic crime caper, *The Italian Job*.

he was driving an Alfa Romeo Giulia Spider. Michael Caine remembers Kennedy Martin first pitching him the movie: "He said, 'Let us destroy all these symbols of wealth, like cars. If you destroy a person on screen people go, 'Oh terrible.' If you destroy a Lamborghini, they all burst into tears. He thought that destroying luxury machines would be more powerful than actually killing people."

The underlying vibe of Kennedy Martin's story was a reaction to Britain joining the Common Market – a hot topic of conversation in the late 1960s. "I had a hazy notion that somehow the adversaries – on one hand

“ Destroy a person on screen and people go, 'Oh terrible.'
Destroy a Lamborghini and they all burst into tears ”

Loaded with 'Sixties swagger and some of the coolest performance cars of the 1960s, the film is famed for its endlessly quotable dialogue and one of the most impressive car chases in movie history. Michael Caine's cockney wide-boy Charlie Croker leads a band of lovable British rogues to pull off a daring gold heist before escaping across the gridlocked city of Turin in red, white and blue Mini Coopers. It is the ultimate celebration of 'cool Britannia'.

Scriptwriter Troy Kennedy Martin admitted, "I really loved cars," and at the time he wrote the screenplay,

the English robbers and on the other the Mafia – could play out a role that paralleled the big corporations that were squaring up within a united Europe." The fact that, 50 years later, the UK is still conflicted about Europe has made *The Italian Job* ironically contemporary.

However dismissive *The Italian Job* is in its attitude towards all things Italian, the filmmakers actually received great generosity in Italy. A city was needed in which to stage the huge traffic jam sequences and the fast-paced getaway, both vital elements of the story. Rome and Naples proved impossible, and Milan was just





too chaotic. Producer Michael Deeley happened to relate his difficulties to a close friend who suggested he investigate Turin, the hometown of Fiat, as he knew Gianni Agnelli, Fiat's celebrated proprietor.

"It was clear that Signor Agnelli could make any number of things happen, were he so inclined," said Deeley. Agnelli was amused by the script and Michael Caine recalls the industrialist welcoming the production with open arms: "I don't think we would have been able to pull any of it off without the word from Gianni. Once he said you could drive on top of the [Fiat] factory, you are not going to get the mayor of Turin saying you can't drive down the street! Mr Agnelli might be on the phone and you don't want that!"

It is well documented that the British Motor Cooperation (BMC), which made the Mini at the time, was not interested in negotiating a product placement deal and assisted somewhat begrudgingly. As Deeley's relationship with Agnelli developed, the Italian capitalist hit Deeley with a proposition. "Effectively Fiat told us, 'Listen, we can be very helpful here if you switch the Minis to become Fiats.' They were prepared to offer me as many Fiats as I needed to crash and smash, as well as trained stunt drivers to pilot the



vehicles, a \$50,000 cash bonus and the current top-of-the-range Ferrari as a personal gift. I had to decline. The whole point of the movie was very clear in my mind by this time, it was the theme of 'us against them.' It had to be Minis."

Fiat remained unbelievably co-operative, providing the production with three Fiat Dinos for the Mafia to drive in the film, and dozens of Fiats for the traffic jam sequences. At the end of production, one of the Dinos was gifted to the director, Peter Collinson, who later wrapped it around a lamppost. Over the course of production, six Alfa Romeo Giulia Ti police cars were also used, of which only one reportedly survived. The Italian police got a little tetchy over the way the Minis continually escaped the Alfas and stressed to anyone who would listen that it would never happen in real life!

Paramount executive Michael Flint recalls BMC continued to be uncooperative during production. "I rang the Chairman and said, 'Fiat are supplying - for free - Fiat Dinos, and they will supply us with more cars. What we will do is rewrite the ending and have all the Minis break down and the Mafia will catch them up in the [Dinos].' Five minutes later he rang me back and said, 'How many cars do you want?'"

Gianni Agnelli (above left) loved the script and opened Turin's doors. Miura wreck supplied by Lambo





Brand new Miura was taken off the production line, unbeknownst to its owner, and driven by Enzo Moruzzi

The Italian Job began shooting in Turin in 1968, during the summer recess. The crew were welcomed to the city ceremoniously by Agnelli's grandson. Kennedy Martin recalls Peter Collinson, Michael Deeley and Michael Caine drew up in Rolls-Royces brought down from London. "It was the contrast of this little Fiat 500, this guy who is the heir apparent to the Agnelli fiefdom and the arrivistes from England, all with their giant Rolls-Royces, that caught my eye."

The first sequence to be filmed was the Miura. Like Fiat, Lamborghini also proved helpful. The Miura was delivered to the location and driven on-screen by Lamborghini's driver, Enzo Moruzzi, who said: "Somebody from Paramount came here to the Lamborghini factory in Sant'Agata enquiring about the possibility of featuring a Miura in *The Italian Job*. We said, 'No way - you cannot crash a Miura! That would be very expensive!'"

The Miura required skill to drive, and not every owner could handle it competently. Hence, in those early days, crashed Miuras were returned to the factory regularly. Lamborghini suggested the filmmakers take a look at a write-off sitting in the workshop. They would then lend the production a brand-new car for the

driving sequences and push the crashed car down the mountainside. Recalls Moruzzi: "The reason the Miura was orange in the movie is because it was totally dictated by the colour of this write-off. I then went to look at what cars we currently had on the production line. By pure chance there was an orange car."

Cameras were rigged to the brand new car with wooden planks and chains. "I was concerned that the chains may damage the paintwork," recalls Mouruzzi. "Remember, this car was going to be delivered to a customer who had no idea what we were doing with their Miura before delivery. The speedometer was disconnected, so it didn't clock up the 800km round trip. By the time the car was delivered to the dealer in Rome, some poor guy unknowingly took delivery of a car with 2500km on the clock!"

Later the wreck was pushed down the mountainside and into a ravine; one of the most memorable shots in the movie. Said Caine: "It really was a thing when [*The Italian Job*] came out, people going nuts: 'Oh my God, look what they have done! That Lamborghini!' Especially in Italy!"

The production staged the traffic jams for real. Peter Collinson instructed a skeleton crew to set up





cameras where nobody could spot them from ground level. The canteen, camera and lighting vans were used to block up exits to the city as traffic poured in. Deeley remembers the liberties they were taking: "If these frustrated citizens had seen the cameras and realised the scenario of which they were an unwilling part, we would have had a riot on our hands. As it transpired, I think they just assumed it was some dreadful and entirely accidental mess." Meanwhile, Gianni Agnelli told the police to look away for a couple of hours.

Like lads on a continental holiday, the young actors playing Charlie Croker's motley crew made themselves at home in Turin. David Salamone, who played getaway driver Dominic in the red Mini, recalls: "We each had a Fiat 500 on hire and would drive around Turin like a train causing more havoc than in our Mini Coopers." Another of those young actors was future star, Robert Powell: "We were like kids in a sweet shop. We would go out in a row – all different coloured Cinquecentos. And whoever was at the front at the traffic lights, jammed his handbrake on, his foot on the brake because he knew what was going to happen – all of us behind would try and push him forward into oncoming traffic. We soon discovered on a roundabout we could stop traffic from entering it by just going round and round and round!"

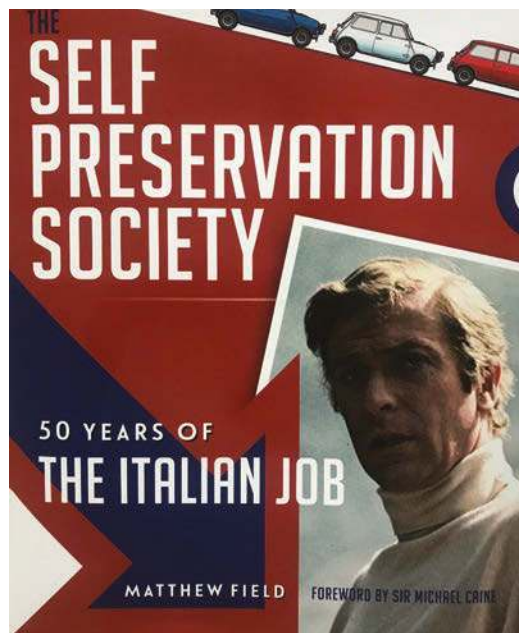
When Deeley was unable to find a suitable location for the dangerous rooftop leap stunt, Agnelli stepped

in again and suggested they use Fiat's premises at the Mirafiori plant. And Peter Collinson, who had a fetish for danger, sent the Minis up a rickety scaffold ramp onto the dome roof of the Palazzo delle Mostre. The police went crazy. Actor Michael Standing remembers, "Collinson was really a chancer. They were frightened the roof was going to collapse. Collinson wanted to get the shot, so he hid [from the authorities and] kept out of the way until the scene was finished. Meanwhile we carried on filming."

Upon release, *The Italian Job* was seen as just another heist movie, but over the past five decades has found a cult following. Kennedy Martin reflected, "Somehow it has come to represent the 'Sixties, even though it is a fantasy version of it." Years later he was hired to write a screenplay about the life of Enzo Ferrari. "They asked me if I had ever done anything in Italy. I said 'The Italian Job' and they didn't look very happy!"

Caine concludes: "It was the greatest advert for Minis the world has ever seen! No wonder [British Leyland] is out of business. You know what I mean? What a dumb load of bastards they were. That's why the company no longer exists!" The closing credits made no mention of BL but instead said, "Our grateful thanks to the city of Turin and to Fiat for their help with this film." Can you imagine the Ford executives letting a bunch of Italian filmmakers run riot around Dagenham shooting a story that pokes fun at Ford and Britain in general? 🇮🇹

Turin really was brought to a halt by the film crew. Agnelli had told the police to look the other way



Based on in-depth interviews with the cast and crew, and lavishly illustrated with hundreds of never-before-seen photographs and production documents, *The Self Preservation Society: 50 Years of The Italian Job* by Matthew Field takes a fascinating, behind-the-scenes look at how the film made its way onto the screen. *Auto Italia* readers can order the book with a 10% discount direct from the publisher by visiting porterpress.co.uk and using the discount code: ITALIA10

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Spritely Italian

Innocenti's delightfully deft Coupé was a distinctly Italian take on the Austin-Healey Sprite. We've driven a very rare UK example

Story by Richard Heseltine
Photography by Michael Ward

The thing about driving a 1960s British sports car is this: joyfulness is often indistinguishable from anguish. You learn to take the rough with the smooth, the agony with the ecstasy, the... well, you get the idea. Such cars were often built along antediluvian lines, with time stopping still in terms of development. The car we have here is an anomaly; a heartland British sports car reimagined by Italians. As is to be expected, it was infinitely more up-to-date in terms of styling relative to the car that sired it, but it retained the sort of running gear that could be fixed with a hammer. It's an intriguing mix. A compelling one, too.

