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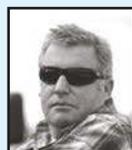
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It's all about the 'magic eights' this month – namely 8V and 8C, or more specifically Fiat's 8V 'Ottovu' and, by a roundabout route, Alfa Romeo's 8C. These are two exceptional V8 engines from Italian manufacturers that you don't normally associate with cylinders in four pairs.

In terms of Fiat's 8V, we've succeeded in gathering together no fewer than eight of these extremely rare animals, each one unique. From Rapi's sensational factory coupe to highly exotic coachbuilt creations from the likes of Pinin Farina and Zagato, never before (or since) has a Fiat-badged car carried such cachet.

As for the Alfa Romeo 8C, there are two in this issue, but they're sort of hidden. Carrozzeria Touring has transformed a pair of Alfa 8Cs into modern-day reinterpretations of the classic Disco Volante ('flying saucer') prototypes of the 1950s. Again, the 8C represents the zenith of Alfa-badged cars, arguably since the 33 Stradale of the 1960s (also a V8-engined Alfa, of course).

And speaking of Alfa Romeo, Italy's head office saw fit to bring its Tonale concept car over to the UK in January to be shown at the National Gallery. That's where I met with the Tonale's designer, Klaus Busse (that's him pictured above), and had a fascinating interview with him (see page 54). The occasion marked an announcement by Leasys about new car sharing and leasing programmes, which throw light on the future of car ownership. It's all fascinating stuff (more about which you can find at www.leasys.com/uk).

Of course, electric cars are going to play a huge part in that future – especially if UK government proposals go ahead to ban new petrol and diesel car sales by 2035. It's very timely, therefore, that we've driven our very first electrified Fiats this month: the new 500 and Panda Mild Hybrids. They may not be earth-shattering in terms of innovation but their significance as the first ever battery-boostered Fiats to be offered in the UK should not be underestimated.

Chris Rees
Editor

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ITALIAN CAR NEWS

Lancia Martini collection for sale

An amazing collection of highly significant racing Lancias is up for sale. John Campion's celebrated US-based collection of cars with striking Martini livery are being sold by Girardo & Co.

Among the stars of the collection are a 1984 Lancia 037 Rally Evo 2 Group B, 1985 Lancia Delta S4 Group B, 1988 Lancia Delta HF Integrale 8V Group A, 1981 Lancia Beta Montecarlo Turbo Group 5, 1982 Lancia LC1 Group 6 and 1983 Lancia LC2 Group C.

Extensive competition histories include

the Delta Group A WRC winning the 1988 Rallye de Portugal and Olympus Rally with Miki Biasion in his championship-winning year. The Delta is presented in its Rallye de Portugal livery.

The 037 Rally Evo 2 Group B is one of 20 examples made and debuted as a race car ahead of the 1984 1000 Lakes rally with Markku Alen at the helm. As for the Delta S4, that won the 1986 Rally 1000 Miglia.

The LC1 is a factory 1982 Le Mans 24 Hour Lancia Martini Racing entrant, one of only four examples built,

and took victory at the 1982 Nürburgring 1000km. The LC2 is a works Lancia Martini Racing entrant in the 1983 Le Mans 24 Hours, as well as the 1983 and 1984 World Sportscar Championships.

Many of the cars have appeared at concours events such as Amelia Island and Quail. All cars in the collection are Abarth Classiche certified. The collection is valued at \$7.5 million. Interested parties should contact Girardo & Co at girardo.com or calling 020 3621 2923.



FANCY SCHUMI'S FIRST FERRARI?

Girardo & Co is selling Michael Schumacher's first ever Scuderia Ferrari F1 car. The Ferrari 412 T2 (chassis 157) was the first car he tested after signing for Ferrari in 1995, the car having been campaigned that season by Jean Alesi. This rare example of the last ever V12-engined Ferrari F1 car has recently been overhauled by Ferrari itself and comes with Ferrari Classiche certification. The car can be viewed at Girardo's London showroom.



ITALIANS STAR IN 'PASSION OF A LIFETIME' SALE

A collection of 16 "masterpiece" classics is going on sale in London. Italians are the clear standout items on offer in the 'Passion of a Lifetime' auction.

With an estimate of between £7m and £9m, the 1961 Aston Martin DB4 GT Zagato is

one of only 19 built, and the sole example in Peony Red paint. The 1971 Lamborghini Miura P400 SV Speciale (estimated at £1.6m to £2m) is one of 150 SVs constructed, built to special order with an experimental dry sump and ZF limited-slip differential. Another Lamborghini is a 1965 350 GT (estimate: £400,000 to £550,000). A 1955 Lancia Aurelia B24S Spider America (£700,000 to £900,000)

is a rare left-hand-drive example, while a 1959 Lancia Flaminia 2500 Sport (£400,000 to £500,000) is one of 99 pre-series Zagato-bodied Flaminia Sports built. One final Lancia is a 1924 Lambda Torpedo third-series car (£320,000 to £400,000).

Gooding & Company's 'Passion of a Lifetime' auction takes place on 1 April 2020 at Somerset House in London.



CLASSIC ALFA CHALLENGE CELEBRATES 110 YEARS

The 2020 HRDC Classic Alfa Challenge calendar has been announced – and a special addition this year will be an 'Alfa Romeo 110th Anniversary' celebration race over the Silverstone Classic weekend.

Taking place from 31 July to 2 August, the Silverstone Classic will feature the all-Alfa Romeo marque race. Managed by Julius

Thurgood and the Historic Racing Drivers Club (HRDC), it will feature not only cars from the Classic Alfa Challenge but also international entries from Europe and the USA.

The event will consist of 20-minute races on Saturday 1 August and Sunday 2 August. Entries are open to all eligible Alfa Romeos (production Alfa Romeos from the Tipo 750 to the Tipo 116) running to HRDC, FIA or HSCC regulations.

Julius Thurgood commented: "I am

honoured that the team at the Silverstone Classic has chosen the HRDC to organise the fabulous Alfa Romeo 110th Anniversary race at this world-class event."

The full calendar for 2020 is as follows:

- 19 April: Silverstone VSCC Spring Meeting**
- 7 May: Thruxton Festival**
- 4 July: Lydden Hill HRDC Festival**
- 31 July-2 Aug: Silverstone Classic**
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ALFA'S 110TH BIRTHDAY PLANS

Alfa Romeo is to celebrate its 110th anniversary in 2020 through a series of events. 24 June 2020 marks the actual date of the 110th birthday milestone and a special celebration is set to take place on that day at the Alfa Romeo Museo Storico in Arese, Milan.

Meanwhile Alfa Romeo will once again be supporting the Mille Miglia event, and it is also promising "exciting surprises" at the Goodwood Festival of Speed on 9-12 July.

To recognise the 110th birthday, Alfa Romeo Centro Stile has designed a new anniversary logo, which keeps the classic 'Biscione' (heraldic serpent), while incorporating a new '110' design and '1910-2020' numerals.



MASERATI TURNS ON ELECTRIC

Maserati has announced more details about its new full electric power systems. Experimental vehicles are already on test, equipped with 100% electric technology developed exclusively in Modena.

Intriguingly, Maserati is promising a unique EV soundtrack and has released a soundbite on its website, stating: "The next full electric models will have a distinctive signature sound. Customers will therefore benefit from driving pleasure, comfort and performance with a unique and unmistakable sound."

The all-new GranTurismo and GranCabrio models will be the first Maseratis to adopt 100% electric power, to be built in Turin from 2021. Prior to that, in May 2020, Maserati will launch an all-new mid-engined supercar.



LAMBORGHINI SCORES ONE-TWO AT DAYTONA

Lamborghinis came in first and second in their class at the recent 24 Hours of Daytona race. Winning the GTD class were Andrea Caldarelli, Corey Lewis, Bryan Sellers and Madison Snow, driving for Paul Miller Racing.

They finished 21.908 seconds ahead of another Lamborghini, that of Magnus Racing driven by Marco Mapelli, John Potter, Spencer Pumpelly and Andy Lally, securing an historic one-two. This is the third consecutive year that Lamborghini has taken victory at Daytona.



LAMBO'S TRACK HYPERCAR FIRES UP

Ahead of its world premiere before the end of 2020, Lamborghini Squadra Corse's new track-only hypercar has reportedly carried out its first engine test. The 6.5-litre V12 naturally aspirated engine will produce 830hp.

The new limited edition model is being developed by the Centro Stile department of Squadra Corse. Promised features include a large rear wing, air scoop on the roof and a racing bonnet with dual air intakes. With an aluminium front end and carbonfibre monocoque, the hypercar also has a self-locking differential designed specifically for circuit use.

LAMBO GOES LEGO

Lamborghini and Lego are teaming up to introduce a new Lego Technic Lamborghini supercar in 2020. The new 1:8 scale set will launch in summer 2020 as part of the Technic Ultimate series. Full details have yet to be revealed.

FIAT TIPO SALES SUCCESS

Fiat's Tipo sold 41,967 units across Europe in 2019. Although that figure was some 17% down on 2018's result, it was enough to rank the Tipo in 11th position in the medium hatchback sales charts, just behind the Kia Ceed but ahead of rivals such as the Hyundai i30 and Honda Civic.



RARE FIAT 501 PARTS REMADE

The Fiat Car Club of Victoria, Australia is arranging the manufacture of new crown wheels and pinions for the rare 501 model. The selected ratio is 4.6:1. It is some 20 years since the last set was manufactured for the 501. Already 23 sets have been pre-sold around the world. The club reports that at its 'Festa' in December 2019, some five Fiat 501/503 models attended. You can find out more at www.fiatclub.org.au





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POGEA PRESENTS 410HP ALFA 4C

German tuner Pogea Racing has unveiled a road-legal, highly tuned Alfa 4C, called the Nemesis001. Pogea was asked to build a road-legal version of its Nemesis concept – an Alfa Romeo 4C tweaked to produce 500hp – for a customer in Sydney, Australia.

The 2.0-litre turbo engine has new Ferrari-derived sleeves, uprated cooling, new conrods, Pistal pistons and a new intercooler using Porsche 997 Turbo parts. There's also a 200-cell catalytic converter to comply with local emissions laws.

Power in the road car is electronically limited to 410hp, but Pogea says that without emissions equipment 481hp is achievable (albeit with noise levels of 124dB). Peak torque is 550Nm. The TCT gearbox has been reinforced, while there's also a sintered clutch and new transmission software. The chassis has been tweaked by KW Automotive, and Michelin Pilot Sport 4S 18/19-inch tyres wrap black high-gloss wheels.

As for looks, Pogea's bodykit consists of new front and rear aprons, side skirts, adjustable rear spoiler and scoops to boost cooling. Many of the carbonfibre parts are painted in coarse metallic silver.

ITALIAN CAR-INSPIRED FASHION

Last Days of the Automobile has created a range of unisex garments inspired by classic road and racing cars. Described as “more abstract” than other labels, there are Italian themes, such as the ‘Bella Macchina’ illustrated. Prices are £50 for sweats, £28 for T-shirts and £20 for prints, but the company is offering 20% off all orders until the end of March 2020 via its website, lastdaysoftheautomobile.com



DURA HOME GARAGE

Dura's 'Fitted Garage' concept aims to transform the interiors of home garages. The modular system offers to “create a professional workshop within the home garage” by providing organised storage. Various colour schemes are available.

Design and manufactured in the UK, Dura's system has won many national and international awards, including the Red Dot Design Award. For information, visit www.dura.co.uk



SPARCO AND MARTINI JOIN FORCES

Sparco and Martini Racing have announced a new partnership, with Miki Biasion revealing a new heritage collection at the recent Automotoretrò show in Turin (pictured below).

The new range of Sparco-Martini Racing products are all FIA-homologated. As well as a race suit based on the Competition Plus suit, two helmets are offered: the Jet (based on Air Pro RJ-5i) and Full-Face (based on Air Pro RF-5W).

Sparco-Martini Racing seats are also available. One is based on the Pro 2000 QRT (in blue Petrolio and grey Elephant colours), while the 'Performance' seat is based on the R100. Also on offer is a rally-style office seat. All products are available from March 2020 via www.sparco-official.com



PININFARINA WRITES WITH MASERATI

A partnership between Pininfarina and Maserati sees the launch of a new line of writing products and accessories. Pininfarina Segno's new designs will take inspiration from Trident-badged cars.



PIRELLI'S ULTIMATE TRACK DAY

Pirelli is launching what it calls “the ultimate supercar track day” in the UK. In association with Salon Prive, P Zero Experience will feature supercar driving and hospitality.

Originally launched 10 years ago in France, 2020 sees the UK host its first event. This will run at Silverstone on 2 and 3 June 2020. The one-day driving event for supercar owners will be run from the Heritage pits to an open pitlane format. An opportunity to try cars from a host of prestige manufacturers on road and track is also offered. Supercar owners can apply for the track day now, priced at £795 per person, by visiting pzeroexperience.pirelli.com



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Battery Rams

Finally Fiat has entered the electric car fray with new 500 and Panda hybrids. Do they make sense? And how do they drive?

Story by Chris Rees
Images by Simon Thompson/Fiat



It may not have escaped your attention that the British government wants to ban sales of conventional-engined cars just 15 years from now. If you're a car maker not already building electric cars – say, FCA – you'd better start darn soon.

It's been an exceedingly long time coming but Fiat has finally embraced the age of electrification with its first ever hybrid models: the 500 and Panda 'Mild Hybrid'. For me, I immediately conjured up images of mild-mannered Clark Kent turning into Superman, but there's no sign of external underpantage on these new cars. Instead the term 'mild' simply refers to the fact that battery power is there to aid the petrol engine, rather than be a power source in its own right. Essentially, full hybrids can be driven in full-electric mode but mild ones can't.

Fiat's new hybrid powertrain is based around a three-cylinder petrol engine,

specifically the 1.0-litre FireFly (as already seen in the 500X) but specially developed for the new application. This means the venerable Fire engine – over 30 million of which have now been made – is finally on its way out: the Mild Hybrid effectively replaces the 1.2 (except if you want auto transmission, that is).

So the 1.0 petrol engine is mated to a 12-volt generator that Fiat calls a belt-integrated starter generator (BSG). It's a very simple system that siphons off electrical energy during braking and deceleration and stores it in an 11-amp lithium battery. Peak power is 70hp at 6000rpm and torque is 92Nm at 3500rpm; that's pretty close to the outgoing 1.2-litre petrol engine's 69hp and 102Nm.

The stored electric charge is then basically used to boost acceleration. There's no turbo on this engine but the electric charge does



kind of make it feel like there is one. Fiat says that torque can be boosted by up to 25% in certain scenarios and certainly there's a notable 'kick' on take-off; however, the boost notably lessens as your speed increases. The BSG system also restarts the engine in Stop&Start mode, which it does quickly and quietly.

I love the fact that this engine revs to 6500rpm, just like a Fiat engine should – it's so good to have that free-feeling feeling, rather than the current fad for small-capacity turbos, which too often feel like diesels to drive (did anyone mention TwinAir?). The three-cylinder format means the soundtrack has great character, too. The six-speed manual gearbox (an evolution of the existing 'box) works very nicely, especially the near-perfect siting of the lever in the dashboard.

When you take your foot off the accelerator, the car enters 'e-coasting' mode, charging the battery up with a very gentle, but noticeable, braking effect. Hoof the

brake pedal and the battery gets a full dose of regenerative charge. But here's the unique thing about this Mild Hybrid: at speeds below 19mph, a little 'N' symbol comes up on the dashboard, prompting you to change into neutral, at which point the car 'e-sails' to save fuel. It then suggests which gear to re-engage when you need to. Frankly, I can't see many drivers doing this; let's face it, human beings are essentially lazy creatures, and this sort of system really needs to be automatic, not driver-prompted.

Since the powertrain sits 45mm lower than the old 1.2 set-up, the lower centre of gravity should benefit on-road behaviour – not that I noticed a very big change, I have to say.