Scroll back to the immediate post-war years and, as Italy dug itself out of the rubble, Innocenti picked up from where it had left off, producing machine tools, steel tubing for scaffolding and suchlike, even though manufacture was initially hobbled by a lack of raw materials. The firm then diversified; brilliantly so. Realising that Italy was starved of transportation, it rustled up the Lambretta scooter. It was an instant success, with demand massively outstripping supply, and not just within the nation's borders.

Operating out of a new factory in Lambrate, Milan, it subsequently branched out into the manufacture of automotive

components and car body presses for the likes of Fiat, Lancia and Alfa Romeo. The 1950s witnessed a period referred to in textbooks as 'The Economic Miracle', or closer to home as 'Il Boom', and Innocenti wasn't lacking in ambition. It would become a motor manufacturer in its own right rather than a mere subcontractor. However, realising that it lacked the resources to go it alone, Innocenti chose to collaborate with the British Motor Corporation. Operating outside the Common Market, this unwieldy conglomerate was eager to get a toehold in European markets. The scheme offered just such a way in, and the alliance began with licensed production of the Austin A40 Farina in Berlina (saloon) and Combinata (estate) versions from 1960.

Tailoring cars to suit local tastes soon became the norm, however, the follow-up model being a case in point. Innocenti decided to tap BMC for Austin-Healey Sprite platforms, the difference being that the Italian spin-off would feature an entirely new outline. After canvassing various styling houses, the task of styling 'Project AX1' was handed over to Carrozzeria Ghia, or rather fresh-off-the-boat Detroit, Tom Tjaarda. This artiste would go on to pen everything from the first-generation Ford Fiesta to the De Tomaso Pantera, but the Innocenti ragtop represented year zero for his design career.





"I was totally green," he recalled to *Auto Italia* in 2009. "I'd been studying architecture at the University of Michigan and, in my final year, I persuaded my lecturer, Aaree Lahti, to let me design a car as part of my course. I wanted to do a sports car but he told me that I should do something that was genuinely original, so I came up with a sports-station wagon. He was on my back the whole time about making sure I got the details right. Well, sometime later I was invited to his house for dinner and he asked me if I'd consider taking a sabbatical. He'd been touring Europe and had shown some pictures of my scale model to Luigi Segre who

extremely rude about several newcomers, but not the newly-named 950 Spider. Jennings wrote: "The A-40 [sic] built by Innocenti is virtually identical to the British version, but the Sprite has been given the benefit of the Italian's styling talent and the resulting car is a substantial improvement over the original. Apart from the obvious upgrading in appearance, there are also slightly better accommodations for driver and passenger and, best of all, there is a proper trunk compartment with a lockable lid."

Series manufacture got underway in 1961, with the first 624 cars being based on the 'Frogeye' Sprite,

“ The looks were what attracted me to it first. It's pretty and delicate and I don't think it has a bad angle ”

was the boss at Ghia in Turin. I was on the next student ship to Italy!

"I clearly remember going to the Ghia factory on a Sunday, purely to find out where it was located and to have a look around, only to be put to work! I couldn't speak Italian so was just told to 'design a small sports car'. The design department consisted of myself and Sergio Sartorelli, with Sergio Coggiola doing the full-scale drawings. I had some help from the chief modeller, and we developed a nice-looking car. The nose of the prototype was chopped back a little, but overall it came out pretty much the same as my original sketches."

Launched at the 1960 Turin Motor Show, the pretty roadster was well received by the press and public alike. Gordon H Jennings reported on the event for *Road & Track* and, as was the title's want, was

complete with 948cc A-series power. Towards the end of the year, BMC began dispatching 'kits' to Sprite MkIII specification, which meant such niceties as a close-ratio gearbox and a power hike to a giddy 46.5hp. By midway through 1962, production was said to be running at around 13 cars per day, the range-topping 'S' version, complete with overbored 1098cc four-banger and front disk brakes, arriving in showrooms in February 1963.

That said, the task of fashioning Spider bodysells was subcontracted to Ghia, or rather its 'romantically' named Officine Stampaggi Industriale (OSI) offshoot. OSI's principal, Sergio Sartorelli, told *Auto Italia* in 2007: "OSI was created by Ghia and Arrigo Olivetti of FERGAT [which manufactured road wheels]. We were based out of an old munitions factory in Turin. Segre had the idea of equipping Ghia with a parallel business with the





Tom Tjaarda's design work has aged very well, while Sprite mechanicals make it very easy to work on

intention of producing special-series cars – today we call them niche vehicles – but with both companies being entirely separate. Segre wanted to compete with Pininfarina and Bertone at this level.”

Unfortunately, while the Spider sold well to begin with, interest soon dwindled. It couldn't compete on glamour alone in the few overseas markets where it was sold. *Road & Track* was one of few English-language titles to test the Spider in period, its May 1965 edition concluding: “It is undoubtedly a well-finished and attractively designed small sports car, and it has the added virtue of being built around the well-tried BMC components, which eliminates the parts and service problem associated with any limited-production automobile... However, assessing the relative merits of the Innocenti S presents a problem because it is necessary to take into account the price tag. At \$2920, it is definitely out of the Sprite range, and while it certainly not inferior to the Sprite in any way, it is not \$800 better.”

Sales flat-lined to the point that just 63 roadsters were sold in 1965. A new model was needed. Enter the Coupé (or simply C). Depending on whose version of history you believe, this new strain may have been created out of simple expediency. There were plenty of parts lying around, so this new model was introduced simply as a means of soaking up unused stock. It was available in any colour you liked as long as it was white, green or red. The thing is, the Coupé was much more

than just a Spider with a roof attached. This intriguing curio was shaped by Sartorelli and given a new look of its own. An additional six inches were inserted into the gap between the B-pillars and the rear corners. It also emerged two inches wider than the roadster, with each panel being beautifully integrated.

However, it faced the same problems as its forebear: potential punters still viewed it as being a gussied-up Sprite rather than a model distinct from its bare-bones British cousin. Accordingly, few took the plunge. While technically still available as late as 1969, manufacture ended the previous year. Just 794 were made, which represents quite a difference when compared to the 6800 or so Spiders that were purportedly made (typically, opinions vary on the precise production figures). Innocenti continued to collaborate with BMC and later British Leyland (shudder), most memorably with Mini variants. It lived on until 1974 by which time Innocenti had suffered the ignominy of assembling the Austin Allegro under license (as the Regent).

Which brings us to today. The car pictured here belongs to the instantly likable Jeremy Wilson, whose stable also includes a Maserati Khamsin and an Alfa Romeo 2600 Berlina. “The looks were what attracted me to the car firstly,” he says. “It's pretty and delicate and I don't think there's a bad angle. It is also very rare with, I believe, only two cars known in UK. When I spoke to the Innocenti club in Italy, even they didn't have a Coupé among their members. Driving it is also

good fun. It is low, but quite slow and very noisy: 70mph equates to about 5000rpm and 96dB. After the insulation of a modern car and my daily hack down the M40, it blows the cobwebs out rather well. I do about 1500 miles per year in the car so it gets used! Finally, it's well-appointed with lots of delightful touches for a fairly cheap 1960s coupe: reclining seats, as long as you have a spanner, Veglia gauges (including oil pressure), an integrated light in the rear view mirror, separate switch for the internal lights and opening back windows."

Up close, it appears smaller than images might have you believe. Having stooped to enter, the cabin is conversely much – *much* – more commodious than you might imagine (the bulkhead was moved forward relative to a regular Sprite to allow for longer doors and more room in the footwells). It is also delightfully airy thanks to the expansive glasshouse and spindly pillars. The door furniture look suspiciously like the 101 Alfa Romeo Giulietta's, while parts bin thievery also stretches to minor gauges, which are the same as those employed by Ferrari for the 250 GTE. It's comfortable, too, even if the driver's seat lacks lumbar support.

While the outer dazzle lends the impression that the Innocenti will be packing some rev-happy jewel under the bonnet, the sound on start-up suggests otherwise. The enduring overhead valve A-series 'four' is vocal but hardly tuneful. That said, it's just about unburstable. Off the line, the clutch is light and smooth with a shortish amount of pedal travel. Initial acceleration is brisk, while the four-speed 'box is sweeter than you remember, even if it doesn't like to be rushed. One of the best features of a regular Sprite is the positive and precise rack-and-pinion steering, and here there's little in the way of kickback; nor are there any dead spots on the straight ahead.

What really strikes you is how rigid it feels. There are no percussive creaks and groans through the structure, nor does the suspension crash and bang over Britain's calloused asphalt, even if the exhaust system hangs perilously low. The Innocenti displays tenacious grip when cornering, too, despite riding on what appear to be bicycle tyres. This is in no way a fast car, but it is an endearing one. You cannot help but smile while driving it.



The Coupé may not have been a rousing success way back when, but it makes a persuasive case as a classic, the shame being that neither the Coupé nor its open stablemate were ever sold in Blighty in period. Anecdotal evidence suggests that the idea of offering Innocenti's take on the Sprite in the UK was batted around at board level within BMC. It was only nixed due to the probable high cost and fears that it might overshadow the regular model. The cover may have changed, but the book remained much the same after all. 🇮🇹

While this may not be a high-performance machine, it has delicate handling balance and sharp steering



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Beating the Best

25 years ago, Alfa Romeo shook up the Touring Car world with its 155 racer. We tell the story of its development into a BTCC title-winning champion

Story by Peter Collins





Towards the end of 1992, Alfa Romeo decided that, with the 155 GTA's participation in Italian Touring Cars drawing to a close, the Deutsche Tourenwagen Meisterschaft (DTM) series was to be its 1993 target. Not everyone was happy about this, since all of Alfa Corse's resources would now be concentrated on a single national championship.

Touring Car racing (D1 and D2) was clearly targeted as part of the marketing strategy of the Alfa 155, but some markets felt that DTM (D1) was far too restrictive – particularly French and Spanish dealers, who complained officially.

Team boss Sergio Limone said: "The non-German dealers were really disappointed about the choice, due to poor TV coverage outside Germany. So they asked for additional involvement in national championships. Due to the fact that in many countries, the touring car championships were for Super Touring (D2) cars, the decision of Giorgio Pianta was to develop a second version, valid also outside Germany's DTM: the Super Touring 155.

"The decision was not taken until late – in September 1992 – and by that time, we were under full pressure to complete the 1993 DTM cars. The project was based with Alfa Corse in Settimo Milanese, as well as at Abarth at Corso Marche. An external company, Albatech, in Moncalieri, was responsible for the chassis."

So how was the D2 155 developed? For the engine, the rules allowed a mixture of parts from different production cars of the same marque. So the block was sourced from the Alfa 164 Turbo four-cylinder, while the head was the one from the Alfa 155 Q4 (and also Lancia Thema 16V, Fiat Tipo 16V and Lancia Delta integrale). The head was rotated through 180 degrees and positioned with the inlet side to the front to allow the best possible position for the air-box and to keep pressure in the intake high. It was an all-square unit (bore and stroke both 86mm).

The crankshaft, rods, flywheel and pistons were pure competition parts. The lubrication was by dry sump with the scavenge pumps in front of the engine, connected by pipes. These would later be the cause of some trouble...

As for the gearbox, the team turned to Hewland (as it had done for the Delta S4). The design was tailored specially for the 155, with magnesium alloy casing, six ratios, dog teeth and a multi-plate front differential.

Initially it was operated by a conventional H-shift pattern, but was soon switched to sequential.

The front suspension was by MacPherson struts with steel tubular wishbones and a fabricated front subframe. Dampers were from Bilstein, with the springs sitting on adjustable seats. The camber was adjusted by moving the upper uniball on the top of the damper. The rear suspension was by trailing arms, with fabricated arms. The main development in this area was the rear subframe: a unique tubular fabricated

a racing car with front-wheel drive was when I tried a 155 in the early winter months of 1993. It was the first time a 155TS had taken to the tracks and Giorgio Francia shared the wheel with me at Mugello. The car was very unbalanced and I realised we had much work to do to make it competitive.”

Sergio Limone added: “There were several weak points on the car. The engine suffered minor problems in the pick-up of oil from the dry sump, which led to catastrophic results in the case of leakage. It was

“ We enjoyed a technical gap, a hidden advantage, that allowed us to dominate the season ”

item that increased lateral stiffness.

The brakes were all Brembo: four-pot callipers on front ventilated discs and twin-pots on rear discs. A twin Hydrovac servo assister was tested, but judged not to be a success. The steering was power-assisted, with a pump sourced from a Renault Kangoo van! An FIA fuel tank was sited under the floor, filled through a hose in the rear boot.

Due to the late start of the project, the first car wasn't ready for shakedown at Campovolo (the aerodrome in front of Corso Marche where many classic Abarth models were photographed) until 14 February 1993. Problems soon showed up on the track and had to be sorted during the season.

Gabriele Tarquini told me: “The first time I ever drove

difficult to attain the correct setting for the self-locking front differential. Poor roadholding was due to a lack of lateral stiffness in the rear suspension. This latter problem was solved by stiffening the rear axle.

“There was aerodynamic lift at the nose that required a lift-off of the accelerator and, therefore, a loss of time. This problem was partially solved by the use of a front intake for the cooling of the front – and rear! – brakes, acting not only as an air intake, but also as a front spoiler and a sumpguard. This device was used all year until Monza.”

At the end of the 1993 season, the decision was made to prioritise the Supertouring (D2) version of the 155, and that meant targeting the most important Supertouring championship of all – the BTCC – with the

Special locking diff allowed for brilliant handling, especially under braking, and little tyre wear





CLOCKWISE FROM TOP:
Tarquini jumps for joy at Dingle Dell; Thruxton qualifying; Simoni chasing a BMW at Brands; Tarquini and Simoni loved the 155

help of Prodrive.

Two big steps were undertaken to increase the competitiveness of the car: Firstly, a new active front differential, and secondly, bodywork. The active front was derived from a central unit used on some experimental Lancia integrale rally cars. This unit locked the front axle during braking, avoiding the front brakes locking up due to the lifting of a wheel going into a corner. The driver could now brake hard during the first part of a corner confident that no locking of the wheel would occur.

On the bodywork side, due to the FIA decision to ban any air intake in front of the spoiler, it was necessary to add another spoiler in front of the original one. For FIA homologation, 2500 cars equipped with additional front and rear adjustable spoilers were duly built, called 'Silverstone', some 200 of which would be allocated for sale in the UK. The competition cars would be based on the 1993 racers but with the spoilers, engine and front suspension changes, and stiffer rear suspension. No mention was made of the locking differential...

Tarquini commented: "It was vital to find a good compromise with the differential between handling and tyre wear. Limone managed to assemble the perfect differential. It was an incredible advantage that allowed us to enjoy a technical gap, a hidden advantage, over our competitors and this allowed us to dominate the season.

"Compared to the 1993 car, the 1994 one was hugely different to drive because of the characteristics of the differential. When detached, it was acting on the front brakes. It was as if the axle was completely connected

on one long, fixed axis. It was not possible to brake and turn-in entering a corner and this very much affected your driving style."

Was the team confident before arriving in the UK for the BTCC? "The BTCC in '94 was full of very competitive machines and the ultimate teams," recalls Tarquini. "I did not, at first, consider victory. We had prepared as well as we could for the season but my limited knowledge of the circuits was a disadvantage."

Paulo Canterella, boss of Fiat Auto, said at the time: "It is very important for us to relaunch in the UK and we intend to increase our market penetration. Our presence in the BTCC is important for the local market, but also for the European market. The budget goes beyond the local." Some £5.2m was allocated to the BTCC effort; that compared with £10m for DTM and £6.8m to research and development at home. In comparison, 1993's Renault BTCC effort cost £3m. Alfa reported that both the 164 and 155 showed increased sales in Germany after its first DTM season.

The plan for 1994 was that two team cars would be based at the new Chivasso plant north-east of Turin, and the cars would return there after each BTCC round. When time was short, they would be rebuilt and prepared at Prodrive's Banbury base.

Very soon into the season, there was moaning and churlishness regarding the homologated body parts. Vociferous lobbying persuaded TOCA (the UK Touring Car organisers) to consider the position of Alfa Romeo. Alan Gow, director of TOCA said: "We have a great deal of sympathy for Alfa. They homologated their car strictly within the regulations... Nobody



believes Alfa is winning because of their wings... The FIA must act now before totally ridiculous add-on parts are homologated for racing.”

At Snetterton, Alfa was forced to race without its raised rear wing but still Ford complained that the car was not properly legal. Despite a reduction in height, the 155 still won.

Gabriele Tarquini said: “We have tested at the same circuits with high and low wings and there is very little difference. As to the front splitter, we have never run the car without it. Why should we? It’s on the car, so what’s the problem?”

When Tarquini wrote off one of the cars in testing at Snetterton, it was reshelled overnight by Prodrive. Sergio Limone: “A direct competitor went to an Alfa dealer and was able to pick up a car on 1 May before the installation of the controversial spoiler; as a result, TOCA, revoked the possibility of using it. Alfa Romeo GB sued the dealer for damages as [the dealer] had been paid for fitting it but had failed to do so.”

Interestingly, it has since come to light that Ian Titchmarsh was, as a representative of Ford, responsible for visiting an Alfa dealer to confirm the availability of the Silverstone parts set-up. Ironically, he is now a great Alfa Romeo enthusiast, but at the time he was acting for the Rouse Ford team.

I asked Gabriele whether the constant complaining affected him or the team personally. “Yes, from the beginning all the other teams and the press accused us of homologating a car that didn’t conform to the spirit of the championship. The merit of all the victories was not in the front or rear wings, it was well hidden under the bonnet and in the organisation of a team


that, at that time, had no rivals.”

Crunch-time came at a sunny Oulton Park in June. The RAC ignored the fact that the FIA had homologated the relevant parts and demanded that the Alfas practise and race with the front splitter in a retracted position. Alfa Corse refused to comply.

Team manager Nini Russo said: “We run with the splitters out because we know we are not illegal. It’s not a question of safety or performance, it’s principle. It’s totally unacceptable.” The upshot was that Giorgio Pianta made the decision to pull the team from the event before the engines had even been started. It was either a masterstroke or a foolish gesture, depending on who you talked to.

A compromise was reached fairly quickly, Alfa Romeo accepting a rule change and returning the following round with the rear spoiler retracted but the front spoiler still extended. “Although it is agreed that they were not illegal in the first place,” declared Russo.

Said Andy Rouse of the Ford team: “Now we’ll give them a good hiding in the rest of the season.” History tells us it totally failed to do so and that Alfa Romeo took comprehensive victory in the 1994 BTCC, in both the manufacturers’ and drivers’ championships (Tarquini taking the latter crown).

Tarquini concludes: “The BTCC 155 was a car that was very quick, but very difficult to drive on the limit. It had very fine steering in fast corners where the rear was very light, and it did not understeer. The engine was powerful enough but the best part was being able to exit a corner with the minimum of steering deflection, thus enabling the most speed to be carried down the next straight.” 

The first race of the 1994 season took place at Thruxton in a gale. This was the Alfa’s glory year

BACK BY
POPULAR
DEMAND...



Auto Italia Italian Car Day at Stanford Hall

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



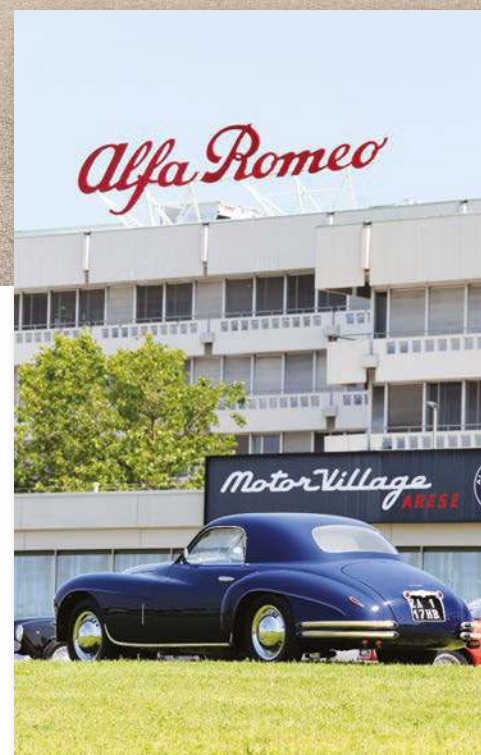
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RealAlfa

A very special concours event for Alfas held at
Alfa Romeo's historic track in Arese

Story & images by Matteo Grazia



What a great idea RealAlfa is: a concours competition celebrating classic Alfa Romeos. The very first RealAlfa contest took place in June 2019 at the Alfa Romeo Museum's test track at Arese, Milan.