To be lauded (even if it feels perhaps a touch gimmicky) is the availability of 'Seaqual' upholstery that uses recycled plastic – up to 1.5kg of each car's seat fabric is retrieved from the sea. Seaqual feels comfortable enough to sit on, at least during my cool winter test drive; I must say I'd like to try it in

midsummer heat, too.

Driving the two cars back-to-back emphasises just how much nicer the 500's cabin is than the Panda's. The 500 was updated much more recently so it benefits from far better user displays, both ahead of the driver and in the console. The Panda's old-school dash really feels old by comparison, and nor do you get the 500's nice hybrid energy flow display.

Some commentators have predicted the death of the city car because manufacturers can't make hybrid power profitable on small cars. Fiat absolutely proves this theory wrong. The bottom line is that Fiat now has a city car that emits 88g/km of CO₂ (that's for the 500; the Panda is 89g/km), while fuel consumption is claimed to be up to 30% better than the 1.2. The fuel figures (WLTP standard) are 53.3mpg for the 500 and 49.6mpg for the Panda. Since the price premium over the old 1.2 is a mere £250 (Panda) or £500 (500),



TECHNICAL SPECIFICATIONS

500 HYBRID PANDA HYBRID

ENGINE:	999cc 3-cyl hybrid	999cc 3-cyl hybrid
POWER:	70hp @ 6000rpm	70hp @ 6000rpm
TORQUE:	92Nm @ 3500rpm	92Nm @ 3500rpm
TRANSMISSION:	6-speed manual	6-speed manual
MAX SPEED:	104mph	96mph
0-62MPH:	13.8sec	14.7sec
FUEL CONSUMPTION:	53.3mpg	49.6mpg
CO ₂ :	88g/km	89g/km
PRICE:	From £12,665	From £13,885



you should make that back in fuel and tax savings in less than one year.

Both 500 and Panda Mild Hybrids are now on sale in the UK. For now, it's only the Panda City Cross (the high-riding front-wheel drive version) on offer in Mild Hybrid form, priced from £13,885. As for the 500, that's available in six different trim levels from Pop (£12,665) to Launch Edition (£16,795), as well as 500C convertible form. The plush Launch Edition can be had in a new colour called Dew Green (as pictured). There are also 'Hybrid' and 'H' logos, and if you look carefully, you'll see the 'H' is formed of two dew drops – ain't that nice?

As an aside – well, quite possibly the main course, actually – the all-new full-electric 500 EV will debut at the Geneva Show in March, ahead of its July 2020 market launch. Fiat also says that more new electrified models are set to arrive this summer. Slow start Fiat may have had, but it's playing catch up electrifyingly fast. 🇮🇹



Hybrid system is 'mild' so simple and inexpensive. Battery power gives notable boost at low speeds

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Flying Stars

Touring's modern-day 'flying saucers' have Alfa 8C underpinnings and out-of-this-world styling. We tell the story of the very first Disco Volante Spyder and the very last Disco Coupe off the line

Story by Chris Rees
Photography by Oliver Sold

They came from outer space. At least, they looked like they did. The extraordinary Alfa Romeo unleashed by Carrozzeria Touring Superleggera in 1952 was called 'Disco Volante' – flying saucer – for very good reason. Here was one of the first cars ever to cheat the wind, not only from the front but also the sides, its super-sculpted shape influenced car design and aerodynamics for decades.

But like 1950s UFO mania, Touring's Alfa Romeo-based Flying Saucers soon flew out of the public consciousness, as this project was strictly for racing (five examples were built), and despite public demand it never reached the road-going production stage. Fast forward 60 years and the Disco Volante name returned on a sensational new Alfa Romeo-based project from a reborn Touring operation. More than that, you could actually buy one of the new 'saucers'.

One collector has done that not once, but twice, since he's acquired both a Disco Volante Spyder and a Coupe – respectively the first and last of each off the production line. But we're getting ahead ourselves. First we need to ask, what is Carrozzeria Touring Superleggera? Founded in 1926 by Felice Bianchi Anderloni and Gaetano Ponzoni, this Milanese coachbuilder's USPs were elegance and lightness. On chassis from the likes of Isotta Fraschini and Alfa Romeo, Touring produced some spectacular coachwork in pre-war years, while it was also a pioneer of the art of streamlining.

Post-war, Touring cemented a true pioneering spirit. It started to receive orders from Enzo Ferrari, beginning with the 1948 Ferrari 166 MM Touring Barchetta. Also highly significant was Touring's involvement with the 1957 Maserati 3500GT – the first ever street-legal offering from the Trident brand. Then in 1963 Lamborghini came knocking on its door for its first ever car, the 350GT, while Touring also designed Aston Martin's DB4 with its patented 'Superleggera' construction.

After a long period in abeyance from the mid-1960s, the Touring name was revived in 2008, offering design, engineering and manufacturing services. Within four years, the new company had presented the Disco Volante based on the Alfa Romeo 8C Competizione coupe. In design terms, it drew inspiration directly from the 1952 Alfa C52 Disco Volante. The new DV won the Design Award at Villa d'Este in 2013. Then in 2016 it followed things up with an open-top Disco Volante Spyder, which took the same Design Award in its year of launch, too.

Someone is lucky enough to own examples of each: the delicious pairing you see before you. Both examples were supplied by Touring to a German collector of Italian cars called Scuderia Tredici Monaci (STM), whose stable also includes the likes of Bizzarrini, Lancia Stratos and Lamborghini Miura.

The first DV to arrive in the collection was the Spyder, which was actually the first example of a Spyder ever made – the very car shown at the Geneva Show and at the Villa d'Este concours in 2016. It's number one of only seven built and was originally supplied to a UK customer; STM acquired it in late 2018.

It looks absolutely amazing in a gorgeous light blue paint called Touring Cerulean Blue. This hue really appealed to the German collector because STM's classic Lamborghini 400GT is painted a very similar light blue – and of course the Lambo was also designed by Touring.

Meanwhile, the gleaming red coupe is the very last of a total of eight made, although curiously it's badged as number 13, the reason lying in the name Scuderia Tredici Monaci (literally 'Team of 13 Monks'), where 13 is a lucky number. The story goes that STM saw reports on the Disco Volante and was very much attracted to both the concept and the elegant shape. Contact was duly made with Touring's CEO, Piero Mancardi, at the Techno Classica Show in Essen, and the one remaining build slot for the eighth and final coupe was reserved.



ALFA ROMEO DISCO VOLANTE BY TOURING





“ It’s longer and wider than the 8C, with a longer boot that harmonises the shape ”

STM already had an Alfa 8C Competizione coupe in the collection but a second one was bought in August 2018, not in such pristine condition, to use as a basis for the conversion – after all, when a car is as special as the Alfa 8C, it does seem a shame to tear apart a perfect example. Despatched to Touring’s Terrazzano di Rho works on the outskirts of Milan (coincidentally right next to Zagato’s HQ), the 8C was carefully dismantled.

Touring’s engineering team enjoys full cooperation with, and support from, Alfa Romeo. Indeed, the DV has official endorsement from the brand, enabling it to be called ‘Alfa Romeo Disco Volante by Touring’ and to be serviced by Alfa dealers. The Alfa 8C Competizione’s steel spaceframe chassis is retained but entirely new bodywork is created around it in true coachbuilding tradition. Parts kept unchanged from the 8C include the engine bay/bulkhead, locks, hinges, dashboard, instruments, pedals and steering wheel. The Alfa 8C’s mechanical spec is left intact, too, including its 450hp 4.7-litre V8, six-speed auto transaxle gearbox with paddle shifters, limited-slip differential, carbon-ceramic brakes and double-wishbone suspension with forged aluminium hub carriers and trailing arms for the rear end. Touring can provide a bespoke set-up for the suspension (including

front lifting) to each customer’s preference.

The new panelwork is a combination of hand-beaten aluminium and carbonfibre, resulting in lighter overall weight (as you’d expect from a company with *Superleggera*, or ‘superlight’, in its title). Made of carbonfibre are the front bumper and grille, bonnet, skirts, bootlid, windscreen frame, rear crossmember and roof. The bonnet and bootlid are sandwich-built with Nomex filler for maximum stiffness-to-weight and to dampen vibrations and noise. The laser-measured aluminium body panels are hand-beaten and then either glued (on to carbonfibre) or welded (on to structural metal). The door frames and C-pillar have been modified to match Touring’s new shape. Weight distribution is an almost-perfect 49%/51% front/rear.

Speaking with the people behind STM, you get a clear sense of what a special experience Touring offers, and how much Louis de Fabribeckers, Touring’s Head of Design, makes it all feel like a family affair. Just one example is that the whole build is carefully documented in photographs.

The ‘donor’ 8C was originally painted in Rosso Competizione but since STM also has another Touring-designed classic in its collection – a Lamborghini 350GT – painted in Rosso Amaranto, it

Without copying anything from the ‘50s Disco Volante, the ‘new’ one evokes the flying saucer spirit well

ALFA ROMEO DISCO VOLANTE BY TOURING



Production has just concluded, with 15 cars built in total: eight Coupes and seven Spydere

felt right to have the Disco Volante painted in a matching shade. It also echoes how the DV Spyder matches STM's light blue Lambo 400GT. In addition, the deep red shade makes this car unique among DVs, quite a few of which are painted in Alfa Rosso Competizione. STM's chosen colour is called Rosso Biscione metallizzato, a metallic dark red that was selected after much discussion with Louis de Fabribeckers, and intended to evoke the 1950s.

The 'Fifties-inspired styling is undoubtedly the main appeal of these cars and Louis de Fabribeckers' work here is universally appreciated. Without aping anything directly from the original C52 Disco Volante, it conveys, in Touring's words, "the spirit of the streamlining, sporty and essential shape of the 1952 ancestor." Touring also describes the car's design language as "extrovert and clearly pronounced", adding, "the refined proportions are those of a classic Berlinetta by Touring, with extended rear overhang and a retracted greenhouse. Elements of drama are the wide front section with integrated bonnet and wings, and the pronounced muscular rear end treatment leaving no doubts about the car's intentions."

Of special note are the unusual, 1950s-inspired semi-covered front wheels, with a character line that stretches all the way to the door handle (formed from

a solid piece of metal, incidentally). The waistline is swoopy and muscular, extending into those wide-hipped rear wings. The tail is very distinctive, too, with a longer boot than the 8C that harmonises the shape with great aplomb. Overall the DV is longer and wider than the donor 8C, and of course far bigger than Alfa's Disco Volante models of the 1950s. Just like the original Discos, aerodynamics play a big part in the design process, with Touring claiming extremely good downforce.

The Spyder has even greater changes over the donor Alfa 8C. Its windscreen is bespoke to the car and is even lower than the Alfa 8C's, requiring a new single-piece windscreen frame and rollover bar, developed in collaboration with Alfa Romeo itself. The frame and the roof are made of structural carbonfibre and have two great benefits: enhancing torsional stiffness and reducing weight in the upper half of the car.

Spyder number one features a unique-shaped splitter behind the seats, housing a brake light, that has a 'Spitfire wing' profile (subsequent cars had a triangular shape). Also unique to this car are the 1950s-style Alfa badges. Special milled 'Disco Volante Milano' badges have been produced for these car's wheels and engine cover.

The Spyder's hardtop is formed of two parts plus

TECHNICAL SPECIFICATIONS

ALFA ROMEO DISCO VOLANTE BY TOURING

ENGINE:	4691cc V8
POWER:	450hp @ 7000rpm
TORQUE:	480Nm (354lb ft) @ 4750rpm
TRANSMISSION:	6-speed automatic transaxle
TYRES:	245/35 ZR20 front, 285/35 ZR20 rear
DIMENSIONS:	4620mm (L), 2032mm (W), 1308mm (H)
MAX SPEED:	181mph
0-62MPH:	4.5sec



flying rear buttresses, which recall the profile of the Coupe but are in fact unique. The set-up is a definite improvement over the 8C's original folding top, which has been criticised for its less resolved roofline compared to the coupe. There is a DV out there with Borrani spoked wheels fitted but the original 8C wheels have been kept for both these cars.

The cabin is essentially Alfa 8C, with all the main components retained, although customers were able to choose unique colours, upholstery and trim details. Our featured Coupe has dark green hide upholstery (a shade called Verde Chimaera) with special stitching derived from the letters 'DV'. The Spyder has a bit more going on, with the original carbonfibre dash being changed to leather and upholstery by Connolly (a name with which Touring has been collaborating since 1927). The cabin's colour combo is dark beige with black and contrasting body-colour accents.

STM's Coupe – the very last of the Disco Volantes – was delivered in May 2019. We are delighted to hear that both the Coupe and Spyder are regularly driven and properly used. So how do these cars drive? The answer is, unsurprisingly, much like the Alfa 8C on which they're based. They may not be racing cars to drive, but they're extremely accomplished in a grand touring role. The sound is amazing, a rich V8 soundtrack that's utterly unique, a hammeringly intense noise that evokes 1950s racing car sensibilities. Not that you have to be intense the whole time; the Spyder in particular invites a more relaxed driving style, where you can revel in the fact that there's almost no wind noise; the experience is very refined. In part, that's thanks to a lot of airflow testing during the design process.

So to conclude, then: modern technology with modern classic design; proven Alfa mechanics with bespoke coachwork; both coupe and convertible roofs. These Flying Saucers are very much the best of all worlds – and also a taste of life out of this world. 🇮🇹



HOW ALFA'S UFOS LANDED IN 1952

Touring was the design house behind the extraordinary Alfa Romeo 1900 C52 'Disco Volante' ('Flying Saucer'), first seen in 1952, and from which the modern DV drew its inspiration. Originally conceived as a racing car, its bodywork – built around a unique tubular spaceframe – was designed to be "insensitive to wind", in Touring's words. The coachbuilder tested the shape in the wind tunnel to be aerodynamically efficient even in crosswinds, with an extreme degree of side body shaping and a flat under-body, and it was even registered as a design patent. The drag coefficient was hugely impressive at just 0.25. The Jaguar E-Type, among many others, was almost unarguably directly influenced by Touring's DV.

The engine was based on Alfa's 1900 unit but bored out to 85mm to raise capacity to 1997cc and boast 158hp, enabling a top speed of 140mph to be claimed. Alfa's 6C 3000 CM racing engine was also trialled – a 3495cc double overhead cam straight-six. Some five examples of the Disco Volante were built, of which a solitary example had a coupe roof.



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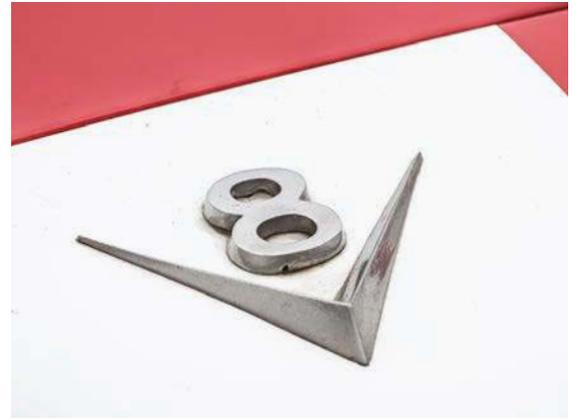
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8V TIMES EIGHT

The most glamorous car Fiat ever made was the 'Ottovu', a V8-powered sports car that told post-war austerity exactly where to go. Just 114 were ever made, many with fabulous coachbuilt bodywork – and we've corralled eight of them together for a memorable 8V test.

Story by Gaetano Derosa/Ruoteclassiche
Photography by Massimiliano Serra



By any standard, the Fiat 8V's birth was a peculiar one. After Italy's defeat in World War Two, prime minister Alcide De Gasperi proposed a new Fiat flagship model aimed at the US market, as a sign of deference to the Marshall Plan. In 1947, the *deus ex machina* of Fiat, Vittorio Valletta, handed the project to his precocious engineering chief, Dante Giacosa.