The event was conceived by RIAR (Registro Italiano Alfa Romeo) to commemorate the recent passing of Maurizio Tabucchi, the ex-president of not only RIAR but also Italy's umbrella classic car register, the ASI, and an eminent motoring historian.

Over 50 cars competed in nine classes, from the 1930s to the present day. The cars selected were mainly based on their historic

status and authenticity, taking into consideration how well preserved they are. The classes were:

A: 6C 1500/1750/1900

B: 6C 2300/2500

C: 1900 C

D: Giulietta Spider

E: Giulia saloon

F: Spider Tipo 105 (pre-1968)

G: Alfetta GT and derivatives

H: 75

I: GTV/Spider 916

J: Instant Classic (8C

Competizione/Spider/limited edition cars built after 2000)



It was no surprise that the 'Best of Show' award went to the 1929 Alfa Romeo 6C 1750 Super Sport Zagato owned by Marco Masini. Originally belonging to Luigi Chinetti, the US Ferrari importer and founder of the North American Racing Team, this stunning car proudly showed its age-related wrinkles, retaining its original paint and interior, with signs of use clear to see.

In the 6C 2300/6C 2500 class, victory went to the 1949 Alfa Romeo 6C 2500 Freccia d'Oro owned by Francesco Ricciardi, one of 680 built by Alfa Romeo. In the 1900 C Sprint/Super Sprint category, first prize was awarded to Italo Piccagli's 1953 Alfa Romeo 1900 C Sprint Cabriolet, which has been family-owned from new.

The award for the best-preserved interior went to the 1955 one-off 1900 C Super Sprint Vignale La Fleche, which was originally designed by Giovanni Michelotti, and now forms part of the significant Corrado Lopresto collection.

First class prize in the Giulietta Spider class went to the 1959 Spider Veloce belonging to Ottorino Fontana, the only

Veloce model in the competition; approximately 3000 units of this more powerful Veloce spec were built by Alfa Romeo. Winner of the class dedicated to Giulia saloons was the 1963 TI model owned by Giuseppe Dell'Orto, while in the Tipo 105 Spider category, first prize went to Antonio Berto and his 1966 Spider Duetto 1600.

Two racing Alfa Romeos aroused much interest. The first, awarded a prize for its glorious sporting past, was Gian Maria Girolami's 1975 Alfetta GTV 2000 Autodelta Group 2, an ex-works car driven by Francesco Svizzero in Italian races such as the Elba Rally and Rally Delle 4 Regioni. The other car awarded a prize for being the most significant in the sporting category was the 1988 Alfa Romeo 75 1.8i Turbo IMSA Evoluzione belonging to Mr Fonte. This competed in the 1988 Giro Automobilistico d'Italia alongside two other 75 Turbos, the three cars dominating that event with a 1-2-3 finish; exactly the same result followed in 1989.

The next RealAlfa Concours d'Elegance event has already been set: it will take place in 2021.



FRENCH LEAVE

Italian metal dominated this year's epic Tour Auto in France

Story & images by Peter Collins



Tour Auto is more than just an event; it's almost an institution. It's been around in one form or another, almost without break, since 1899 – that's 120 years – and Peter Auto revives it each year to create one of the world's best historic rally/races.

There were plenty of standouts in this year's entry, from a Hotchkiss Artois Berline

and a Maserati 200Si to no fewer than three Alfa Romeo Giulia Ti Supers. You can add to that several Group 4 De Tomosos, a fair sprinkling of Ferraris (including Michelotto 308 GTB, Lusso, 275 GTB and Boano 250), Lancias Fulvia, Flavia and Stratos, plus a Fiat 2300S Abarth Coupe. So there was plenty to watch as this fabulous array of post-war sporting machinery wheeled its way around

the (mostly) D-roads of France.

Although the event used to start from Paris, traffic and safety considerations mean that the cars now make their way, starting at 06.00, south-east to the Chateau Vaux le Vicomte to the north-east of Melun for the official timed start at 07.30.

Within an hour, the first special stage was reached at Les Gaillards, south-west of Sens.





Opening their account with victory here were Didier Sirgue and Jean-Michel Carriere in their De Tomaso Pantera Group 4 – an increasingly popular choice of car for the event – followed by Florent Jean and Philippe Talabard in a Michelotto Ferrari 308 Group 4. In third was the similar and well-known example of the Entremonts, bearing period family company sponsorship. Following on behind, the ‘Regularity’ runners included Argentinians Alejandro Oxenford with Jose Luis Celada in a Ferrari 275 GTB in the top three.

The event headed out into the Bourgogne over great driving roads, with plenty of spectators out and about, before arriving at the Circuit Dijon Prenois in the afternoon. Here, Mr John of B, accompanied by Sibel, topped the results in a raucous Ligier JS2 Cosworth V8 ahead of the previous top three finishers, Florent Jean and Didier Sirgue in Ferrari and De Tomaso. New faces appeared

on the Regularity podium as well; in first place was the Scalise family’s Alfa Romeo TZ.

By Lyon on Wednesday, the competition was still being fought by the Ligier, Ferrari and De Tomaso triumvirate of Mr John of B, Florent Jean and Didier Sirgue.

Day Three, fully 420km long, saw the cars heading south-west over the Col de Pavézin before skirting St Etienne and visiting Montbrison and Ambert, with a lunch break at Chateau Martinanches, south of Thiers in the Auvergne. With no circuits to play on, there would be three special stages, the first of which was a very fast one in the Pays du Gier. Later in the morning the second stage took place close to Montbrison. The afternoon’s competitive motoring moved to a twisty stage in the Auvergne at Augerolles, with the road very damp from earlier rain. Regularity was headed by the Scalise Alfa TZ, then Tomas Hinrichsen and

Solange Mayo with their Maserati 200Si and the Oxenford Ferrari GTB.

But the longest day had only just arrived. A full 531km of driving, including two stages and circuit activity at the fabulous Charade just outside Clermont Ferrand, would bring the field to a further night stop at Tours in the Loire.

In the Regularity contest at the end of the fourth day, the Oxenford Ferrari GTB was second. Tied for third place were the Hinrichsen Maserati and the Ferrari 250 GT Lusso of Eric Hamoniau, with Edouard Lotthe reading the maps.

At the end in Deauville, a former glitterati watering hole, there was a shake-up in Regularity with the Hamoniau Ferrari Lusso grabbing top spot at the end. The Oxenford Ferrari GTB that had been there or thereabouts for five days took second overall and the Maserati 200Si of Hinrichsen was third.



Gauduel and Missillier's rare Facetti Group 4 Ferrari 308 (below). Regularity podium for Oxenford's Ferrari 275 GTB (above)

Classic Alfa Track Day

Goodwood's historic circuit rang to the sound of dozens of classic Alfas in action

Story by Chris Rees
Images by Michael Ward



Historic Goodwood Circuit once again provided a fantastic playground for 2019's Classic Alfa track day. What a great opportunity this was for any pre-1983 classic Alfa owner to experience what organiser, Classic Alfa, describes as "Europe's last remaining truly historic motor circuit still with its original layout".

The emphasis was on fun, with no competitive element at all. Experienced racers and complete newbies shared track space but there were never any issues, since only 10 cars were allowed on the circuit at any one time, and everyone was well behaved. There were no fixed

sessions; when you wanted to run, you simply queued for the next one – and everyone got plenty of track time. Goodwood even provided an instructor on the day to hone your skills.

There was a fantastic mix of classic Alfas in action, mostly 105 Series Giulias, particularly Coupes, but also Berlinas and Spiders. Richard Norris of Classic Alfa told us: "We used to keep it for pre-1978 cars because that's what our company does. Alex Jupe eventually persuaded us to allow transaxle cars in, but we don't want to have too much speed difference on track."

The circuit's 98dB noise restriction meant that some pure race cars had to run extra

silencing (like James Gibbons' Giulia Ti, which normally circulates at 105dB!), but most cars were well within the limit.

Loads of spectators turned up to see the action – and with free entry, it's no surprise it was so popular. A real highlight of the event was the grid line-up of all Alfas that turned up on the day, classic or modern – around 40 cars in total, from a 2000 Spider to a Junior Zagato, right up to 916 GTVs. These cars then did highly enjoyable parade laps behind a safety car.

NEXT MONTH: Three classic Alfa racers on test at Goodwood: a pair of Alfetta GTs and a Giulia Ti Berlina





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Modena Cento Ore Classic

Road trials and hard-fought action on Italian race tracks marked this year's superb five-day classic

Story & images by Matteo Grazia



It's Tuesday 4 June. Walking through Rimini, the renowned seaside town overlooking the Adriatic Sea, I reach the Federico Fellini Park. In front of the Grand Hotel, it's clear that the Modena Cento Ore Classic is about to begin. Technical checks are underway, and hundreds of enthusiasts and curious tourists are surrounding some amazing cars.

Near the Four Sea Horses fountain, behind which looms the city's famous 101-metre high skyscraper, my eyes immediately fall on the 1973 Ferrari 365 GTB/4 of the Anglo-French crew Alexis Maskell and Gregory Lai. This is the first car I photograph; what an excellent

start! Already I know that 2019 is going to be another great year.

The day passes calmly. Participants are arriving from 14 different nations, mainly European ones but also the United States, Canada and New Zealand. By the evening, 104 classic jewels have arrived to compete, representing 23 different car manufacturers. Almost one third of the total are Italian brands. Notably rich representations consist of Alfa Romeo Giulia Sprint GTA and 1750 GTAm, and high-value Ferraris such as a pair of 250 GT SWBs, three 308 GTB Michelotto Group 4s, and four 365 GTB/4 Daytonas (two of which are Group 4 racing spec, the other

two elegant road-legal models registered in the regularity category).

The list of cars built in Maranello continues with a much-admired 1957 Ferrari 250 GT TDF Berlinetta (Robert Kauffman/Rachel Holt), a 1951 212 Export Vignale (Rerek Whitworth/Miwako Ito) and three prestigious 1960s classics: 275 GTB/4, 275 GTS and 330 GTC from England, Belgium and Switzerland respectively.

The Lancia brand is represented by two Stratos HF Group 4 cars, a 1974 example driven by the Philip Lawrance Kadoorie/Daniels Wells and a 1975 model brought to the event by Max Girardo/Elio



Baldi. There are also two Maseratis: a rare 1956 250S (Stephen Bond/Terry Hopley) and a stunning black 1971 Ghibli from Switzerland. Also this year, the Richard Evans/John Faux crew came with the strikingly rare and very loud 1965 Iso Rivolta IR 340, while a pair of Fiat Dino Spiders entered to compete in the regularity section.

More than 1000km were covered during the five-day event, which was characterised

by moments of intense competition. Starting from Rimini, the Republic of San Marino was crossed, heading for the Tuscany hills with several stops there, in the cities of Arezzo, Florence, Montecatini Terme and Forte dei Marmi (the latter a seaside holiday city, overlooking the Ligurian Sea). Then to the Emilia-Romagna region and the town of Imola with its Rocca Sforzesca, whose first construction works

date back to 1332; Pavullo Nel Frignano located on the Apennines; and finally Modena, with its cathedral, Ghirlandina tower and Piazza Grande, a Unesco World Heritage Site since 1997, and where it all started over 20 years ago.

The cars – both those entered in the competition and the regularity races – faced 11 special road stages closed to traffic, plus action at four of the biggest race tracks in





Italy: Misano, Imola, Mugello and Modena. On the circuits, timed trials and extremely tight sprint races were held. Drivers were clearly not holding back here, with genuine physical contact, sheet metal against sheet metal, a frequent occurrence. The mechanics following the teams were often called upon to intervene, restore and fix any damage and worn parts, as well as patching up the bodywork in makeshift ways. Such was the attrition that some 22 participants were unable to finish all five days.

It was not just about the circuits, but also the special road stages. These required enormous concentration, too. This year's Modena Cento Ore Classic retraced some famous local hillclimb routes. The Spino Pass that separates Emilia-Romagna from Tuscany, and the Giogo Pass in the Mugello hills, were two of the most exciting. In this competition,

consistent performance is fundamental, and achieving excellent results both on track and in the special road stages is the only way to achieve prestigious positions in the final rankings. And anyone can potentially win, the points formula being designed to level performance between cars that are very different to each other.

This year, first podium position was the prerogative of Porsches in both categories. Winner in the 'Competition' section was the 1981 911 SC of Glenn Janssens/Tom Geetere; in the 'Regularity' section, it was the 1961 356 B of Ute Otten/Birgit Saget from Germany. Best results for Italian cars were a victory in the Super Special Stage at the Autodromo di Modena, obtained by Philip Lawrance Kadoorie/Daniels Wells aboard the 1974 Lancia Stratos, while one of the seven 1965 Alfa Romeo Giulia Sprint

GTAs (that of Mathias Koerber/Roberto Restelli) came second overall in the 'Index of Performance' classification.

It must be said, however, that the rankings tell only part of the story. Beyond the final result, it's the atmosphere of friendship and fair play that's most striking, and explains in the best possible way why the success of the Modena Cento Ore Classic continues to grow. This is a well-designed competition where racing moments are perfectly matched by time to relax for the participants. Let's not forget, also, the beauty of travelling through some lovely landscapes, staying in welcoming local facilities and thoroughly enjoying great food.

Thanks should be extended to the hard work of organiser Luigi Orlandini and his staff. We now have to wait and count the months until the next Classic in 2020.



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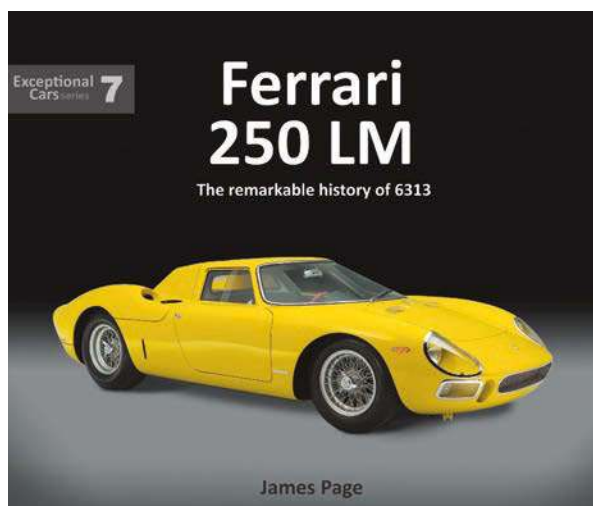
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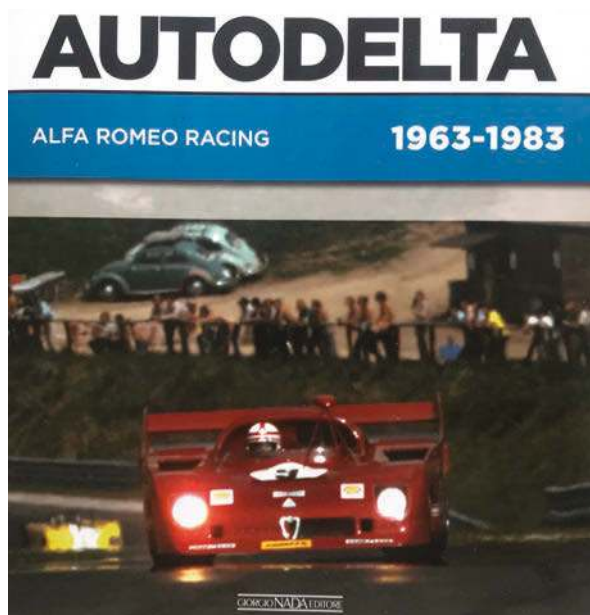


Ferrari 250 LM: The remarkable history of 6313
 By James Page
 Porter Press
 International
 £30

This, the latest in Porter Press's Exceptional Cars series, is one of its best yet. The author is a reliable historian, which is perhaps as well, because untangling the narrative behind this particular 250 LM cannot have been easy. Page sets out his stall with a brief rundown on how the model came into being, before outlining this car's early years competing under the Ecurie Francorchamps banner, including its famous run at Le Mans in 1965. All set for a startling win, its chances were undone in the closing stages, and it ended up second to a similar car fielded by NART.

What impresses us most is how diligently the author gets to the bottom of how this car's subsequent history was conflated with that of another 250 LM. Deciphering the actual from the apocryphal with this sort of thing is a nightmare at the best of times, and there's no room for ambiguity here. Hats off to the author for not fudging his

conclusions. There's a wealth of imagery, too, including some unseen period shots. Good value, too.



Autodelta: Alfa Romeo Racing 1963-1983
 By Maurizio Tabucchi
 Giorgio Nada Editore
 £75

We suspect that few books will hit *Auto Italia* readers between the eyes as precisely as this tome on Autodelta. The story of Alfa Romeo's loosely official racing department, formed as Auto-Delta by Carlo Chiti, is an epic one indeed.

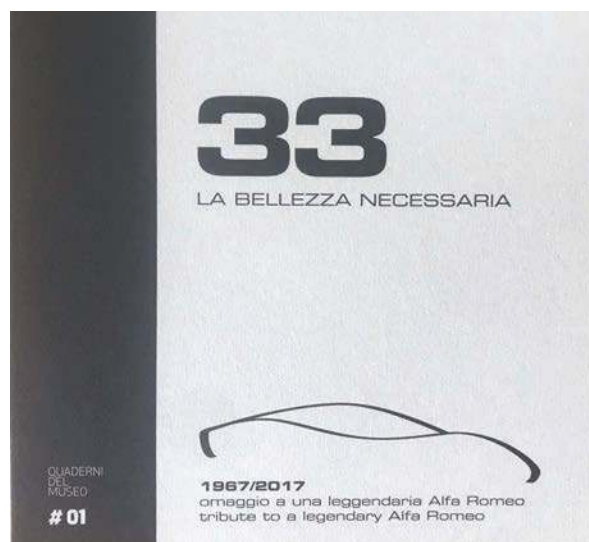
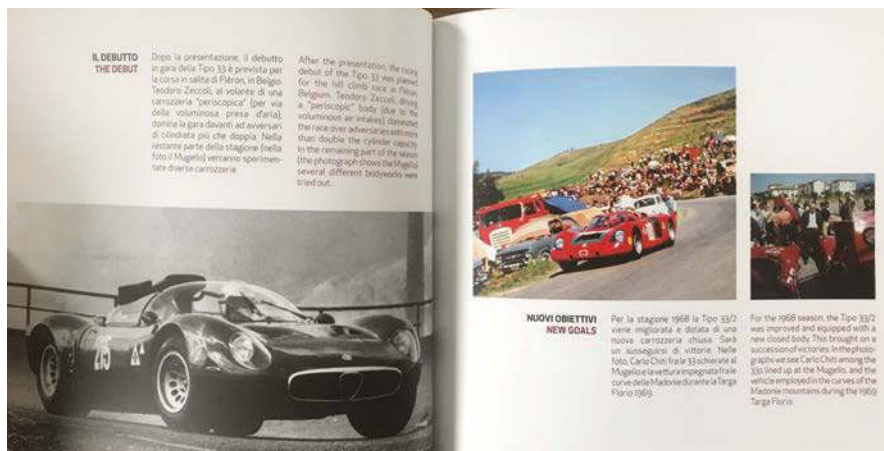
The book includes lots of detail on early projects like the Giulia TZ, progressing to the Giulia GTA and the 33 Stradale.

But it mostly concentrates on Autodelta's huge successes in motorsport, as well as its occasionally gutting defeats. The story spans 1963 to 1983 and encompasses two World Championship titles.

There are fabulous chapters on the various iterations of 33 racers, plus specific seasons that were especially significant for Autodelta. We also have the full story of Alfa's Alfetta GT rally cars, while later chapters are devoted to Alfa Romeo's not entirely successful Formula 1 programme. Many great names process with

colour throughout this history, including Ignazio Giunti, Nino Vaccarella and Toine Hezemans.

This chunky book is



beautifully produced and includes hundreds of photographs, many of which are previously unpublished. The author, the illustrious and sadly late Maurizio Tabucchi, has a long history writing about Alfa Romeo. As you'd expect of such an author, the research is evidently painstaking.

Alfa Romeo 33: La Bellezza Necessaria
 Museo Storico Alfa Romeo
 £15.99

Two years ago, *Auto Italia* visited Alfa Romeo's Museo Storico in Milan and we exited just as the bookshop was closing. That meant we missed out on acquiring a copy of *33: La Bellezza Necessaria*, Alfa's own book on the glorious 33 Stradale/racers, which were then the subject of

a special exhibition. And since we haven't been able to get the book anywhere else, we've been distraught. Luckily, our good friend David Thomas of allautobooks.com has managed to secure some copies, which are now on sale to UK customers for £15.99.