The original brief for the so-called Tipo 104 in fact called for a large three-volume saloon with a modern V8 engine. In his book, *My 40 Years of Design at Fiat*, Dante Giacosa said: "The first tests of the 104-8V engine led to a complete redesign of the cylinder heads and distribution control in order to increase power. Following good results, it was decided to build a chassis derived directly from the 1400 by simply increasing the wheelbase to 2850mm. The 104 chassis was delivered to Pinin Farina... to out a first study of the bodywork. But the car was too big and heavy for an engine of just 2.0 litres, albeit with eight cylinders. It aroused little interest and was judged unsuitable for Fiat production.

"In the meantime we dedicated ourselves to perfecting the engine, in anticipation of approval of the proposal to build the Tipo 106 sports car with four independent wheels. In order not to overload the experimental workshop, we decided to entrust the construction of the chassis and the assembly of the mechanical parts to Siata, Ambrosini's company which specialised in the transformation of Fiat production cars into sports cars. The bodywork was designed by engineer Rapi, while I helped with the definition of the final shape. The car was fine-tuned very quickly. Salamano perfected its performance and already excellent roadholding. Through proper calibration of the anti-roll bars, he obtained strongly understeering behaviour that allowed for high speeds around bends, although that disconcerted sports car drivers at first, as they were used to oversteer."

The new Fiat 8V debuted at the 1952 Geneva Motor Show, its 'Ottovu' name alluding to its V8 power. Just 114 examples were manufactured over the next three years. Most examples were bodied by Fiat's Carozzerie Speciali (special coachbuilt) division, featuring a brilliant design by Fabio Luigi Rapi. Several eminent designers also produced their own coachbuilt versions. We've been lucky enough to gather together no fewer than eight 8Vs for a very special test on track.

**NOBLE & SPORTING:
CARROZZERIE SPECIALI
CHASSIS 008 (1953)**



Chassis 008 is only the second 8V manufactured, following six pre-production cars. It left the factory on 5 March 1953, delivered to Emanuele Filiberto Nasi, the grandson of Giovanni Agnelli, Fiat's founder. This 8V was ordered with a lot of customisation, notably the special fabric interior and the name of the owner inscribed on the door panels. Baron Nasi raced at Sassi-Superga and came seventh in the International Tourism class (up to 2.0 litres).

In August 1956, the car was sold to Benedetto

Testa, who handed it to the Sardinian sprinter, Antonio Siddi (who had won bronze in the 4×100m relay at the 1948 London Olympics) so that he could compete in the 1957 Mille Miglia. Siddi raced alone and was unable to finish but he did buy the car in July 1957. In fact the organisers of the Mille Miglia had agreed with a coachbuilder called Romanazzi, which owned a second series 8V (chassis 102), to let Siddi race it under the aegis of the Scuderia Tevere. The sprinter preferred to use chassis 008 simply because he was interested in buying it.

The engine was later replaced with a very precious one (CS042) taken from a Siata 208 Bertone coupe (CS068). The car has undergone some well-researched changes. It is believed to have been born with the typical art-deco grille of all the first 8Vs, with distinctive bars extending up towards the bonnet, but by the time of the 1957 Mille Miglia, it was sporting a simpler grille. In the 1980s it gained a new nose with aerodynamically hinged headlights in Plexiglas, different rear lights, no bumpers and red paint. It was then restored to perfection, returning it to its original grille and repainted in the original blue. It has been part of Paolo Saporetto's collection for many years.

Rapi's luscious shape in its original form has huge character, notably the highly unusual front grille



**PRE-SERIES RACER:
ZAGATO
CHASSIS 059 (1953)**



Third of Zagato's three pre-production 8Vs has a split windscreen, three wipers and odd three-colour dash

Chassis 059 was completed on 16 September 1953 as the third 'pre-series' berlinetta bodied by Zagato. It was destined for Aurelio Pellegrini, one of the gentleman drivers of Scuderia Sant Ambroeus. Just like the first two Zagato-bodied 8Vs, this model had a windscreen divided into two parts (from chassis 060 onwards it would become a single screen) and with a highly unusual set-up of three windscreen wipers, two of which were on the driver's side, originally *vis à vis* but now coupled together so that they're easier to operate. The side and rear windows are made of Plexiglas. This grey-painted berlinetta has a bonnet with a conspicuous air intake with circular holes and curious vents on the lower front wings, which are a later addition.

Pellegrini, an inveterate smoker, used the 8VZ – as Zagato's 8V is often referred to – for numerous races in the following three years. In 1954 he took part in the eighth edition of the Coppa d'Oro delle Dolomiti (coming 19th overall), then in the Giro della Calabria (taking fourth place in the 2.0-litre GT category). In 1955 he took part in the 22nd edition of the Mille Miglia, but sadly was forced to retire. In the 15th edition of the Parma-Poggio di Berceto, he came eighth

in the Special Tourism category. The following year, the gentleman driver from Friuli took up the challenge again at the Freccia Rossa and snatched an excellent 37th in the overall standings.

Renzo Rossi from Ancona then bought the car in 1956 and sold it on three years later to Davide Spinelli from Forlì, who damaged the car in Sweden at the end of 1959. The car remained locked away in a garage with a wrecked nose for at least 30 years. It finally travelled from Sweden to New York in 1987, where the new owner, Robert Rubin, carried out an excellent restoration job.

The current owner is an American collector but the car is kept in Italy by Daniele Turrisi, with its original interior still intact. Says Turrisi: "We immediately understood the importance of the vehicle, one of Zagato's three pre-production cars. It has peculiar technical specifications that make it truly unique." The interior is beautiful, with red sports seats and white inserts. The dashboard immediately ahead of the driver is in black leather (commissioned by the first owner to get rid of the reflections on the instruments), while the centre is red and the passenger's side white.



**PLASTIC FANTASTIC:
CARROZZERIE SPECIALI
CHASSIS 101 (1954)**



Many visitors to the 1954 Turin Motor Show were intrigued by a strange 8V on the Fiat stand. One half of the car was painted in an elegant dark green-grey, while the other half was effectively transparent. The reason was that the bodywork of chassis 101 was made entirely of glassfibre, rather than the usual steel. This was a very early experiment in plastic bodywork in Italy, allowing visitors to admire the translucent construction in synthetic material. Fiat hoped that it might prove a suitable alternative to the costly and complicated manual plate-beating procedures needed to make small series cars like the 8V, but it remained unique.



Fabio Luigi Rapi, head of Fiat's Carrozzerie Speciali (Special Bodies) department at Lingotto, said a few years later: "Giacosa and I totally agreed that project 106 could fulfil propaganda purposes with no commercial perspective. Regardless of that, we put our heart and soul into making the 8V and even when, after the first series, it became clear that production would remain very limited, they wrote us a blank cheque. We were allowed to alter the front and a few other details, to show that Fiat cared a lot about the 'Ottovu!'"

Sold (or more likely sent for exhibition) to Fiat Madrid on 19 May 1954, '101' returned to Turin on 25 July of the same year and has remained part of Fiat's collection ever since. Roberto Giolito, head of FCA Heritage, told us: "If I were to name a car that represents the sporting history and prestige of the brand, it's the 8V. The car in our collection still has the original interior and mechanicals, and very low mileage. After many years of inactivity, all it took was some simple tuning and the car started up again with no problem. It's a beautiful sight."

Among the many original details and peculiarities of this example, we would highlight the Nardi steering wheel with a Fiat button in the middle, which is taken from the contemporary Fiat 500C.

Unique glassfibre-bodied 8V is owned by FCA Heritage Hub. Green cabin matches paint scheme well



DOUBLE BUBBLE :
ZAGATO
CHASSIS 083 (1954)



Of the 22 Fiat 8V berlinettas bodied by Zagato, only six have a double bubble roof, a real trademark of the Milanese atelier. Chassis 083, completed on 29 May 1954, is one of these.

Elio Zagato recalled in an interview conducted in 1999: "This was one of my personal cars and was by far my favourite, although my father preferred the Alfa 1900 SSZ. I had four or five 8Vs, all with a standard engine, while the bodywork underwent constant evolution: air intakes on the bonnet and sides, double bubbles, a tapered tail. We were always looking for the best aerodynamics."



This Zagato example was co-owned by Franco Cornacchia, a very skilled sports car salesman (his motto was 'Race a car on Sunday, sell it on Monday') and gentleman driver, owner of the Scuderia Guastalla which had its headquarters in Via Freguglia in Milan. Signor Cornacchia enrolled '083' for the Inter-European Cup in 1955, and entrusted it to the skilled helmsmanship of Francisco Sacco Landi (nicknamed 'Chico'), who was a Brazilian driver who also competed in Formula 1. He completed the race tenth in class.

In March 1956, the 8VZ was driven by Vladimiro 'Mirko' Pavoni, who decided to race the car at the Salita delle Torricelle (ending up seventh in class), before entering the 23rd Mille Miglia, where the berlinetta crossed the line in 46th overall. Several races followed, including the Targa Florio and Monza, but in 1964 the car was put away in a garage in Sicily for a well-deserved rest.

In 1979 it was purchased by Angelo Gadioli and underwent a restoration that preserved the car as much as possible. His son Aldo says: "It was a gift from my father as soon as I got my licence, and I will never part with it; we are lovebirds. I have travelled at least 20,000km in it without ever having a problem. Now my son loves it and I think that as soon as he comes of age I will do exactly what my father did."



**FINNED HATCHBACK:
PININ FARINA
CHASSIS 085 (1954)**



Pinin Farina was involved with the 8V right from its conception. In mid-1950, Farina created the experimental prototype of the Tipo 104 eight-cylinder 'presidential' saloon. Fiat's technical department sent Pinin Farina the prototype chassis, complete with mechanicals, but the saloon car project was unconvincing and got side-lined in favour of the 8V sports car.

Pinin Farina didn't get involved with the 8V again until almost the end of production when, on 21 July 1954, the carrozzeria bought chassis number 085. For a few months, the chassis lay forlorn and covered in canvas at Corso Trapani in Turin, waiting for inspiration. Then Giovanni Nasi, the vice-president of Fiat, approached Battista Pinin Farina with a special request for his wife, Marinella Wolf: "We'd like to have a sports car similar to the one you designed for the film director, Roberto Rossellini." This was Farina's incredible Ferrari 375 MM (chassis 0456M) which had just been completed for Ingrid Bergman and hurriedly shipped to Paris for the autumn 1954 motor show. Pinin Farina suggested using the Fiat 8V chassis: "Great car, great idea," said the vice-president, and he shook hands with

Farina there and then.

Farina's bodywork on the 8V was very unusual, with long rear wings featuring small lights (taken from the Lancia Aurelia B24) nestling below quirky rear buttresses. Arguably this distinctive design would be the inspiration for the buttressed look on the Dino 206/246, Ferrari Berlinetta Boxer and Testarossa. The front end, on the other hand, hinted at the 250 GT, another Ferrari bodied by Pinin Farina.

Before the car was delivered to Signor Nasi, it starred on Pinin Farina's stand at the 1955 Geneva Motor Show. The engine was tuned to 'Monza' spec to obtain an output of 165hp. The opulent interior featured two generously sized seats and Aurelia-style instruments. Also distinctive was the rear tailgate, which opened up on special dampers (protected by Connolly leather covers when in the closed position), revealing a generous boot with walnut strips on the floor to prevent bags from sliding about.

The car has long been part of Mario Righini's collection. "A few years ago we decided to restore the bodywork," explains Max Stancari, "but we left the original interior, including the carpet, as it was, because it is still in such good condition."

Unique Farina body boasts a finned hatchback. Under the bonnet is a 165hp 'Monza' spec engine



**GLOBETROTTER:
CARROZZERIE SPECIALI
CHASSIS 105 (1954)**



Instrumentation is peculiar to this car. Boot is non-existent. Room for a tool kit and spare wheel only

The second series of the 8V made its debut at the 1954 Turin Motor Show, although a few examples had already been produced in November of the previous year. The front end sported a new look, notably double headlights nestled in special oval panels, while the reshaped grille was now much less ornate. The rear end was altered as well, with slightly raised taillights, identical to those of the Lancia Aurelia B24, which gave the car a sportier and more contemporary look.

All the work was carried out in the Carrozzerie Speciali department over a fairly long period of time: "Our team was engrossed in each detail of the design of the models destined for mass production," explained Dante Giacosa, "but the time we were allowed did not differ from the time necessary for the design of any other model, even if production was limited to a small number of examples or only one experimental prototype."

Signed off for sale on 16 July 1954, the model shown on these pages (chassis 105) was shipped to Fiat's German HQ in Heilbronn. It seems likely that the car took part in several races until the early 1960s, before it sailed off for the United States. During its stay overseas, it attended several prestigious concours



competitions, such as the Concorso Italiano in 1995 and Pebble Beach in 1999. In 2000 it came back to Italy to join the Mille Miglia commemorative race.

In 2017, Giustino De Sanctis purchased it and brought it back to Europe. He told us: "A few years beforehand, it had undergone a sympathetic restoration with a contrasting interior combination, including brown leather seats, door panels and carpet. I decided to leave the white-and-green stripes that originally ran along the bonnets and roof, because they give the car an extra touch of sportiness."



**ROAD RACER:
ZAGATO
CHASSIS 075 (1955)**



Despite the undoubted charm and exclusivity of Fiat's grand tourer, the company decided to discontinue the 8V in 1954, although the official announcement did not come until early the following year. Around 20 units – some of which were in bare chassis form – remained at Lingotto.

Elio Zagato was very interested in them. "We secured a good agreement with the Turin management and one Monday morning, our purchase was delivered on four car transporters packed right to the edges."

The built-up 8V berlinettas were transformed into *Elaborata Zagato* cars, while the bare chassis received new and improved Zagato coachwork, with the significant benefit of lower weight, obtained by using aluminium for the body. The example you see here (chassis 075) was completed on 31 May 1955 and sold to Giuseppe Gattai of Viareggio, who used it solely for pleasure, not racing. That was not the case for the car's next owner, Alfonso Raffo, who bought the car on 14 April 1956 and let his son, Luigi, enter the Torfeo Sardo on Sardinia, where he took second place in his class.

The 8VZ returned to Viareggio in 1957, when it was bought by Alberto Verciani. It was hardly used until 1974, when Pietro Faggioli from Ravenna secured it for his collection. "In the years immediately after the



purchase," remembers his son Marco, "a careful restoration was carried out, and since then it has undergone no further changes. We have participated in two re-enactments of the Targa Florio and two historic Mille Miglias, then enrolled for several minor events and a few concours competitions. We always drive there, without transporters. It's great to drive, with an exceptional chassis and a very exuberant engine. I have many good memories – and now I feel I can confess that I first drove it at the age of 16, when I didn't even have a licence!"



OPEN TO THE SKY:
ZAGATO
CHASSIS 005 (1955)



The story of this 8V spider (chassis 005) is very special. It started life as the fifth of six pre-production prototypes that Fiat approved in 1952, with standard Rapi bodywork. It was delivered to Vincenzo Auricchio of Cremona on 3 May 1952, exactly the same day as the start of the 19th edition of the Mille Miglia. There was just enough time to complete the punching-in ceremony at Piazza Vittoria in Brescia, and then head off.

Auricchio teamed up with Piero Bozzini and did very well, completing the exhausting race with an excellent 15th place overall. On the following day, the gentleman

driver from Lombardy received a telegram with personal compliments from Dante Giacosa.

One month after that performance, the 8V was sold to Scuderia Ambrosiana. At that point one of the partners, Ovidio Capelli, approached Elio Zagato's carrozzeria and asked him to convert it into a barchetta. The Milanese coachbuilder created new aluminium bodywork reminiscent of the coupe (chassis 002) that it had previously created for the same customer, except for the lack of a roof. One peculiarity of this barchetta is the single door on the driver's side.

Nephew Diego Capelli did many hillclimbs in it. On 24 May 1953, at the third edition of the Trofeo Sardo, he tragically left the road and lost his life. Uncle Ovidio asked Zagato to redesign the car to the shape it still has today. The racing-type eight-cylinder (104.104 series) engine was removed and replaced with the original V8 (number 008).