On the face of it, this small-format book, only 50 pages long, would seem a bit of a disappointment. Wouldn't it have been better to do justice to one of the most beautiful cars ever created by making the book larger in format and giving it a more luscious treatment? The answer, of course, is yes. But you have to forgive it, for still the subject matter fascinates, and there are some lovely images. The text is both English and Italian.

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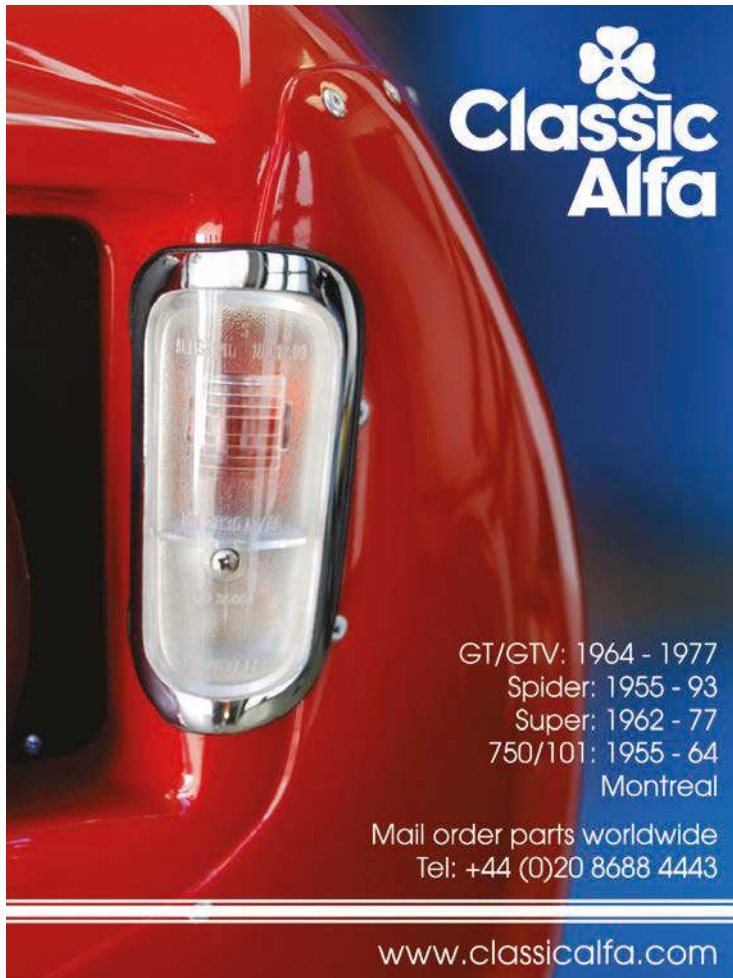
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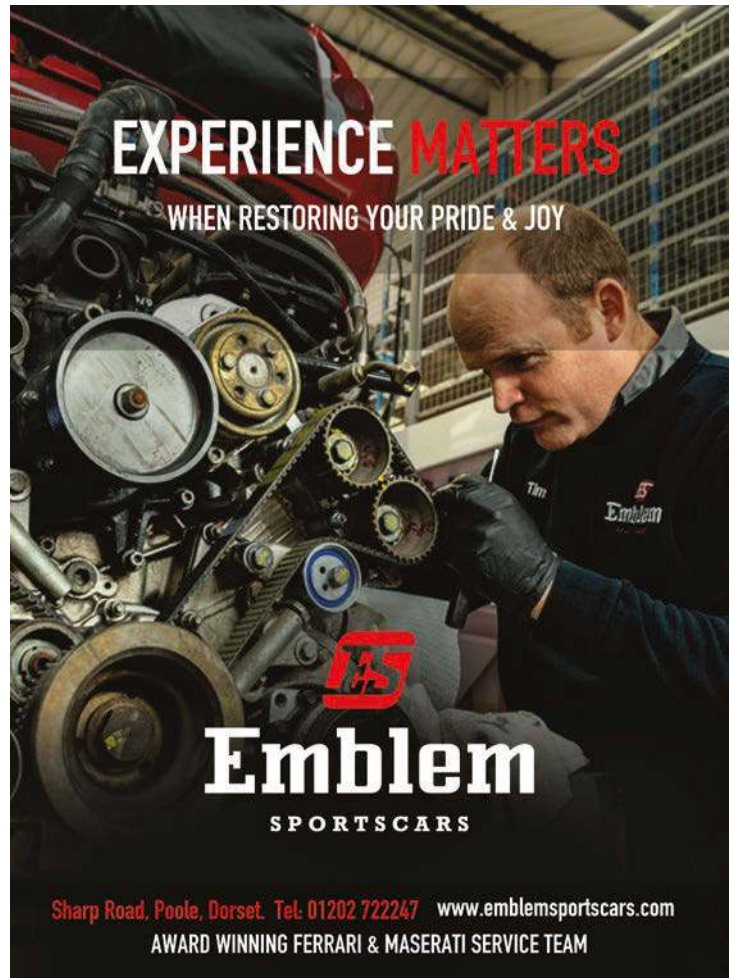


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156 Sportwagon 1.6	53	4x4 33,155,159,164,Brera.	256	250 California Concours Winner	215	375 MM Ch.0490	182	400 Cabrio by Straman.	138
156 Tarox & Zender	52	Alfa Cloverleaf 5 car test	178	250 GT Boano	34	375 S Ch.0030	232	412 Buyers' Guide.	190
156 Red Dot brake test	53	MiTo Italian launch	147	250 GT Boano x 3	243	375 S Ch.0030	232	400/412 Buyers' Guide.	233
156 / 147 Monza Sport	70	MiTo UK launch	155	250 GT prototypes	2	330 P	273	412 Reader's Car	206
156 GTA Launch	69	MiTo M430 by Marangoni	155	250 GT/GTO	92	330 & 365GTC	31	Mondial 3.2/3.4	29
156 GTA Sportwagon	71	MiTo Multiair	164	250 Europa Ch.0313	238	330 GTS & 330 GTC	140	Mondial Buyers' Guide	197/235
156 GTA Saloon	79	MiTo Multiair Cloverleaf	171	Dino 246 Tasman	174	330 GTC	231	Testarossa/Pantera (Racers)	26
156 GTA Bridgestone tyres	82	MiTo 1.4 TB vs Abarth Punto	171	Dino 246S	60	330 GTC Collectors' Guide	253	Testarossa vs Countach	33
156 GTA Monzasport	112	Mito CL vs Grande Punto Abarth.	177	Dino 246S Ch.0784	144	330 GT 2+2 Vignale	276	Testarossa Buyers' Guide	244
156 GTA Buyers' Guide	160	Mito Buyers' Guide.	189	250 GT Pininfarina Coupe	38	365 GTS	85	288 GTO Evoluzione	2
156 JTS Sportwagon (Selespeed)	73	Mito Carbonio (Monzasport).	191	250 GT Pininfarina (Bowtie)	270	365 GTS	278	288 GTO Evoluzione (Nord)	89
156 JTS S/Charged Autodelta	124	Mito 5 car group test.	193/257	250 GT Pininfarina	255	365 GT 2+2 Bora vs Jensen	35	288 GTO Evoluzione Track Test	105
156 V6 vs 2.4 JTD (OBD tuning)	82	Mito TwinAir.	200	Collectors' Guide	255	365 GT 2+2 Collectors' Guide	270	288 GTO Evoluzione	233
156 2.0 JTS (2002)	83	Alfa Giulietta Italian Launch.	170	250 GT Cabriolet	220	365 GTC/4	36	288 GTO V Porsche 959	18
156 Giugiaro Facelifted (1.9jtd)	84	Alfa Giulietta UK Launch.	175	250 GT Drogo	69	365 GTC/4	274	288 GTO (Simon Park)	95
156 Drivedata remaps	89	Alfa Giulietta + Mito MY2014.	215	250 GT Nembo Spider.	137	365 GT 4 BB (Elton John)	280	288 GTO V 488 GTB	257
156 20v M-Jet (2003)	93	Giulietta Marangoni G430	183	250 GTE	101	Pinin (Four door)	144	F40LM vs Bugatti EB110SS vs Diablo	
156 2.4 M-Jet (Tunit)	97	Giulietta TCT Launch	194	250 GTE Collectors' Guide	263	Daytona Spider	36	SV Roadster	176
156 GTA AM (Autodelta)	100	Giulietta TCT	196	250 MM Mille Miglia 2010	174	Daytona Spider by Straman	250	F40 vs Bugatti EB110SS	15
156 Buyers' Guide	102	Giulietta 3 car group test	197	250 SWB replica	52	Daytona Group 5	107	F40 vs Porsche 959	34
156 2.0 TS HBE Suspension	103	Giulietta Buyers' Guide	216	250 SWB Stirling Moss	56	Daytona by Michelotti	146	F40 vs Ducati 996SP	41
156 3.7 South Africa	128	Giulietta + Mito QV	223/229	250 SWB at Spa	104	Daytona vs Ferrari 599	150	F40 Michelotto	76/214
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156 GTA 3.7 by Autodelta	215	4C 184/211/214/220	230	250 GT TDF Ch.1309	14	NART Panther.	256	F40 at 30	262
156/166/147/GT Range 2005	103	4C (Jamie Porter)	230	250 GT TDF	151	246 Racer (Goodwood T Dron)	88	355 vs Cobra vs 200NSX	26
156 Ti Buyers' Guide	182	4C Modified (Jamie Porter)	246	250 GT TDF Ch.0585 (Disney).	227	246 GT/GTS	11	355/Diablo/ AR F1/Tornado	28
156 Buyers' Guide Twinsparks	203	4C v 8C	223	250 GT Lusso (Fyshe)	42	246 GT	48	355 Spider F1	29
156 GTA (Supercharged)	281	4C SBK	236	250 GT Lusso	94/97	246 GT vs Stratos	81	355 Challenge car	54
156 Auto / GT /156 GTA	240	4C Spider (News)	229	250 GT Lusso (4.0)	121	246 GT Buyers' Guide	163	355 Challenge (Rockingham)	70
156 2.5 V6 SW Auto Jap Import	276	4C Spider	234	250 GT Lusso Concours Winner	193	246 GT Buyers' Guide	238	355 + 360 by Imola Racing	90
166 News pages	24	4C Spider RHD	241	250 GT Lusso Ch.4713	264	246 GT Classic Feature	205	355 / 360 / 430 V8s	115
166 International Launch	27	4C Spider Buyers' Guide	265	250 GT Coupe Speciale (PF)	277	246 GT/GTS Collectors' Guide.	252	355 Buyers' Guide	154/232
166 UK Launch	32	Alfa Club Racers 2012	200	250 Testarossa/206 SP (Fiorano)	90	246 GT/GTS	237	F355 Collectors' Guide	268
166 3.0 V6 24v	37	Alfa Club Racers 2015	234	250 Testarossa Ch.0714	161	Dino V6 Engine Feature	180	F355 25 years on	279
166 2.0 Twin Spark	49/71	Alfa Museum Revival 2014.	229	250 Testarossa Ch.0738	173	246 Dino vs Urraco vs Merak.	190	365 Iding (355)	190
166 Let's go to Italy	52	Alfa Museum Visit 2017.	262	250 Testarossa	237	246 Dino vs Lancia Stratos.	265	456 GT	14
166 3.0 24v V6 Super	54	Alfa Buyers' Guide Special Issue.		206 SP Track test	133	246 Dino vs 308 GTB 50th.	273	456 M GT	25
166 Germany Launch	88	Giulietta, Mito, Brera, 159Ti,		206 SP Maranello	197	312 P	63	456 Estate/Spider/FX	58
166 TI (2.0 TS Lusso)	94	147, GT, 156 GTA, 156 Ti,		206 P Berlinetta Ch.0834	251	312 F1	30	456 M GT vs Daytona	66
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ALFA ROMEO