For over 30 years it has been the property of Pietro Galtarossa of Padova, who tells us: "When it was shown to me, I immediately fell in love with it. I had to file for a new licence plate, so I stood in the waiting list to receive the proper number, PD 888888". The interior boasts a leather dashboard with tiny instruments, totally different from any of the other 113 examples of the 8V. 



THE OTHER 8VS



GHIA

Assembled by Luigi Segre's Carrozzeria Ghia on chassis 042 in 1952, this coupe was designed by Felice Mario Boano.

TECHNICAL SPECIFICATIONS

FIAT 8V (RAPI)

ENGINE:	1996cc V8 OHV
BORE X STROKE:	72mm x 61.3mm
COMPRESSION RATIO:	8.5:1
POWER:	105hp at 6000rpm / 115hp at 6000rpm / 127hp at 6600rpm
INDUCTION:	2 x Weber 36 carbs
TRANSMISSION:	4-speed manual, rear-wheel drive
SUSPENSION:	Independent all round by transverse arms and coil springs
BRAKES:	Drums all round
TYRES:	165-400
DIMENSIONS:	4040mm (L), 1570mm (W), 1290mm (H)
WEIGHT:	997kg
MAX SPEED:	120mph
VALUE TODAY:	£750,000 (standard version)



VIGNALE

Designed by Giovanni Michelotti for Vignale, the famous 'Démon Rouge' was first shown at the 1955 Turin Show (chassis 072).

GHIA

Built on chassis 093 and completed in 20 July 1953, this is one of 15 *berlinette* made to Ghia's Supersonic design. Various different engines were fitted.



SIATA-BERTONE

The 208 CS Spyder Sport manufactured by Bertone (chassis CS054) was raced by Nuccio Bertone himself in the 1952 Aosta-Gran San Bernardo.

SIATA 208 CS

A more expensive and competitive alternative, the 208 CS used 8V mechanicals in a Gilco tubular chassis. Some 17 examples were made.





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NEW WORLD

A Pininfarina Spidereuropa with right-hand drive is rare enough, let alone one in as-new condition with just 1190 miles on the clock. How come this very special car has remained so untouched?

Story by Phil Ward
Photography by Michael Ward





The current Fiat 124 Spider may now be dead but the original 124 Sport Spider was a great success for Fiat. Launched in 1966, almost 200,000 units were built up until the final car (chassis 124DS 005511940) rolled off Pininfarina's production line in 1985. Most of those cars went to the American customers, with European owners being mainly in Germany.

Designed by Tom Tjaarda, the 124 Sport Spider had Pininfarina badges on its flanks: the Turin carrozzeria produced the bodies and installed the drivetrain that was assembled by Fiat. In 1982, Fiat handed over full production to Pininfarina, at which point the model was rebranded as the Pininfarina Spidereuropa (Spider Azzura for the USA).

Fiat's two-seater sports cars have never been a commercial success in the UK, and rarely offered with right-hand drive. For instance, the X1/g was only deemed worthy of receiving RHD four years

after it was launched in Italy. The exotic Fiat Dino was never offered in the UK in any form, while the excellent little 850 Spider was also denied RHD. Even more recent times, the Punto-based Fiat Barchetta was only ever offered as a left-hooker.

When the first production 124 Sport Spiders became available in 1967, they were fitted with the revolutionary Aurelio Lampredi-designed 1438cc twin-cam power unit. As the model evolved, the 1608cc unit from the 125S saloon was shoehorned in, followed by the Fiat 132-based 1592cc and 1756cc units. The final capacity upgrade was the 1995cc unit that was adopted right across the Fiat and Lancia road-going and competition car ranges. This 2.0-litre engine came with a general upgrade for the Spider that arrived in 1979 with the carburettor-fed Spider 2000 (124 CS2). In 1980 Bosch L-Jetronic fuel injection combined with electronic ignition to really modernise the 124. Trim and build quality was also improved, making the Spider 2000 (124 CS0) and the subsequent Spidereuropa of 1982 (124 DSO) very civilised cars to live with.

The icing on the cake arrived in 1985 with a new high-performance version, the Spidereuropa Volumex, with a supercharged engine developing 135hp at 5600rpm and maximum torque of 152lb ft at 3000rpm. This was a very useful 30hp increase over the fuel-injected Spidereuropa. Other benefits were an uprated clutch, closer gearbox ratios, a taller rear axle ratio, Bilstein gas dampers, larger ventilated disc brakes and 7x15 Speedline wheels, which were similar to those fitted to the Lancia 037. Sadly only 500 Volumex cars were made before Spider production closed down at Pininfarina to free up production space for the US-market Cadillac Allante, which wasn't very successful. All in all, not a good move for the coachbuilder, nor for Fiat enthusiasts.

Sadly Fiat's 124 Spider was never sold officially in the UK, nor indeed in any right-hand drive market, despite being superior to comparative British products like the MGB. Right-hand drive Spiders do exist, but all are conversions, with the exception of a solitary silver Spidereuropa show car presented by Pininfarina at the 1982 Birmingham Show at the NEC – an attempt to woo the UK importers. Where is it now, I wonder?

The enterprising Radbourne Racing company, notable for its involvement with Abarth in the UK, imported some pre-owned early 124 Spiders (124 AS) and converted them to RHD using 124 Coupe parts. In the 1990s, DTR European Sportscars also began to convert some US imports for customers wanting RHD. The only





TECHNICAL SPECIFICATIONS

PININFARINA SPIDEREUOPA

ENGINE:	1995cc 4-cyl DOHC
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	8.2:1
INDUCTION:	Bosch fuel injection
POWER:	105hp @ 5500rpm
TRANSMISSION:	Five-speed manual
SUSPENSION:	Wishbones, anti-roll bar (front); live axle, Panhard rod (rear)
BRAKES:	227mm discs, vented (front), solid (rear)
WHEELS:	5J x 13
MAX SPEED:	107mph
0-62MPH:	12.0sec
PRODUCTION RUN:	March 1982 to July 1985
TOTAL PRODUCED:	7450



brand new cars to receive the RHD treatment were a batch of Spidereuropas imported by Dennis Hands, a Ford and Nissan dealer in Basingstoke, and our featured car is one of these.

Dennis Hands had been attracted to the RHD Spidereuropa on Pininfarina's stand at the NEC in 1982. In 1984 he imported a car from Italy and set about converting it to right-hook spec. Hands attempted to buy 150 Spidereuropas, including supercharged Volumex versions, from Pininfarina but in the end he only received seven cars because the coachbuilder called a halt to production. Hands offered his cars to British buyers at £8995, while a new LHD car at the same time cost £8450. Given the cost of conversion work and the parts that had to be factored in, this was very good value.

Luckily the dash on the Spidereuropa is symmetrical so the changeover was relatively straightforward. The pedal box was moved across and a steering box and idler was sourced from Fiat 124 Coupe parts. In 1985, Pininfarina was struggling for steering parts, so when the supply of 124 steering boxes dried up, a rack-and-pinion unit was fitted instead, requiring alteration to the exhaust downpipe for clearance. The source of the rack was never disclosed but the Lancia Beta has been suggested. The featured car is one of the batch fitted with a steering rack, which definitely benefits steering feel and accuracy.

Back in the 1980s, the Fiat Twin Cam Register was the leading club for 124 Spiders and the go-to place for contact with owners of the few cars that were in the UK at that time. In 1984, some of the Hands cars began to appear at the fledgling Italian Car Days at Syon Park – first a black one, then a cherry red example, with later arrivals including two metallic red cars, one of which is still a regular at *Auto Italia's* Brooklands Italian Car Day. This was originally owned by an Italian who took it back to Italy; subsequently it returned to the UK having reverted to left-hand drive! Rumours persisted that an unused, bright red example





Unrepeatable: a perfectly preserved Pininfarina Spidereuropa in RHD with 1190 miles on the clock

resided in the showroom at PDH Motors in Worthing – which is our featured car.

Technically the 1985 Spidereuropa is very similar to the Fiat Spider 2000 ie. The engine is type 132C3.040 and rated at 105hp at 5500rpm. This is 2hp more than the US Azzura version (132C3.031), which is fitted

finished in rare Rosso Vivio (152), a popular colour on the very first 124 Spiders. Remarkably, it has just 1190 miles on the clock. Quite how this car remained unused in a heated showroom since 1985 is not clear. The story goes that this car was found to be damaged on collection and its prospective owner declined to

“ Luckily the dashboard is symmetrical so the changeover to right-hand drive was quite easy to do ”

with a catalytic converter. Some US versions were even restricted to just 96hp. Up to 1984 the Spidereuropa was delivered with CD134 wheels. It was only in the last year of construction (1984-1985) that the Spider was fitted with new rims as standard, which are fitted to the featured car.

Chassis 124DS 005511111 is a very special Spider, not just for its unusual build number, but because it is

accept it. Close inspection of the car does reveal that the left rear quarter has been professionally repainted. Perhaps an unresolved legal issue led to the car remaining put. In any event, what we have here is possibly the lowest-mileage, most pristine Pininfarina Spidereuropa on the planet.

Sadly we were not able to test-drive the car when we photographed it, as it's in need of some





recommissioning. Despite it being effectively a new car, it is overdue a cambelt change by fully 28 years! Inside and out, the car is simply superb. The hood is a delight to operate and still quite stiff to fold away. Because it is original, it still has the tensioning cables – so important for effective weather sealing, and absent on modern replacements. It has a matching tonneau cover (another item that is easily lost) and an unused tool kit. The electric windows are slow to operate, but then they always were.

This car is currently for sale. Quite how you put a value on it is something of a conundrum. Yes, it is almost an as-new car but on the other hand it does

require recommissioning, like any car that has been unused for a long period of time. FCA Heritage currently has a 'Reloaded by Creators' factory-restored 1982 16,000km Spidereuropa up for sale at €32,000. Brooklands Car Auctions recently sold an excellent 53,000-mile Azzura for £10,400 plus commission. Meanwhile in Germany, a Rosso Vivio 1983 Spider Azzura with just 15,000 miles is on offer for £24,500. Does our featured car carry a premium because it is right-hand drive or not? Either way, the prospect of owning probably the world's only unused, pristine Spidereuropa has to be a tempting one. 🇮🇹

Like all 124 Spiders made after 1982, this is badged as a Pininfarina, rather than a Fiat



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ITALIAN DREAMS

Italy is beyond question the epicentre of concept cars. Virtually all of the most visionary and most beautiful dream cars are Italian. But which are the very best? Here we nominate our 50 greatest ever concepts

Story by Richard Heseltine/Chris Rees





Concept cars. Extravagant flights of fancy; experimental precursors of new ideas; bold visions that border on the impossible; in short, dreams made real. Concepts are often designed as shop windows to attract the attentions of car manufacturers, and occasionally they might even be forerunners of actual production cars. More often than not, though, they're simply designed to delight and enthrall the public. And they're absolutely sensational in that role: these are the cars that crowds paw over at shows and remember for years to come.

Italy is without doubt the hallowed home of dream and concept cars. For decades, unbridled creativity has flowed from the pens of a cornucopia of design geni, who have been historically fostered by the healthiest styling house ecosystem the world has ever known. From the earliest days of coachbuilding, Italy has consistently produced the most visionary and advanced cars in the world.

So what are the very best Italian concepts ever made? Here we're truly spoilt for choice. We've bounded ourselves in by just two rules: no cars that were ever offered commercially; and no cars conceived as pure racing machines (so the Alfa Romeo Disco Volante, for instance, is excluded). So here's our Top 50, which we present, in chart-rundown-style reverse order. Have we got the selection and the order right – what do you think?



PININFARINA CR 25

The Pininfarina Cr 25 'safety car' emerged at the 1974 Turin Motor Show. Styled by Aldo Brovarone, this was the first car to be developed in the Turin firm's newly-built full-size wind tunnel. It was (allegedly) powered by a Ferrari flat-12 engine.



ITALDESIGN BMW NAZCA

Italdesign didn't make cars in series, with the exception of the BMW M1 (and even then most of it was subcontracted). It tried, but failed, to tempt the German marque into sponsoring a new supercar in 1991 with Fabrizio Giugiaro's first-ever solo design, the 5.0-litre V12 Nazca.



48

BERTONE LAMBORGHINI GENESIS

Was the world really crying out for a 455hp V12 Countach-engined MPV with three rows of seats and dihedral doors? If it was, Bertone's Marc Deschamps appeared to have come up with the perfect answer with the extraordinary Genesis in 1988.



47

BERTONE ALFA ROMEO NAVAJO

Unveiled at the 1976 Geneva Motor Show, this glassfibre-bodied, Alfa 33-based device eschewed Bertone's time-honoured styling purity. Instead, Marcello Gandini opted for a brutally functional wedge that belonged more in a *Blade Runner*-style dystopian dreamscape.



46

OSI ALFA ROMEO SCARABEO

The Alfa Romeo 1600 Scarabeo concept car by Officine Stampaggi Industriale (OSI) emerged at the 1966 Paris Salon. The mid-engined GT was effectively a Tipo 33 prototype in all but name. Three were made before OSI was assimilated by Fiat's design department.



45

ITALDESIGN ALFA ROMEO SCIGHERA

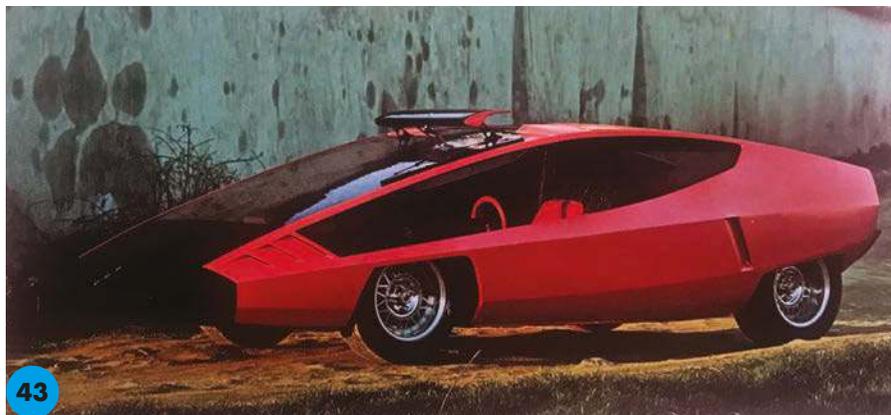
Rooted in the preceding Nazca C2 concept, Giugiaro reworked the design for this 1997 show queen. Powered by a 3.0-litre Alfa V6, complete with twin turbos and a blower, it was fully functional. The name apparently means 'fog that shrouds the truth'.



44

BERTONE LANCIA SIBILO

The central conceit for this Lancia Stratos-based show car from 1978 was to promote the integration of glass within a steel body. By 'integration', Bertone blended tinted glass into the body by means of elasticated sealant and lots of brown paint.



43

GHIA FORD COINS

Notable for its three-abreast seating, central driving position à la McLaren F1 and means of access via a rear hatch, the Tom Tjaarda-penned Coins emerged in 1974. Oh, and it was pink. According to Tjaarda, the car was quickly scrapped.



42

PININFARINA JAGUAR XJ SPIDER

In the late 1970s, Pininfarina was contracted by Jaguar to facelift the XJ6/12 Series III. At around the same time (1978), the Turin styling house took a flyer on an XJ-S drop-top reskin in the hope that it would be adopted for production. Sadly, it wasn't.



41

GHIA LANCIA FULVIA HF1600 COMPETIZIONE

Purportedly conceived with a Le Mans racing bid in mind, this wedge-shaped device was penned by Tom Tjaarda in 1969. It was dreamt up by Ghia principal Alejandro de Tomaso as he sought to entice Ford into helping him acquire Lancia.



40

ZAGATO ALFA ROMEO ZETA 6

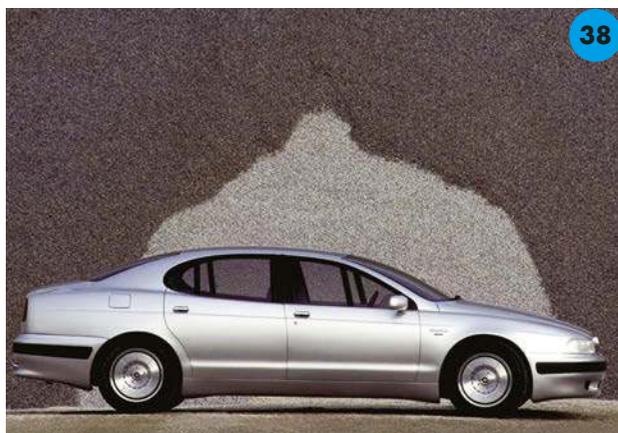
Zagato's pleasantly-shaped 'AZ6 Sperimentale' (aka Zeta 6) was mapped out in 1979 but didn't see daylight for a further four years. It was seriously considered for production, but Alfa's penury damned it. Two were made, plus a further bare shell.



39

PININFARINA FERRARI PININ

Styled by Leonardo Fioravanti (with input from an uncredited Diego Ottina), Pininfarina's Ferrari *quattroporte* was unveiled at the 1980 Turin Motor Show. Ferrari deemed there to be insufficient demand so the scheme was quietly terminated.



38

ITALDESIGN JAGUAR KENSINGTON

This not unattractive concept is not well remembered, but it was influential. Styling great Giorgetto Giugiaro unleashed this distinctive, Jaguar V12-engined saloon in 1990 and several cues were later transposed onto production cars; just not those wearing Jaguar badges.

BERTONE ALFA ROMEO 2000 SPORTIVA

Bertone's Franco Scaglione distilled his trio of BAT Alfa streamlining studies into this 1900-based machine. The results were displayed at the 1956 Turin Show, the surprisingly discreet outline being in contrast to the flamboyant SuperFlow on Pinin Farina's stand. Two were made.



37



36

ITALDESIGN LAMBORGHINI CALÀ

Penned by Giorgetto Giugiaro, the Calà was conceived as a spiritual successor to the Jalpa. First seen at the 1995 Geneva Motor Show, and powered by a 40-valve V10, it featured two small lift-out glass panels and a 2+2 cabin trimmed in claret leather.



35

TOURING LAMBORGHINI FLYING STAR II

This striking shooting brake was first seen at the 1966 Turin Motor Show, alongside a Fiat 124 convertible. Depending on whose version of history you believe, Flying Star II was touted as a production car but Lamborghini chose to produce the Islero instead.



34

PININFARINA FERRARI SIGMA

Switzerland's *Automobil Revue* magazine initiated the Sigma as a means of fostering safety in racing car design. Its biggest coup was tapping Enzo Ferrari for the supply of a 1967 312 Formula 1 weapon to use as a donor car.



33

ALFA ROMEO NUVOLA

This 1996 project was dreamt up by Alfa Romeo Centro Stile under Walter de Silva. It packed four-wheel drive and was reputedly good for 174mph. Alfa intended offering a chassis/platform to outside coachbuilders but sadly that never happened.



32

PININFARINA ALFA ROMEO 2UETTOTTANTA

Pininfarina's Duetto Spider homage was penned under Lowie Vermeersch and broke cover at the 2010 Geneva Motor Show. As for the name, the first letter of the name was supposedly not a 'z', but a 'D' as written during the Renaissance.



28

BERTONE CITROËN CAMARGUE

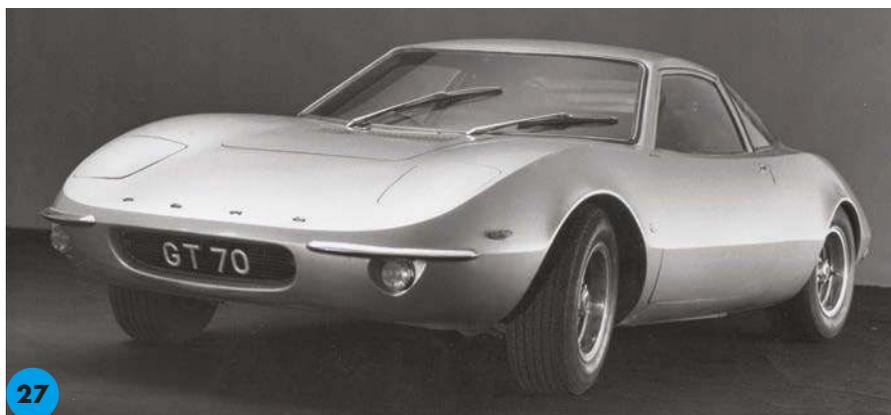
One of the less well-remembered concepts by Marcello Gandini, the Camargue was nevertheless received favourably in period. Based on a Citroën GS platform, and first seen in 1972, it marked the start of a long relationship between Bertone and the French marque.



31

BERTONE LAMBORGHINI ATHON

Styled by Bertone's Marc Deschamps, this wedge-shaped projectile from 1980 boasted an asymmetrical rear deck lid, LCD digital dashboard and no roof, so you got wet if it rained. In typical Bertone fashion, the Athon was a fully functional prototype.



27

Ghia FORD GT70

Designed with motorsport in mind, the Ford GT70 briefly appeared set for limited production in the early 1970s. Former Zagato man Ercole Spada was tasked with reworking the test mules with something that bit more stylish. Sadly, his design remained a 1:1-scale mock-up.



30

PININFARINA ALFA ROMEO 2600 SPECIALE

This beautiful machine broke cover at the 1962 Turin Motor Show as the Cabriolet Speciale. The car remerged a year on for the 1963 Brussels Motor Show with a coupe roof and a change of hue from red to metallic green.



26

PININFARINA CHEVROLET RONDINE

The Tom Tjaarda-styled *Ron-dee-nay* was produced by Pininfarina for the 1963 Paris Show, and based on a Chevrolet Corvette C2. While not conceived with mass manufacture in mind, it did eventually inspire a mainstream production car: the Fiat 124 Spider.



29

Ghia GILDA

The Giovanni Savonuzzi-penned Gilda (aka Ghia-X) was notionally powered by a 1.5-litre OSCA four-cylinder engine, and capable of 140mph. In reality, the car was a non-runner when displayed publicly for the first time at the 1955 Turin Show.

Stola S81

This was the first of the many retro-futuristic Stratos-inspired revivals, introduced at the 2001 Turin Show. What's more, it was shaped by the man who penned the original: Marcello Gandini. It was non-runner, though, despite talk of it having a Maserati V8 engine.



25



24

BERTONE JAGUAR B99

The arrival of the B99 concept at the 2011 Geneva Motor Show proved that beleaguered Bertone still had the ability to surprise. While Jaguar itself was keen to distance itself from anything remotely retro, this was a styling masterclass by Birmingham-born artiste, Adrian Griffiths.



23

PININFARINA MASERATI BIRDCAGE 75TH

Pininfarina's birthday present to itself in its 75th year, this bold Maserati MC12-based concept emerged at the 2005 Geneva Show. While notionally intended to evoke the 'Birdcage' Maserati racers of old, there was nothing retro here, save perhaps for the lift-up canopy.

PININFARINA PEUGETTE

Styled by Diego Ottina, and debuting in 1976, the Peugette's front and rear bodywork was symmetrical, with the rollover hoop and fly screen adding racer reference points. Based on a Peugeot 104 ZS platform, it had a top speed of 96mph.



22



21

PININFARINA BMC BERLINA AERODINAMICA

Leonardo Fioravanti mapped out his Aerodinamica concept shortly after joining Pininfarina in 1964. Two prototypes were made using BMC 1100/1300 and 1800 platforms, but the British Motor Corporation wasn't interested. Instead, Citroën 'borrowed' the outline for its GS and CX.



20

PININFARINA FERRARI DINO 206 BERLINETTA SPECIALE

Shaped by ex-Cisitalia man Aldo Brovarone in 1965, the Berlinetta Speciale was the inspiration for the Dino 206 GT production car. Leonardo Fioravanti was responsible for transforming the one-off show car into the time-defying classic we all know and love.



19

PININFARINA LANCIA FLORIDA

The Lancia Florida was one of the most influential concept cars to emerge during the 1950s, being cribbed repeatedly. Admittedly, much of this was down to the Turin styling house which copied and pasted its own outline *ad infinitum*.



18

BERTONE AUTOBIANCHI RUNABOUT

While the styling may have appeared 'way out' back in 1969, not least its 'headlights' sited in the B-pillars, this projectile in fact spawned the Fiat X1/9. Shaped by the shy but brilliant Marcello Gandini, it took inspiration from contemporary speedboats.



17

ZAGATO LAMBORGHINI RAPTOR

Not to be confused with Zagato's proposed Diablo replacement, this concept car was created in conjunction with former winter Olympian Alain Wicki in 1996. Based on a 4WD Diablo, the body was made entirely of carbonfibre, including the obligatory double-bubble roof.



16

GHIA LANCIA MARICA

Another Tom Tjaarda production, this handsome coupe was based on a Lancia Flaminia platform and displayed at the 1969 Turin Motor Show. Tjaarda later reworked the styling for the De Tomaso Longchamp, while it also inspired the ill-starred Momo Mirage.



15

LANCIA FULVIETTA

This sublime latter-day Lancia Fulvia was the star of the 2003 Frankfurt Motor Show. It was just what Lancia fans had been holding out for, but tragically it didn't enter production. Instead, we got a load of badge-engineered Chryslers. Damn, and indeed, blast.



14

PININFARINA FERRARI 512S SPECIALE

Pininfarina's 1969 Turin Motor Show star married sports-prototype technology with radical styling flair. Beneath the dart-like outline lay a Ferrari 512S platform, the donor car having been damaged in a fire before being used for other applications.



13

ITALDESIGN BIZZARRINI MANTA

Giorgetto Giugiaro's first offering as a solo designer, the Manta was purportedly based on a Bizzarrini P538 chassis. First seen at the 1968 Turin Show, it featured a central driver's seat with passenger seats staggered either side, much like Pininfarina's Ferrari 365P 'Tre Posti'.



12

PININFARINA ABARTH 2000 SCORPIONE

One of the sexiest Abarths ever to turn a wheel, this wedge-shaped would-be sports-racer wowed the crowds at the 1969 Brussels Motor Show. This being a late 1960s concept car, there were no doors, just a lift-up canopy. It headed to Japan in 1977.



11

PININFARINA FERRARI P6 BERLINETTA SPECIALE

Yet another Pininfarina/Leonardo Fioravanti production, this 1968 show queen anticipated the 365 GT4 BB production car. The car displayed at that year's Turin Motor Show was notionally powered by a 500bhp V12. However, it was a non-runner.



10

BERTONE LAMBORGHINI BRAVO

With its oddly-shaped rear wheelarches, expansive glasshouse and novel ornamentation (multiple louvres front and rear), this fully-functional show car could only have been the work of Bertone's Marcello Gandini. Unveiled at the 1974 Turin Show, it was mooted as a replacement for the Urraco and was referred to internally as 'Baby Countach'. What's more, the sole V8-engined prototype racked up a high mileage during the development stage, only for the project to be axed as Lamborghini lurched into financial difficulties – again. The original show car was later retired to the Bertone factory museum.



PININFARINA FERRARI 250 P5 & ALFA ROMEO 33/2 COUPE SPECIALE

We've grouped these two glorious late-1960s offerings together, as they are very closely related. Leonardo Fioravanti penned the Ferrari 250 P5 in time for the 1968 Geneva Motor Show. The Alfa arrived at the following year's 1969 Paris Motor Show, sharing so many similarities that some historians opined that it was the same body, only restyled (this has since been disproved). As was so often the case with concept cars, the Ferrari in particular was not well received by the motoring media. We won't go into the murky saga of what actually underpinned the P5.



BERTONE ALFA ROMEO CANGURO

Another of Giorgetto Giugiaro's masterworks, this Bertone offering was first seen at the 1964 Paris Motor Show. Based on an Alfa TZ1 tubular chassis, and equipped with an Autodelta-spec race engine, it was greeted with much hoopla from the press and public alike, and studio head Nuccio Bertone hoped he might be able to tempt Alfa Romeo into backing a small series of replicas. Sadly – tragically, even – the suits at Arese weren't interested. The sole prototype was later involved in an accident during shooting for a Shell promotional film at Monza when it connected with the back of the Testudo concept car.



BERTONE CHEVROLET TESTUDO

In many ways, the Testudo was among the most important concept cars to emerge during the 1960s, even if it isn't feted as much as it should be. Based on a shortened Chevrolet Corvair platform, it marked the emergence of Giorgetto Giugiaro as a trendsetter. The name of the car (a genus of Mediterranean turtle) was chosen to symbolise the design theme: a sharp crease ran down each flank, dividing the body, while the 'bubble roof' canopy hinged forward for access to the cabin. The build commenced in January 1963 and it was completed in time for March's Geneva Motor Show. Giugiaro later used it as his wedding car.



ITALDESIGN MASERATI BOOMERANG

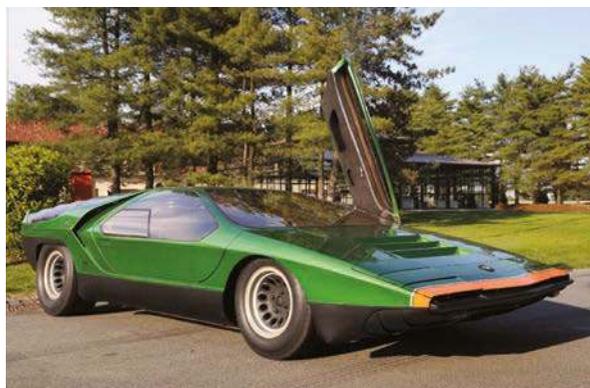
Although Giorgetto Giugiaro is nowadays dismissive of this Bora-based projectile, it established design cues that were later transposed onto many of the maestro's more mainstream creations. First seen publicly at the 1971 Turin Motor Show as an engine-less 'roller', it was running under its own power by the time of the following year's Geneva Show. It used a mid-mounted, 310hp, 4.7-litre V8 driving the rear wheels via a five-speed gearbox. The Boomerang continued to make show appearances as late as 1974, the colour being changed from silver to orange and back again, prior to its purchase by a wealthy Spaniard.





5 BERTONE ALFA ROMEO CARABO

Styled by Marcello Gandini, the Alfa Tipo 33-based Carabo was created in just 10 weeks ahead of the 1968 Paris Motor Show. The car's signature party trick was its means of access: the doors opened vertically like a beetle's wings via a hydro-pneumatic strut system, hence the name Carabo (a species of green-gold coleopteron). This being an era when such cars tended to be saturated in highlighter-pen hues, the Carabo's lime green paint with semi-reflective delineations for the nose and tail appeared almost subdued. Styling icons such as the Lancia Stratos Zero and the Lamborghini Countach were built on the revolution the Carabo ignited.



4 BERTONE LAMBORGHINI MARZAL

Famously graced by Princess Grace for a lap prior to the 1967 Monaco GP, and immortalised in rainbow hues by Matchbox, this styling study was nonetheless not well liked by marque founder, Ferruccio Lamborghini. Even so, this Bertone masterpiece foretold the Espada via Marcello Gandini's near-concurrent Jaguar-based Pirana show car. The Marzal was a true four-seater, one that featured an expansive glasshouse with much of the glazing in its gullwing doors. LJK Setright declared in *Car* magazine: "It is perhaps the most extravagant piece of virtuoso styling to have come out of Europe since the war." It sold in 2011 for \$1.52 million.



3 BERTONE ALFA ROMEO BAT CARS

The striking Berlina Aerodinamica Tecnica Alfas were designed by Bertone's nonpareil genius, Franco Scaglione. The series kicked off with the Alfa 1900-based BAT 5 at the 1953 Turin Motor Show. This striking one-off was no mere show queen: it was fully functional and boasted a drag coefficient of 0.23. It was followed by the BAT 7 a year later, which was more aerodynamic still, with a scarcely-believable drag coefficient of 0.19. BAT 9 arrived in 1955 and was perhaps the most sober-looking of the trio – all things being relative – with styling cues that anticipated future production Alfas.