1972 Alfa Romeo Spider 2000. 89,753 miles, red, very good condition, alloy wheels, oil cooler. MOT and serviced, phone me for photos and more information, £16,000. Tel: 01536 760768 (Desborough, Northants). A283/027



1989 Alfa Romeo Spider. 65,336 miles, metallic blue, 2ltr, 5 speed, manual, electric windows, leather seats, no rust, garaged, summer use only, owned since 1996. MOT to August 2019, £11,950. Tel: 01371 873498. Email: stevebiddlecombe@waitrose.com (Great Dunmow, Essex). A283/026

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. A283/020



1978 Alfa Romeo Alfasud 1.3 Super. 68,500 miles, brown (terracotta), lovely condition inside and out. Classic 70s - brown vinyl seats, fun to drive, sounds great, rustproofed. Owned for last 16 years, AROC member, full MOT, lots of history. No one should go through life without owning a Sud, oiro £4500. Tel: Paul, 07793 804311. A283/031



1976 Alfa Romeo 2000 Spider Series II Veloce. 75,000 miles, Pinfarina Bianco, RHD with original black vinyl upholstery. 3 owners from new, present for the past 16 years. Immaculate condition inside and out, especially clean on the underside, custom canvas tonneau cover with secure stud fittings. Always garaged, no rust anywhere, Waxoyled, imported into UK in November 2016 from NZ, fully UK registered, requires no tax or MOT, £28,000. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A283/029



Alfa Romeo F12 Minibus. Rare minibus, engine, suspension, floor and chassis all rebuilt, body and trim to do. All metalwork, trim etc is there as patterns, all glass and seals. Must be seen, rising in value and worth much more than VWs, £12,000, current one for sale at Euro 55,000 in Italy. NOVA reg supplied, if you wanted me to restore for you that can be done, F12 at NAD 2018 was mine. Tel: Ed Seymour, 07973 711948. A283/028



1982 Alfa Romeo Alfetta GTV6. One of the most original GTV6s left in the UK, 68K miles, massive documented history. Very rare optional air conditioning. Superb condition, fitted with front inner guards, new standard OE new springs and shocks, plus various other preventative maintenance parts to have a car that looks and drives as close to new as possible. Unmolested interior, original radio, sunroof surround intact, all rubbers and brightwork in beautiful condition. The tool kit is original and complete, £19,995 for sale by Alfaworkshop on behalf of the owner. Tel: 01763 245481. A283/033



1990 Alfa Romeo 75 3.0 V6 Cloverleaf/Veloce. Maintained by Wayne Ellett of EMC Racing, Redhill. Surrey. Rust free bodyshell, 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 of car with Ferodo DS2500 fast road pads, Wilwood brake balance valve, silver finish rocker covers, aluminium radiator. Full black Scottish leather interior including the Recaro front recliners, Pilot Hid Xenon headlamps, full Sparco roll cage, Thatcham immobiliser/remote door locking. New MOT with no advisories with the sound and performance of that Giuseppe Busso designed V6 engine. Ideal for someone who wants a road car that's great fun to drive with superb handling and is also set up for track days, more details and photos on request, £17,000, open to sensible offers. Contact Roger on roger.portman@gmail.com. A283/006



1974 Alfa Romeo 105 GTV 2000. 74,000 miles, Gabbiano Azzurro, original chestnut tan upholstery and perfect wood grain veneer. LHD, 4 owners from new. In great condition inside and out having just undergone a light restoration by Gonnella Bros of London, involving the replacement of both door panels, sills, front bumper panel and consequent repaint. Always garaged, ex-Germany and Madrid, imported into UK in September 2015, fully UK registered, requires no tax or MOT, £27,000, a deposit of £15,000 will secure the sale. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A283/030



2002 Alfa Romeo GTV Cup. 3.0L V6, 54,000 miles, red, GTV Cup number 150 of 155 limited edition in outstanding condition. Fully restored in 2016 at Autolusso in Bedfordshire, MOT and service done recently at Day and Whites Alfa Romeo specialist, Brands Hatch, so MOT is valid until April 2020. Nine previous owners, 54K miles, 2002 (52 plate) registered car with private plate '150 CUP' included in sale, £15,995. Tel: Craig, 07916 971245. Email: craigwallis@hotmail.com. A283/022



2005 Alfa Romeo 147 GTA 3.2 V6. 66,000 miles, Nero Metallico, 99% original Alfa Romeo. Transmission: manual, interior: black leather. Current MOT to July 2019, with an offer to provide fresh MOT to prospective buyer. Owned for last 10 years, never been on roads during winter months, an excellent car which is maintained regardless of cost and is in top mechanical condition, service history and maintenance bills. Q2, Scorpion steel exhaust, 18" alloys, timing belt done at 60K miles, new tyres at 63K miles. Priced to sell, £7500 ovno. For more information please phone Alex, AROC member. Tel: 07377 290448



2008 Alfa Romeo 159 1.9 JTDM Ti. 150bhp, in Alfa Red, 100,500 miles, full history (partial Alfa dealer). Owned for 3 years and 40,000 miles. Clutch, cambelt, turbo and 4 springs replaced, Michelin Pilot Sport 4S tyres (235/40R19) with good tread, completely standard car (not remapped), £4250. Email: medbutler1971@gmail.com. A283/023



2007 Alfa Romeo 156 Selespeed. 52,660 miles, beige, 1970cc petrol. 1 year's MOT, full service history, drives superb, very clean inside and out. Electric windows, CD player, a/c, lovely all round car, £2500, open to reasonable offers. Tel: Rider, 07505 904338. Email: desmondelba@hotmail.co.uk. A283/024



2001 Alfa Romeo 156 Sportwagon 2.0L. 89,000 miles, silver, one owner. MOT fail due to brake corrosion. Camshaft kit/belts/water pump fitted in May, regularly serviced. Enthusiast's restoration or use the good engine, gearbox, leather upholstery, wooden steering wheel. Offers to Tony please: 01353 662787 (Cams). A283/025



2001 Alfa Romeo GTV Cup V6. 40,257 miles, red. I have decided to sell my GTV Cup, no73. 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 180000. Email: darrenclement@protonmail.com. A283/011

Alfa Romeo 166 3.0 V6 Ti Lusso. Ultra rare facelift Ti with 3.0 V6 engine and Sportronic gearbox, 187K miles, 3 previous 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 to look at. 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. A283/034



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. A283/012

2008 Alfa Romeo Brera 2.4JTDM 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). A283/013



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. A283/021



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). A283/009



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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). A283/017



1999 Alfa Romeo 916 GTV 3.0 V6 Lusso. 71,000 miles, Series II model, RHD. In Grigio (gunmetal grey) with Lusso interior in red Momo leather, a very desirable colour combination. 3 owners from new, in present ownership for the past 4 years, includes factory fitted electric sunroof, 17" teledials and is in excellent condition inside and out. Supplied with the cambelt and water pump replaced and delivered with a 12 month MOT, £8500, deposit of £3500 will secure the sale. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A283/050



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. A283/005



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). A283/010



2014 Alfa Romeo 4C Coupe 1.8 TBI Alfa TCT 2dr. 665 miles, Competizione Red with very low mileage, professionally stored in a temperature controlled facility. Voted the 'Most Beautiful Concept Car of the Year' award by the readers of German magazine Auto Bild, and won the Auto Bild Design Award 2011. It was also awarded the 'Design Award for Concept Cars & Prototypes' by referendum of the public in Villa d'Este. Black full leather interior, pearlescent Competizione Red, 1 owner, Hall & Hall, Bourne, Lincs, £39,995. Tel: 01778 392562. A283/044

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Alfa Romeo GTV Cup no 58. Purchased 5 years ago as a 26K with perfect interior, I have spent £7K mostly at Autolusso/Andy Blake. It now has 36K and is in truly superb condition, all the usual Alfa issues fully sorted, very recent cambelt, new MOT, air con reboot, new tyres, all previous receipts. Autolusso valuation 2 years ago £18K, reason for sale arthritis and house downsizing, asking price £18,000. Tel: 01327 340463 most evenings. A283/049



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. A283/014

FERRARI



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. A283/046

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. A283/035

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. A283/036



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: jeremycz@yahoo.co.uk (NW England). A283/048



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). A283/047



Ferrari 3.2L Mondial. L-reg, January 1988, Rosso/Crema, FSH from delivery invoice, featured twice in *Classic & Sports Car* magazine, cam belt service April 2019, 67K miles. Lovely condition, private sale by FOC member, £42,500. Tel: 07488 389857 (East Midlands). A283/045



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. A283/043

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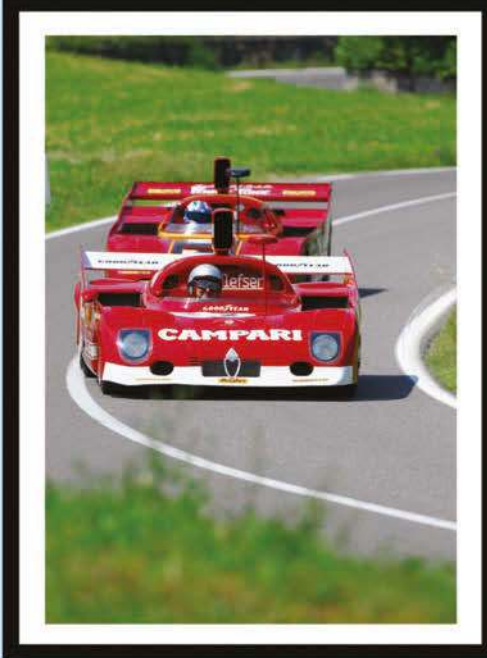