2 BERTONE LANCIA STRATOS ZERO

Marcello Gandini was arguably the most inventive designer of his generation. His creativity was plain to see with the arrival of the Stratos Zero at the 1970 Turin Motor Show. Unleashed during a period where concept cars tended to feature gullwing or scissor doors, the Zero's one-upmanship stretched to a flip-up windscreen which lifted up on hinges sited on the roof. The steering column tilted forwards to enable access to the seats. Once in place, the driver simply pulled back on the column to close the front screen. The Lancia nose badge cunningly concealed the pivoting handle that opened the 'door'.



1 PININFARINA FERRARI MODULO

When Paolo Martin first pitched the Modulo to his bosses at Pininfarina, they were aghast. It took repeated attempts before he was finally given the green light in late 1969. The Modulo was completed on the eve of its big reveal at the following year's Geneva Motor Show, but only after a degree of internal interference. The car proved a huge hit with the public and, following its unveiling in Switzerland, the car went on display at Expo '70 in Osaka before being exhibited at the Turin Motor Show. The Ferrari 512S-based Modulo continued to earn its keep on the show circuit well into the 1980s and has now been restored.



Alfa Romeo 2600 Spider by Carrozzeria Touring - 1963 RHD



Alfa Romeo Giulia Sprint GTA 1600 Stradale - 1966 - RHD - 1 of 50 produced



Alfa Romeo Giulia Sprint GTC 1966 RHD - 1 of 99 produced



Alfa Romeo Giulietta Sprint Veloce Allegerita 1957 - Prepared by Facetti



Alfa Romeo Montreal - 1975 - LHD

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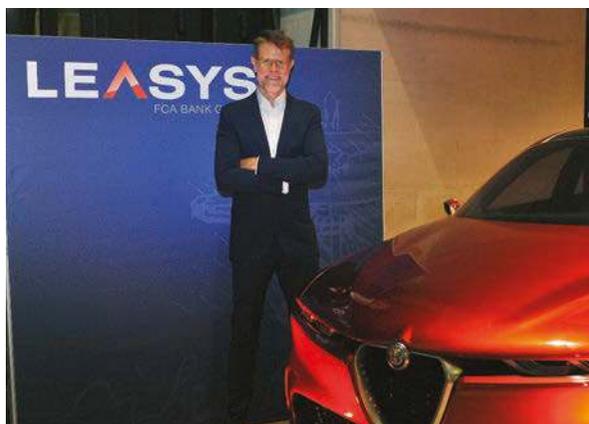
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INTERVIEW: KLAUS BUSSE

Future Vision

WE RECENTLY CAUGHT UP WITH FCA'S CHIEF OF DESIGN AT THE NATIONAL GALLERY IN LONDON

Story by Chris Rees
Images: Michael Ward



Can you comment on the recent Leasys announcement about car sharing programmes and how FCA is aiming to be more flexible about what types of cars we drive?

Most people can only afford one car, which is the way it should be. So what kind of car you buy is a compromise, a car that can do everything. The idea at FCA is that you can pick a car for certain situations. That's really intriguing because I can now focus on a car that I need, let's say 300 days a year, and for the other 60 days I can have something special.

The challenge for us designers will be interesting because I think we can maybe further cater to specific circumstances. If I look beyond Alfa Romeo, there

are days I want to have a Wrangler, but do I want to have the Wrangler as the only car all year? There will be days when I want something else. So I think we're not that far away from the future. We already have cars that cater to very special needs. And we have cars that are the sum of all needs like the Tonale or Grand Cherokee. So I think future and reality are not that far apart.

So do you now have an opportunity to design more extreme cars, take more experiments?

The car will continue to have its fair share of attention, good or bad. So we need to think about what kind of attention do we want to create? The beautiful thing with an Italian brand like Alfa Romeo is that it usually creates positive attention. When we

moved the Tonale into the National Gallery this evening... there was no negative reaction. It was more like, oh, this is a beautiful car, a sculpture, a beautiful thing.

FCA is has now entered the electrification age. Do you see opportunities for creating new kinds of designs, new ideas?

I can point to cars entering the market that were designed purely around electric architecture and... you don't need the transmission, the engine, so yes, there are opportunities mostly in the cabin layout. With a classic internal combustion vehicle, it usually comes with a bulky transmission, which occupies certain package space. That's what creates this beautiful dash-to-axle thing that we love... with the passengers rearward in the cabin and this enormous long bonnet. It's something that over the years in the back of our heads is connected with beautiful proportions. And electric cars don't have a transmission in that sense. So now we can have more of a cab-forward look.

The car's silhouette will dramatically change, even

for premium cars. Front-wheel drive cars already had a little bit more of an A-post forward look, less dash-to-axle, but even high-power cars will have different proportions.

There's been a tendency in the industry to create electrified vehicles that look different to conventional vehicles. What's your take on that?

So we have brands today that have always been electrified, like our friends in California. They might consider themselves as a brand name for electrification, and that statement as a brand name is enough. You see other, already established players coming into the market with a sub-brand, wanting their electrified cars to look different. And then you see a middle ground, established brands coming onto the market where you



electrify a vehicle that is also available in thermal configuration. Therefore, the body shape is the same and then you have the choice of telling the customer that this car is electrified or burns thermo. I think there's some value in that because, as a customer, I want to be recognised as the good guy. I can't share with you which route we're going, but those are the three categories that I that I'm observing currently in the market.



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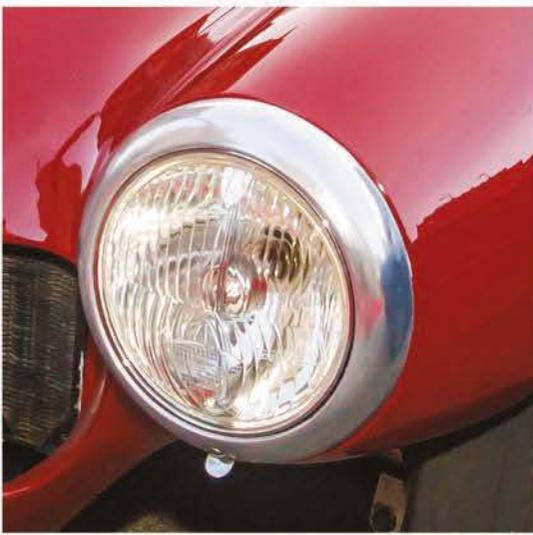
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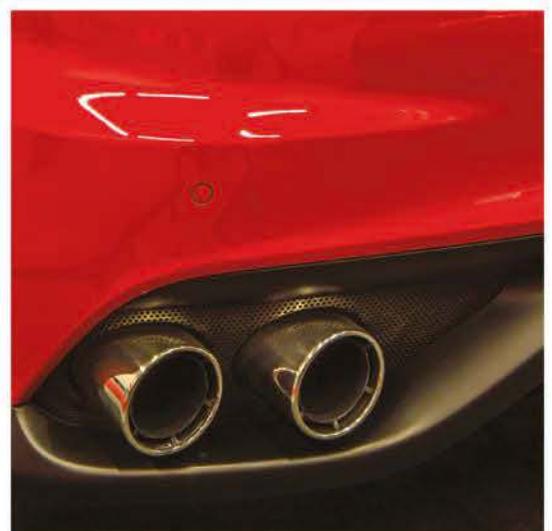
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ROYAL TREATMENT

Our man Scanlan remembers how he once owned the 'Queen Mother of Ferraris'. Now he's tracked down the very example he used to own and finds it still has a regal aura

Story by Tom Scanlan
Photography by Michael Ward

Considering that the designer of the Ferrari 365 GT 2+2 was no less a figure than Aldo Brovarone of Pininfarina – the man who famously penned the Dino at around the same time – it's a tad surprising that Ferrari's flagship model of the late 1960s has had such a bad rap. A contemporary *Road & Track* road test called the 365 GT 2+2, somewhat disparagingly, "the Queen Mother of Ferraris". Admittedly, it was an enormous car, measuring 16ft 4in (nearly five metres) from bumper to bumper, and it was very heavy, too, at almost 1500kg. The fact that it was also the first Ferrari ever to have power steering made it too decadent for some purists (although have you ever struggled at the helm of a Daytona?).

The model was launched at the 1967 Paris Motor Show to replace the 330 GT 2+2. It kept the same 2650mm wheelbase but had wider front and rear tracks. Multiply 365 (the swept volume of each cylinder) by 12 and you get 4390cc, the capacity of the Colombo-designed 60-degree V12 engine. With a single overhead camshaft for each bank of cylinders plus three twin-choke Weber 40DFI/5 downdraught carburettors, the result was 320hp at 6600rpm and acceleration from 0-60 mph in 7.2 seconds – not bad for such a big machine.

The new suspension was self-levelling, Ferrari and Koni working together on a system that aimed to keep the back end well located and comfortable. The self-levelling units (situated aft of the coil springs) built up hydraulic pressure through ups and downs in the road surface, that pressure then being automatically deployed to keep it all level. This was, of course, important in a car that might have had either zero extra weight in the back and boot, or a couple of portly

the UK on leave, I couldn't wait to start her up and go for a drive.

'My' Ferrari's first owner, exactly 50 years ago, was an eye surgeon in the Midlands, named Evans; he registered it with his own number plate that started 'EYE'. It then passed on to Jack Durlacher, who was Rob Walker's partner in the latter's privateer Formula 1 racing team and financed the Lotus 49 in which Jo Siffert won the 1968 British Grand Prix at Brands Hatch – the last-ever

Grand Prix win by a non-works team. After a couple more custodians, eventually

“ I soon learnt that this was not some temperamental racehorse but a perfectly easy-mannered machine ”

adults and their luggage. The handling and ride were remarkably good for such a big, fast car in that period. And the 365 GT 2+2 certainly didn't lack showroom appeal: some 800 were sold from 1967 to 1971.

In 1984, when I was looking to buy a 365 GT 2+2, the car's Queen Mother nickname didn't put me off, and neither did the fact that it had air conditioning. The car I was interested in lived in England but I was on a posting to Hong Kong. I didn't care and bought it based on trusting the owner's honest description and a couple of photos he sent me. £10,500 later, the car was delivered to my dad's house in south London and, with a loud roar (as my non-driving, non-car-owning father described it), it was driven into his empty garage. Two months later, back in

the car became mine.

I was soon heading off on a holiday in Germany; would I be able to get anywhere near the claimed top speed of 152mph? In my dreams! I would be taking my wife and three young kids along. First drive, then: ignition on, switch on the electric fuel pump (auxiliary to the mechanical pump), depress the pedal three times, turn the key, musical starter cranking sound and then, oh my gosh, that noise! Carefully heading out onto London's streets, I noted the power-assisted steering: not exactly fingertip-light but handy enough in a big car with fat Michelin tyres. I soon learnt that the Ferrari was not some temperamental racehorse, but a perfectly easy-mannered machine calmly waiting for the right moment to perform.



“ Whip up the horses in third gear to get that mad intoxicating howl, red-lining at 6600rpm, up over 90mph ”



The ZF power steering impressed me: it was so easy to park and manoeuvre at low speed for such a hefty machine, and yet there was still all the feeling you wanted at higher speeds on twisty roads and even on long, sweeping autobahns.

As I went on that first drive, I made sure to get the feel of the five-speed gearbox, position the mirrors, be able to find the indicators, electric window controls, all the usual things you need to do in a 'new' car. That didn't take long and I soon got to a road where I knew I could really boot it. Oh wow! There can be few better noises than a Ferrari V12 really wound up, especially if you're the one inside, even if only for a few seconds in a London postal area.

Over the next four years, the Ferrari was brilliant transport whenever I could get back to the UK on leave. The highlight was a drive to friends living on the other side of Munich, taking in the Oldtimer meeting at the Nürburgring on the way back. There is something special about parking your classic Ferrari alongside all sorts of other wonderful old cars at the 'Ring. Germany offered plenty of opportunity to give the Ferrari her head.



Joining one autobahn from another meant you could really whip up the prancing horses in third gear and get that mad, intoxicating howl as you red-lined it at 6600rpm, up over gomph; then up into fourth, at which point my wife would tell me, not too politely, to take it easy. The 100-litre fuel tank meant you didn't have to refuel every day, even when averaging 15mpg.

During four years and 4000 miles, the Ferrari behaved impeccably. Almost. The electric fuel pump failed late on a Friday afternoon in Germany but was fixed overnight by the Turkish proprietor of a garage that, happily, hadn't yet shut for the weekend; he lent me his Jaguar to get us to our immediate destination 30 miles away. The window winder motor failed, too, but there was an emergency winding key supplied: handy, except that it took about a hundred turns to get the window up or down. Finally I had to have the clutch done at Maranello Concessionaires.

After my four-year tenure, I sold it for £15,500 – at the time, about the price of a new top-of-the-line Ford Sierra – and that covered every penny I had spent on fuel,

insurance, clutch and fuel pump. Huge fun at no cost – and a truly great grand touring experience. Six months after I sold the car, Enzo Ferrari died. Within a year, V12-engined Ferraris had become *the* speculative bubble of the 1980s. So the story went at the time, a Japanese ice cream magnate bought a 250 GTO for £8 million and had it mounted on the wall of his office. Even humble 365 GT 2+2s were on sale for more than £120,000, an absurd amount at the time.

So it was 'ciao' from me and 'ciao' from the man I sold the car to, Geoff Cooper. Did Geoff immediately sell the QM and make a cool 100 grand? No. In fact, he still owns the car today. Geoff says that, for the first 20 years or so, it was off the road more than on. In that time, the clutch died at Brands Hatch (Geoff's local circuit); he realised the work was beyond his own capabilities and that he had to get professional help for this and, bit by bit and over a long period of time, the gearbox, suspension and body all received expensive restoration work. In the case of the body, rotting sills led to a three-year rebuild. The car has had a total repaint and the extensive micro-blistering has long gone.

"It was perfect after that and still is today," says Geoff. Since that early period in his ownership, the Ferrari has given him a great trip to Le Mans, when 750 miles were covered at an average of 12mpg. A 'slight' problem arose at Calais on the return journey: part of the exhaust got torn off over a road bump. This rang a bell with me, because something similar (although not so dramatic) occurred when I drove up the ferry ramp at Dover myself in 1985 — the tailpipes seemed at some point to have been set too low and I can still hear the horrible and rather embarrassing graunching noise as they scraped the ramp. However, says Geoff, "it was an easy fix".

The Ferrari has visited some spectacular places. Blenheim Palace was the location for a family wedding; the Supercar Siege event at Leeds Castle saw it help to raise money for the Royal Navy and Royal Marines Children's Fund; and in 2012, the car was number 964 in a successful Guinness World Record for the number of Ferraris moving around a track at once (easily eclipsing the previous record set in Japan). Despite contemporary reports stating that 964 cars took part, Guinness's own website says the

total was 944. No matter, Geoff's car is still a record breaker.

The car had for some time been a reluctant starter and Silverstone had nearly been a non-starter as a result. It turned out that the alternator needed a rebuild and Geoff took the opportunity to install a new, torquier starter motor.

"All was well until I received an invitation to exhibit at the Classic Car show at the Excel Centre in London," explains Geoff. "I had probably had about three sets of keys made in 28 years, but it's always been a bit stiff and fiddly. I arrived outside the show at the allotted time and waited my turn to go in — at which point, the ignition key broke in the lock. What a time for this to happen! Luckily, the key had turned its full cycle so the steering was not locked up. We still had battery power and a bump start got us going and, at the end of the show, out again." The ignition lock was duly stripped out and rebuilt.

"Yes, 'Queen Mother' is a perfect description," Geoff reckons. "We also call it our fourth child — it's definitely a part of the family." Long may the QM reign and, as she enters her second half-century, I wonder what her fate might be in 2069? 🇮🇹

TECHNICAL SPECIFICATIONS

FERRARI 365 GT 2+2

ENGINE:	4390cc V12
BORE X STROKE:	81mm x 77mm
COMPRESSION RATIO:	8.8:1
INDUCTION:	3 x Weber 40F15 carbs
POWER:	320hp @ 6600rpm
TORQUE:	268lb ft @ 5000rpm
TRANSMISSION:	5-speed manual
BRAKES:	Discs all round
TYRES:	205 VR15
DIMENSIONS:	4974mm (L), 1786mm (W), 1345mm (H)
WEIGHT:	1480kg
MAX SPEED:	152mph
0-62MPH:	7.2sec



This was a huge, heavy car in 1969 but doesn't feel so unwieldy today. There really is something very special about a Ferrari V12



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OLD FLAME

Pinin Farina's take on the stately Flaminia was a paragon of understated grand touring elegance. Underappreciated in period, we think it deserves better as a classic – here's why

Story by Martin Buckley
Photography by Michael Ward

Of the Lancia Flaminia family, it is the Touring and Zagato-bodied cars that capture the imaginations of collectors and connoisseurs mostly keenly – and rightly so. They are the rarest and most glamorous of the Flaminia family; cars with an aura of jewel-like sophistication that cemented engineering finesse above profit margins. All they really lacked was power. With no more than 150hp even in later 2.8-litre form, these alloy-bodied Flaminias were brisk rather than truly quick, even by the standards of the early 1960s.

But like most Lancias of the classic era, the Flaminia was never about straight-line speed. Instead, the superb roadholding and feeling of balance in a car that steered and stopped beautifully gave the driver full confidence to exploit the outer margins of its capabilities, thus covering ground more quickly overall than he might do in a bigger-engined but ultimately less composed vehicle.

These were great cars for mature, wealthy individuals with nothing to prove, people who recognised the image of refinement and usable performance the Flaminia embodied. But in the final analysis, Flaminias were hugely expensive and rather unworldly vehicles that proved difficult sell: just over 3000 Touring and Zagato variants were sold from 1959-1967, which says it all.

The Flaminia's uncompromisingly purist approach







found a more commercially successful home in the Pinin Farina-bodied Coupé, introduced in late 1958 for the 1959 model year, alongside the Touring GT and Zagato Sport. The shape was very clearly developed from Farina's Florida II concept of 1957 but used a 12cm shorter wheelbase, which was unique to this model. It also did without the pillarless side windows and hidden, rear-hinged back doors of the show car.

Although still subject to considerable hand finishing, Pinin Farina's Coupé was one of the first products from the coachbuilder to be made in its new modern industrial plant at Grugliasco. The Flaminia Coupé was also one of the firm's landmark shapes, the influence of its simple boxy, architectural simplicity being recognisable many years later in cars like the Lancia Gamma Coupé and Peugeot 604.

This two-door, mostly steel-bodied full four-seater was by far the most successful variant of Flaminia commercially speaking: through to 1967, this handsome, practical car sold 5284 examples, outselling even the factory saloon by 1341 units.

The first 3200 examples of the PF Coupé had 2.5-litre engines with a single carburettor, 'Sport' camshaft and higher compression ratio, unleashing 119hp, some 17hp more than the saloon's engine. All but the first few examples had Dunlop disc brakes all round. A floor-mounted gear lever was standard, as were leather seats (although cloth was available as an option).

From 1962 – by which time Pinin Farina had rebranded itself as the single-word 'Pininfarina' – '3B' nomenclature indicated a new triple-barrel Solex carb for the 2458cc engine, pushing output up to 128hp,



LANCIA FLAMINIA COUPE



while the final 1963-1967 2.8-litre 3Bs had 136hp and quite a lot more torque.

These cars could be optioned with electric windows (I've never seen one though) and Farina pioneered an electro-magnetic catch on the front seat back rests, which released when the doors were opened. With cut-outs for rear passengers' knees, the Pinin Farina Coupe was really a two-door saloon in character; those who

'Our' car was supplied new in Milan and its right-handedness harks back to a tradition of Lancia's coming *only* in RHD, even for the home market. In fact, left-hand drive was not introduced until the mid-1950s by the Lancia factory and there remained an attitude abroad among some customers that a 'real' Lancia had to be a right-hooker. The car's first owner, a wealthy publisher called Paolo Sangioneti,

“ There was an attitude that a 'real' Lancia had to be a right-hooker. The car's first owner was of that mind-set ”

pined for the leaner and more athletic appeal of the Aurelia B20 GT where pointed towards the Touring and Zagato-bodied Flaminias.

The Farina cars were the only Flaminias built in significant quantities with right-hand drive. When they arrived in the UK in 1960, the PF Coupe was priced at £3866, while the Touring and Zagato cars were 'special order' in Britain at £3918 and £3783 respectively. To give some context to this, a Jaguar XK150 was about £2000 at the time, although it is worth noting that the Flaminia was a bargain compared to the Ferrari 250GT at £6000 or Mercedes 300SL at £5000.

was evidently of that mind-set. He bought the car new in 1960 and it remained within the family until the early 2000s.

Its Grigio Albany paintwork was refreshed some time ago but the glorious Pelle Marrone leather is original. Open the long doors and hop over the deep sill and take your place on the broad, somewhat shapeless seats. The steering wheel is huge; the big pedals emerge from the toe board, with only a narrow tunnel for the propshaft. The dash features the same dinner plate-sized Jaeger instruments and rather anonymous twist/pull switchgear to be found right across the



TECHNICAL SPECIFICATIONS

LANCIA FLAMINIA COUPE (1960)

ENGINE:	2458cc V6 OHV
BORE X STROKE:	80mm x 81.5mm
COMPRESSION RATIO:	9.0:1
INDUCTION:	Single twin-choke carb
POWER:	119hp at 5100rpm
TORQUE:	186Nm (137lb ft) at 3500 rpm
TRANSMISSION:	4-speed manual, rear-wheel drive
SUSPENSION:	Unequal-length wishbones, coil springs (front); De Dion axle, semi-elliptic leaf springs (rear)
BRAKES:	Dunlop discs all round
DIMENSIONS:	4686mm (L), 1740mm (W), 1420mm (H)
WEIGHT:	1440kg
MAX SPEED:	106mph
0-62MPH:	14.0sec

Flaminia family. The dual heater boxes look a bit exposed under the dash, fed by left and right-hand ducting, each side with its own fan.

The under-dash handbrake is a hefty lever that works on the inboard rear discs (there is a hatch cut into the boot floor to give access to the callipers) and a tap on the floor next to the drivers seat is for the 1.75-gallon fuel reserve. Originally the Coupe came with carpets in the rear and profiled rubber mats in the front, although UK cars tended to have front carpets made for them on arrival, as local buyers struggled to accept the austere, if practical, rubber floor covering.

Under the front-hinged bonnet, the V6 sits well back in the engine bay, with the battery mounted forward of the radiator (with its thermostatic shutters) to keep it cool. You have to remove the hefty stainless steel front grille to remove it.

With a touch of choke, the engine fires up willingly. To a certain extent the smoothness and flexibility of this pushrod V6 make up for the lack of raw urge in this 3300lb four-seater. A top speed of 106mph was good but nothing special.

The Coupe is designed to be driven smoothly, with a lively, versatile third gear in a firmly precise gearbox. You can potter in traffic as low as 10mph in third, then accelerate smoothly up to 70mph, pulling silkily to 5500rpm with only the whine of the alloy fan to indicate how hard you are pushing. This is a testimony to the rightness of the single-carburettor set-up; the later 3B cars, even in 2775cc form,

showed only marginal gains in acceleration at the cost of low-speed flexibility.

The gear lever is a pleasure to use, and while you can see that good power steering might have given the Flaminia an extra dimension of low-speed agility, there is something satisfying about the smooth mechanical precision of the helm once underway that assistance might spoil. The Flaminia feels hefty and solid on the road but does not wallow or float, riding with a light touch on its tall, skinny Michelin X tyres. It has precise, slop-free steering with neutral characteristics, belying its four-plus turns between locks. The brakes are strong and reassuring.

This may not be a road-burner but it has the brisk, refined dignified character of a 2.0-litre Bristol. Compared to Lancia's previous Aurelia B20, you can see how some thought the Flaminia too suave and smooth for its own good, particularly as the Aurelia was already well on the way to becoming a legend, even while the Flaminia range was still in production.

In truth, it wasn't to misty-eyed Aurelia enthusiasts that the Flaminia needed to appeal to but rather to those people who were looking to Mercedes for a grand coupe. The problem with the Flaminia was that it was a car that looked 1960s but drove 1950s; a physical car to drive with its manual steering and gears compared to the self-shifting and easy-to-park Mercedes 220SE and its successors. With the finer points of the big Lancia's engineering, build quality and driver appeal lost on most buyers, it's easy to see how the Flaminia's fate was sealed by the success of the six-pot Mercedes Coupes, which were (arguably) equally pretty and (again, arguably) just as nicely built.

Although its 'banger' period is well behind it, the Flaminia Coupe remains a slightly difficult car to pigeon-hole some 60 years on from its birth, tending to invite unfavourable comparisons with the B20 because it has no particular competition pedigree. Others point to its visual similarity to various Peugeot and BMC vehicles, or the fact that all manner of much less noble grand touring cars will go faster or do this, that or the other 'better'.

And yet, for all that, this handsome, practical and beautifully wrought Lancia is a car apart. Those who appreciate such things will doubtless find the £32,000 being asked for this example is not unreasonable. 

Too subtle for its own good? Perhaps, but the shape remains a paragon of taste and elegance



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SEMA Show

Italian supercars took the Las Vegas limelight at SEMA

Story by Mike Rysiecki

Photos by Mike Rysiecki/SEMA/Garrett Motion/Rohana



Louder, faster, shinier: the SEMA (Specialty Equipment Market Association) Show in Las Vegas is a 'no apologies' aftermarket bonanza. This year was a bumper one for Italian show cars – and especially Italian supercars, which were back in fashion after a comparatively lean 2018. Lamborghini Huracáns and Aventadors usurped the previously popular Ferrari 458 and 488s, while Ferrari competition cars were out in force, with no fewer than three full-strength IMSA GTLM and GTD race cars on display - one fresh from the track, having been driven by 2019 British Le Mans Champion, James Calado, and still carrying race detritus from Laguna Seca.

The Lamborghini attracting the most attention was from Chris Steinbacher's *B is for Build* YouTube channel: a resurrected burnt-out Huracan, now fitted a twin-turbo Chevrolet LS engine. Purists can rest assured that no Huracáns were hurt in the making of this show car, as the donor was already a 'ca(r)daver'. The fire-damaged, non-rolling, bare shell has been turned into a futuristic hot rod, using a rear frame cut from another totalled Huracán.

Power comes not from a V10 but a re-sleeved 7.0-litre LS V8 assembled by Texas Speed, connected to twin Garrett GTX3582R Gen II turbochargers via custom exhaust components. The engine is managed by a Haltech stand-alone ECU, and while it has not

been dyno-tuned yet, Texas Speed is claiming 1500hp. A Graziano manual transmission from an Audi R8 means this is the world's first manual Huracán. The body features modified carbonfibre panels from a Huracán Super Trofeo, based on a design by concept artist Khyzyl Saleem. The look is completed by a set of 20x10in Rotiform HUR front wheels and 20x14in rears, wrapped in Nitto Invo tyres.

Another crowd-pleasing Lamborghini, exhibited by Glasgow-based Wowo's (as in wax-on, wax-off), was originally one of three *Fast & Furious 8* Murciélago LP640s and was restored by popular YouTuber, Freddy 'Tavarish' Hernandez. Wowo's director, Fraser Gordon, told us that the car had been purchased in a badly-battered post-movie



condition for just \$80,000, then treated to nine months of restoration and upgrades to the engine, suspension and interior.

Wheel vendors such as Savini, Rohana, Lexani and ATD Wheels all had Lamborghinis on show. Savini's carbonfibre-bodied Huracán, while Rohana had a Huracán LP610-4. The latter has a Liberty Walk Silhouette body kit, Akrapovic exhaust, 20x9 and 21x12.5 wheels (in two styles on opposite sides of the car) and UAS air suspension. Lexani also adopted the alternate-wheel effect on each body side on its Japanese Lamborghinis. Another Japanese showing was a pair of Abarths: the 'TH308' 595 and 'TH306' 124 Spider, both featuring wide wings, carbon body parts and forged wheels.

It's unusual to see an Italian classic at SEMA but Griot's Garage presented a 'restomod' Iso Rivolta. The traditional combination of American power, Italian chassis and Bertone bodywork was updated with a modern Corvette LS7 engine and



six-speed Tremec manual gearbox. A new frame to support the dry-sump engine had to be fabricated. Wheel size was increased by two inches to 17in and modern steering, braking, suspension, wiring and induction made this a very modern twist on 1960s Italiana-Americana exotica.

As loud and brash as ever, SEMA Show '19 culminated in the traditional Friday evening spectacle when the general public get to see the SEMA Cruise and experience the cars in action at the SEMA Ignited after-party.



Auto Italia talks to Chris Steinbacher, the man behind the 'B is for Build' Lamborghini Huracán

AI. How would you describe the car?
CS. A manual twin-turbo LS-swapped carbonfibre Huracán.

AI. What inspired you to build it in this way?
CS. Lamborghinis are finicky, they don't like to play nicely with mods. I like to modify my builds and have fun with them without going to some uber-expensive exotic shop. So I figured one day I could find a Lamborghini with no engine and put an LS in it, and make it fun to modify on the cheap.

The turbos up high was just a look I've always thought was insane and wanted to do, and starting with a restoration and using the carbonfibre body was because

that was the cheapest way to do things. We love doing things on a budget.

AI: How was the build?

SEMA Show crunch time, for how insane it was, it really felt like we were all in the trenches together, for the last week we all barely slept, we all lived at the shop, we all missed our homes and families, but we were seeing a dream car come together in front of our eyes, and we were having a great time hanging out as friends doing it.

Dealing with OEM Lamborghini things made it difficult. We don't have a fancy shop – we work out of a two-car shed – and we don't have fancy tools or supplies, so needing to run to the next city every three hours for bolts and supplies was tough. Next year if we have three people working, we will need to have one person on staff just to run errands.

AI. Is it possible to estimate the time and cost of a build like this before you start?

CS. I think it's very possible to estimate cost within 10-20%, but since that number is often so high, I really don't like to think about it that way. Luckily building your own car, the parts bills don't all come in at once so I just pay as we go and buy what we

need. I don't ever want the end cost to deter me from building the best car we can. After you start looking at \$100k-plus price tags it starts to feel smarter to pay off your house!

Estimating time is very, very hard. I used to be a project manager in the software world, and we could estimate time on a much larger team much better. But when jumping into things on a vehicle that has never been done before, I just prefer to set a goal like SEMA Show and build to match the goal. We worked every day for five months to build the car, we just started working doubles when we knew we had to. And were prepared not to build certain features if we knew we wouldn't have time.

AI. Any words of advice for anyone thinking 'I'd love to do something like that'?

CS. Get out there and build! I started building cars four years ago tinkering on a crashed Subaru BRZ in my backyard, and I didn't know how to do anything other than unscrew bolts. Each problem is a personal lesson, once you learn how to overcome that problem you rarely lose that information or confidence to overcome it the next time. And soon bigger and bigger problems seem much easier to overcome.





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Autosport International

Europe's season-opening motorsport show at the NEC in Birmingham

Story by Mike Rysiecki

Photography by Leigh Jones/Autosport International



In its 30th year at the NEC, Autosport International returned with a fresh look, a new layout and more space for visitors to enjoy the exhibits and live action. This event grew out of what was previously the BRSCC Racing Car Show, which itself had a much longer history dating back almost another 30 years. Whichever way you count back, the event is still the season opener for British motorsport and is the place where many deals and drives are settled for the coming year.

Landmark championship-winning Italian cars were showcased in the 70-year timeline display. The 1950s were represented by a 2.5-litre straight-six Maserati 250F. 20 years further along the timeline, a Lancia Stratos HF held the 1970s spot. Launched in 1971, the model was the first purpose-designed rally car and claimed the manufacturers' title from 1974 to 1976.