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Ferrari 328 GTS 1980 (carb) RHD. Excellent condition owned by me for the last 35 years, 59K miles, Rosso Corsa with Magnolia hide, deep front spoiler, central locking, 16" wheels plus original 14" wheels. New stainless steel exhaust, service history, many bills and MOTs, £61,995 ono. Email: kevin.legg15@talktalk.net. A283/053



Ferrari F430 Spider. Immaculate Rosso Corsa/Crema 08, 9750 miles. Rosso carpets, Daytona seats, Scuderia wheels, Rosso calipers, carbon ceramic brakes, carbon fibre include driving zone, engine bay, water coolant tank, air boxes, rear moulding, rear diffuser, strakes on glass panel, door sills and embossed floor mats, all OEM Parts. F1 gearbox, front/rear parking sensors. Navtrak, leather doc holder, toolkit and puncture kit, plus lots more. Full service History, £110,000. Email: shawnaitken@hotmail.com. A283/051



Ferrari 360 Spyder. 42,000 miles, manual, excellent condition - not a mark on it. Lovingly owned and garaged, full service history and receipts. Rosso Corsa with Nero leather and black carpets. Complete with the original leather wallet, book pack and tool kit, Tracker fitted, the wheels are the same colour (and no dings), £75,000. Email: roger.penny2@btinternet.com. A283/060



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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. A283/037

FIAT



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A283/001



Fiat 500 1969 RHD. Reluctant sale, owned since 1997 and completely restored. Frequent Fiat 500 Enthusiasts' Club events, maintained to the highest standard, recent full service. Professionally converted by the Fiat 500 specialists Italcorsa: Fiat 126 Bis powertrain, 704cc, 30HP, high lift camshaft (40-80-80-40), gearbox is synchro on 2nd/3rd/4th gears. Electric fuel pump, the engine is water-cooled (using Fiat Paraflu coolant) with a front radiator. RHD R&P steering. Extended arches, Superlite 5x12-inch wheels, tyres: front (165/60/12), rear (145/70/12), front and rear brake discs. Cloth interior, dash sports rev counter/speedo/petrol/oil pressure Giannini gauges. Currently in Italy, fully UK registered (SORN), transport to UK available, assorted spare parts and service items will be supplied with the car, £8750 ono. Tel: James Di Carlo, 0039 3342513360. Email: italcorsa@googlemail.com (Italy). A283/018



Fiat 500F 1968. 39,900 miles, completely restored back to original sand beige colour and spare Abarth engine also available. Tel: 07890 269143. Email: robingeorgepaul@gmail.com. A283/003

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Lamborghini Jarama S LHD. 12 year ownership, great condition and history, may px plus cash? Also extremely rare, 55 dealer only factory tools, with manual, suit all classic Lambos, pair Espada rear bumper ends, polished set 4 wheels, and other spares. Tel: 07477 414999. A283/054

LANCIA



An exceptional low mileage Lancia Delta Evo 2. In Monza Red, structurally excellent, bodywork is in fantastic condition and mechanicals are all good. Interior is good, with a lot of original trim and Alcantara. It is a full Euro spec car although imported from Japan 7 years ago, hence the reason for the exceptional body/chassis condition. There is a full set of service records from its time in Japan from 1997 to 2008, showing km from 33,000 to 76,000. When I bought the car it was on 82,000km and now after 7 years with me its on 97,000km, or nearly 61,000 miles. First registration was in October '94 making it one of the last Evo 2s built. Standard spec; wheels, tyres and electrics are all excellent/good, 16" wheels are fitted with Toyo tyres. Expenditure with me is about £5000, with key items being: replacing front struts, repair ECU, new alternator, battery and starter motor, new discs, pads and water pump, air con upgrade and re-gas, repair sills, new rear silencer etc. Regularly serviced, MOT to August 2019 (will be renewed), car has been cherished, contact for more details and photos, £47,500, an exceptional buy against a valuation of £52-55K, I need the space for another car! Tel: 07530 269986. Email: alex.hillparkfarm@gmail.com. A283/055

MASERATI



Maserati Quattroporte 1V Evo 3.2 litre V8. RHD, 6-speed Getrag manual with just 18,000 miles from new in 2000. Overall winner, Maserati Club Concours 2019. Rosso Indianapolis with black leather piped red, and red Alcantara trim. Featured in *Auto Italia* issue 277, simply the best, £15,500 ovno. Tel: 07836 549167. Email: simon.park100@btinternet.com. A283/056



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F430 wheels. F430 complete set of wheels in excellent shape, contact John. Email: jcleve300@gmail.com. A283/039

MISCELLANEOUS



Clear indoor Carcoon. Indoor Evo Carcoon, clear, size 5. Dims: 505cm x 200cm x 169cm. Approximately 20 years old, in usable condition. The floor has a few tyre marks, and the top is dusty, could easily be cleaned. Includes power and charge unit. Fans were replaced 6 years ago and there are 2 minor faults: the 12 volt fuse case has broken and one corner has a small rip which has been repaired with clear tape, price £80, buyer collects from Thames Valley. Tel: Richard, 07703 229987. Email: rcave_penney@hotmail.com. A283/059

WANTED

Cars wanted: Espada S3 LHD (no show car), swap4 Merc 230TE estate RHD 1988 auto, 70,000mls, 2 owners, many extras and new parts: alloys, exhaust, batt, rad, brakes, tyres etc, v.clean; and/or pro camera items and collection, lots new, ideal wildlife/sport, Pentax and Nikon, and new Snap-On tools, collection ELO music etc, please help. Tel: 01277 200530. A283/015
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Alfa 75TS phase variator solenoid. The part number is 60513298, and I want to get the new part, please email me, I can pay by Visa, Mastercard or PayPal. Email: fenice@mecha.ne.jp. A283/040
Wanted Fiat Dino Spider 2000 2nd series/2400 Spider. I am looking for a centre console, a windscreen frame, a top linkage, and for new or used original body panels. Tel: 0043 676 9208124. Email: info@spidersport.at. A283/041
Wanted: Fiat X1/g. Must be in excellent condition, all versions considered. Please email me at: julian1@tvsound.demon.co.uk. A283/042



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: kinrossgg@gmail.com. A283/008



Unused Pirelli tyres. Two unused Pirelli PZero Rosso tyres for sale. One is 255/40 R 19 and the other is 285/35 ZR 19. £35 each + £15 p&p each or collection from OX15 area. Tel/text: 07836 366100. A283/058



Fiat Coupe 2L 20V Turbo complete fuel tank and electronic pump for sale, only 50K, £100. Tel: 07935 830055. Email: arturobrogna@yahoo.uk (Carmarthenshire). A283/019

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AFTER SPECIALISING IN LIMOS AND ARMoured CARS, COACHBUILDER INTROZZI TURNED TO TARTING UP FIAT RITMOS

Story by Chris Rees



When presented with the name Introzzi, even hardened experts in Italian coachbuilding may ask 'Who?'. Unlike most *carrozzerie*, Introzzi never really went mad with show cars, nor exotic one-offs for exclusive clientele. Its madness lay in other areas.

Carrozzeria Introzzi was founded in Como by Giuseppe Introzzi in 1890, and both his son and grandson (both also called Giuseppe) learnt their trade from the founding father. In the 1950s, the youngest Giuseppe wanted to branch away from the old-school hand-built techniques that Introzzi was still using to fabricate commercial vehicle bodywork, and proposed more advanced manufacturing methods. His father was having none of it, though, so the youthful Signor Introzzi simply upped stumps in 1960 and set up his own operation – called Officine Introzzi – in nearby Lipomo.

Throughout the 1960s and

1970s, he was successful in turning cars into commercial vehicles, estate cars, ambulances and hearses. Introzzi also specialised in armour-plated vehicles, many of which were delivered to the Italian military, as well as famous clients like Augusto Pinochet (an armoured Mercedes-Benz 600), Bettino Craxi (Lancia Thema limo) and Pope John Paul II (Mercedes-Benz G-Class popemobile).

One of Introzzi's most famous projects was the five-door 'Familiare' estate version of the Fiat 130 Berlina. Although the project originated at Fiat Centro Stile (it was an in-house design), it was in fact made by Introzzi, and it's thought that three or four examples were built for members of the Agnelli family.

Then at the 1979 Geneva Motor Show, Introzzi struck out in a new direction: a luxury conversion of the then-new Fiat Ritmo. What greeted visitors to the show was a car that looked like a Ritmo convertible – predating Fiat's own Ritmo Cabriolet by fully two years. But

looks can be deceptive, and in this case they were: this was no convertible but a coupe with *faux cabriolet* looks.

Such a style was very much in vogue in the 1970s. In the UK, Wood & Pickett was coining it in making 'millionaire' Minis, many with this sort of vintage roof idea. Small rear windows were fitted next to very wide C-pillars that were covered in vinyl, while the same material stretched over the roof, too. Echoing American coachbuilding styles of the early 20th century, fake 'hood irons' gave the impression of a classic convertible, but in fact they served no purpose. At the rear, a cut-down bootlid was surmounted by a small rectangular window.

Also like Wood & Pickett, Introzzi stuffed the interior full of luxurious extras. There was expensive leather, and extensive walnut veneer, the latter applied to the dashboard, door panels, and surrounds for the rear cabin lights and rear window. The three-spoke steering wheel also had a wooden rim and the

gearknob was made of wood, too.

The rear of the cabin did not have separate seats, but instead a kind of 'lounge area' with loose seat bases and rather kitsch upholstery. Introzzi even included a television and a voice recorder.

The model was named after a very famous place near the Introzzi factory – the palace on Lake Como, which today houses an annual concours event: Villa d'Este. Any Ritmo model could be used as the basis for a Villa d'Este; and as well as the Cabriolet-look version, you could choose to have your plush Ritmo in a normal hatchback body style, too.

Shortly after the Ritmo, Introzzi offered a similarly pushed-up model based on the Lancia Delta. But unlike British Mini converters, Introzzi's efforts on Italian cars were not great commercial successes. From the mid-1980s on, it concentrated on its core business of armour-plated limousines. Giuseppe Introzzi died in 1995, and sadly his company didn't last much longer.





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