Italian rally cars were well represented

elsewhere at the show, with successors to the Stratos appearing on the BGMsport stand. These included a Fiat 132, favoured by Fiat to take on Ford's RS1800 Escorts, while a rebuilt Markku Alen ex-works Abarth Fiat 131 Group 4 was presented in Alitalia livery. This car was originally engineered with taller suspension turrets for the tough Safari, Acropolis and 1000 Lakes WRC events. BGMsport continued its Italian rally car line with a 1984 example of the Lancia 037 Rally, which replaced the 131 in Fiat's rally stable. This one was a fourth-place finisher in the Sanremo event, where it was driven by Fabrizio Tabatan. After many years of neglect, the car returned to the ex-works Baldi brothers for repair. The car is now in a private collection in the UK.

Completing the Italian line-up was a Ferrari 308 GTB Group B car previously driven by nine-time Spanish Rally Champion, Antonio Zanini. Following a full restoration, this car was driven at the Goodwood Festival of Speed and finished second in the Modena Cento Ore Classic.

Elsewhere was Jonny Heynes' 2012 Maserati GranTurismo MC GT4. The car started life as a Trofeo before being

upgraded to GT4 specification to run in Euro GT4, British GT and Open GT. In 2017, the car had wins at Spa and Zandvoort. After testing at Snetterton, Jonny will be competing in the new 2020 CSCC 'Slicks Series' for modified saloons, hatchbacks, sports and GTs at Oulton Park, Thruxton, Silverstone and Donington Park. 2019 Britcar Endurance Champions Paul Bailey and Andy Schulz showed their winning Ferrari 488 Challenge car, having returned to the series in a car run by Stuart Bitmead's SB Race Engineering.

Next we visited the stand of Celtic Tuning, which offers two stages of software tuning for the Alfa Romeo 4C, adding up to 94hp and 74lb ft of torque over the standard factory figures. Italian events company Canossa Events brought along a Ferrari 308 GTB and one of its special limited-edition 'Grand Tour' Abarth 595 Cabriolets.

Although Ferrari had not sent an F1 car for this year's show, it did despatch its popular and personable star Grand Prix driver, Charles Leclerc (pictured left), who met his adoring and appreciative fans on Sunday. He endeared himself to the crowd with a relaxed, open and revealing personal dialogue - apparently, he likes to get nine or ten hours of sleep a night



and claimed to have been sleeping and skiing most of the time since the end of the 2019 season. He revealed that, although he had never seen Ayrton Senna race, the Brazilian would be the driver he would most have liked to compete against. At school, Leclerc said he could hear F1 practice for the Monaco Grand Prix and confessed to having started his racing career after throwing a school 'sickie' and spending the day at a kart track.

Representing the Alfa Romeo Owners' Club MiTo Register on the 750 Motor Club stand was David Faithful's beautifully presented Scuderia MiTo in Tazio Nuvolari tribute livery

(and *Auto Italia* decals!). This is the only MultiAir-engined Alfa to run in the power-to-weight controlled 'Power Trophy' class of the Alfa Romeo Championship, which allows modification but controls performance for eligible Alfas, Fiats and Lancias. David's Quadrifoglio Verde is race-prepared by DPMD of Fife for regular driver, Ben Sharich, although aspiring novice Alfa racers looking for an affordable Italian racing entry point are welcome to apply for an arrive-and-drive trial of the MiTo.

The Performance and Tuning Car Show in Hall 4 is all about pride in personalisation and

there was no shortage of wrapped and stickered Lamborghinis from the likes of Cannon Run, Yiannimizis and Liberty Walk.

The Live Action Arena provided traditional excitement, including e-sports and Formula E. Motorsport Games and Autosport International hosted online, virtual and simulator racing over the four days of the show, providing participants and spectators alike with the opportunity to view and experience these growing additions to the sport. Autosport International once again proved how motorsport in Britain is becoming ever more diverse.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

ABARTH 1000 BERLINA CORSA

STORY MIKE KASON



Last year I decided to attend three events in Italy for the first time in a few years: the Scalata al Colle Sant'Eusebio in Brescia; the Tony Berni-organised Abarth historic track day at Varano circuit; and the 24th Vernasca Silver Flag in Piacenza.

I chose to take my 1970 FIA-papered Abarth 1000 Berlina Corsa. As it had not run for a while, it had a shakedown at Prescott Hillclimb with the Abarth Heritage Group in May 2019, but it would not go properly under power. Luckily, Tony Castle-Miller of Middle Barton Garage took the car in and sorted the problem, as well as issues with the brakes and suspension. What a difference: the handling was like it had never been before.

Come June 2019, we loaded the car up and crossed into France on the Eurotunnel for the long haul to Italy. When we got to our hotel in Brescia, disaster struck. The organiser arrived and offered us drinks – always a bad sign – and said that the local prefecture was insisting that all cars be taxed and insured, a real problem as most were competition cars.



In short, the event had been cancelled.

In Piacenza, I got a new steering box fitted by Pietro Biselli, an ex-Abarth mechanic with Berni Motori, ahead of our Varano track day. On arrival there, I could see the event was going to be great fun, with no fewer than 11 Fiat 600-based Abarths, more than I had seen before in one place.

But first we enjoyed a Dallara factory tour. Wow, what a place! We were shown the wind tunnel and heard lots about the history of Mr Dallara. On display in the museum was one of my favourite cars in the world, the iconic Dallara X1/9, as well as the Lancia Montecarlo Le Mans car and the new Dallara Stradale.

On the track day, it was 33 degrees and felt like a sauna with race suits and helmets on. Among 50-odd cars were Abarth 1000 SPs, Zagatos and a Lancia Delta. For me, the most amazing car was Michael Fayle's Abarth 1000TC with one of his magic engines on fuel injection that was noisy and very fast.

Next up was the Vernasca Silver Flag event, held during a real heat wave. 220 cars

ran this year, starting from Castell'Arquato. This year saw cars as diverse as a Lola T70, Maserati Indy, a group of Fiat Abarth 131 rally cars and several beautiful cars from Fiat Heritage. Abarth was well represented with a number of sports prototypes and the most amazing recreation of an old factory Fiat van/small lorry in Abarth colours. Racing driver Arturo Mezario was there, too; two years ago, he sat in my Abarth, signed my dash and said, "if you would ever like me to drive your car, please call me".

Our slot was number 21, following a very nice Alfa GTAm. In the first run I had Peter Jerram as my passenger, who had just bought an Abarth 850 from Middle Barton and hoped to be at next year's event. With grandstands filled with over 1000 people, the atmosphere was brilliant.

We moved very noisily to the start line (you don't need silencers here, so we ran a megaphone exhaust). Slipping the clutch with lots of revs and noise, the crowd loved it. Flat out and into second, third and top gear until the first of five chicanes on the way to





Lugagnano. The trick with my car is to use the power to steal the car through the chicanes. After four miles, I caught and passed the GTAm; he wasn't happy...

Going into the town, the trick to negotiating the go-degree left-hander is to hug the right-hand side of the road tightly, then pull the car round and floor it down the hill. I once saw 175mph in my X1/9 on this hill, but my 982cc Abarth only reached just short of 100mph. The new special brake pads stopped us easily to make the negative-camber right turn. Now for the technical bit: up the very windy hill to the

Vernasca finishing line using only first and second gears. Later that day, we did it all over again, and once again I overtook the GTAm; the very same thing happened again on our Sunday run.

2020 will be the 25th Silver Anniversary edition of Silver Flag. My first time here was the second edition and I have now taken part in 15 in all, in cars as diverse as an ex-factory Group 2 Giannini 695, a Fiat X1/9 prototype and a Ferrari 512 BB. Now I can add my Abarth 1000 Berlina Corsa. If you have never been, you need to see the event at least once.



ALFA ROMEO 156 1.8 TS

AGE BECOMES HER

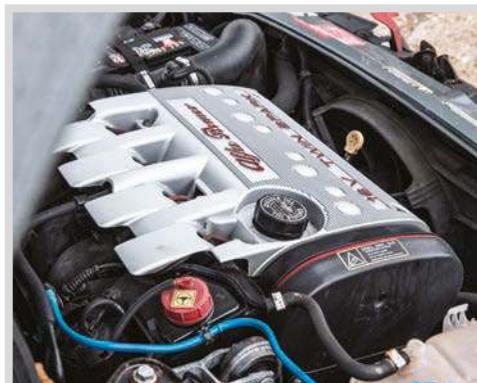
We drive a 300,000-mile Alfa 156 – just how well has it stood the test of such heavy usage?

Story by Chris Rees
Photography by Simon Thompson

Back in the day (1999, since you ask), I bought a brand new Alfa 156 1.8 TS – in fact, the only brand new car I've ever bought. I have many very fond memories of that car, including driving to Italy and back in it. In many ways, the 1.8 was the perfect engine for the 156 – it had only a few horsepower less than the 2.0 TS but was quite a bit cheaper (as well as having a simpler, cheaper cambelt change – quite an important factor for 156 owners).

I sold my car with 75,000 miles on the clock and have never driven a 156 1.8 TS since. So when the chance came up to reacquaint myself with one, I leapt at it. The big difference is, this 2002 example had fully 291,206 miles on the clock.

Yet to look at, it doesn't remotely give away its 19 years and almost 300k miles. Especially when you consider it was purchased via a customer of Alfa Aid for the princely sum of £156. Of course, it has had to have quite a bit of work done to it to get it looking this nice, thanks to Darren James at Alfa Romeo UK's press garage giving it a new lease of life.



Since it had failed its MOT on corrosion, this was addressed with a bit of welding, as was a patch of (non-MOT-critical) rust around the rear seatbelt anchorage area. Cosmetically, the bodywork was de-dented and given a new lick of paint along one flank, while the teledial alloys were refurbished and a new door mirror fitted.

The 156 was also treated to a new cambelt, variator, thermostat and water pump, plus new brakes front and rear. Apart from new rear trailing arm bushes, an exhaust fix and a new air con pipe, that was it – pretty impressive for such a well used 156.

To drive, it really doesn't feel like it's done

nearly 300k. Yes, it does have some flat spots at certain points in the rev range – I have great memories of mine being super-sweet all the way through – but that could be down to an iffy mass airflow sensor. Although the 1.8 was never the torquiest engine in Alfa's range, this powerplant still loves to rev and also sounds great at the top end. Handling-wise, it's very nearly as sharp as I remember mine being.

So could this be the highest-mileage 156 in the UK? I guess it might be. If you know otherwise, let us know. If fact, if you have any stories about Italian cars with mega mileages, please drop me a line at chrisrees@auto-italia.net



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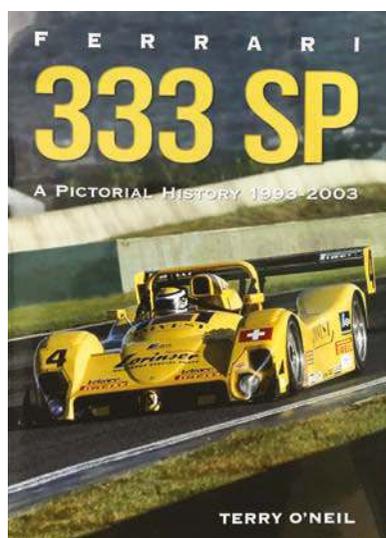
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Ferrari 333 SP: A Pictorial History, 1993-2003
By Terry O'Neil
Dalton Watson Fine Books
£115

Ferrari's F333 SP was an unusual project in many ways. Launched in 1993, it was Ferrari's first closed-wheel racing car since the 312 PB of the early 1970s. With a 650hp 4.0-litre V12 engine developed from Formula 1, the F333 SP was capable of 228mph.

Built exclusively for privateer use (and priced at almost one million dollars apiece), the F333 SP's racing career was singularly successful, taking almost 50 international wins out of a total of 126 races – a remarkable record – and some 12 championships. Its zenith was undoubtedly victory in the 1998 Daytona 24 Hours.

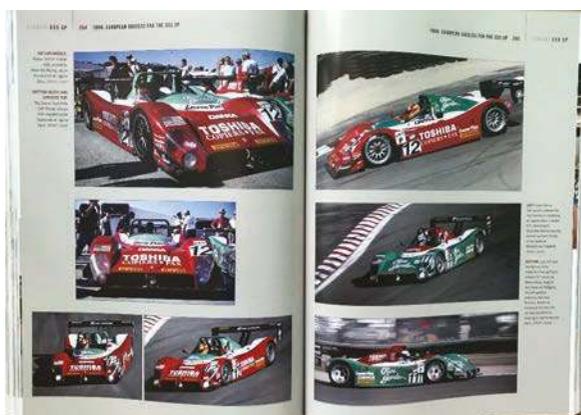
Of the 40 cars originally built, 27 were raced, and it is those that are featured in this book. Although American-published, the author is British: Terry O'Neil, who is well known in the Ferrari Owners' Club, and writes in a crisp, factual style.

The word count isn't huge, for this book is mostly given over to excellent photography with the benefit of very detailed captions. A lot of the 800 photos are period

race shots (many not seen before) but there are modern images here too. In addition you get full race results and a complete listing of the races that each chassis number competed in.

This large-format book crams a lot into its 416 pages. If you're into racing Ferraris, this book tells the

story of a unique racer in excellent style.



Alfa Romeo Arna: The True Story 1980-1987
By Matteo Licata
Self-published
£30

Nobody, it seems, loves the Alfa Romeo Arna, which even we found it hard to defend when it

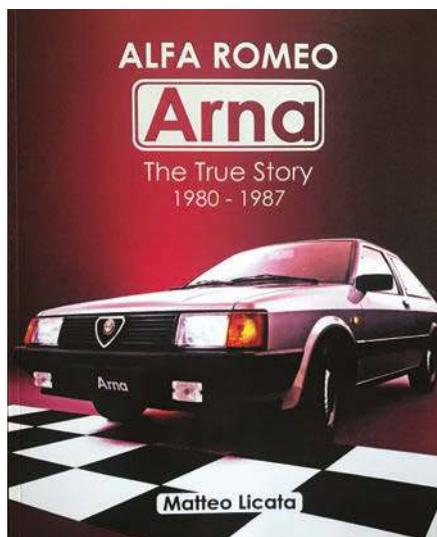
appeared in our 'Italian Lemons' story in the February 2020 issue. Nobody except Matteo Licata, that is, the Italian-based author who writes in English, who is the first person to tackle the subject of the Arna in a book.

The peculiar story of this 1980s joint venture between Alfa Romeo and Nissan is told in more detail than has ever been seen before, following extensive research based on period documents. In particular, new light is shed on the internecine political machinations

that gave birth to the Arna.

You get the story not only of the Alfa Romeo but also the all-but-identical Nissan Cherry Europe; both were built in Italy using Alfa Romeo running gear. They sold very poorly – only 58,893 were made over three years – and the venture, which ended in 1987, has been ridiculed ever since.

This is a slender volume at 103 pages but there will be much that you never knew about the Arna before.



For instance, did you know that Arna stands for 'Alfa Romeo Nissan Autoveicoli'? Or that the UK was in fact the first market to receive cars built at Alfa's Pratola Serra factory? Yup, it's true: RHD production was the first off the line, in July 1983, some four months before the Arna was launched in Italy – although these UK-bound cars were actually badged as Nissans.

More trivia: the UK market Nissan Cherry Europe 1.5 GTI had a misleading 'I' in 'GTI': the engine had twin carbs, not fuel injection. The Arna was also the first Alfa ever to have independent rear suspension, since it used Nissan's trailing arm design.

My one regret is that the book doesn't mention two Arna spin-offs about which I know virtually nothing: the bizarre Martino Minardi dressed-up Arna and the mysterious Arna pick-up prototype.

exceptional to justify such treatment. It can also mean there's not much to say. 128 pages isn't huge for a book, but feels a lot for just one car.

Inevitably there's a lot of background story on the development of the Ferrari 250 series and the 250 GT SWB, much of which was done by test driver Mike Parkes. Designers Pininfarina and Sergio Scaglietti are profiled, as are engineers Giotto Bizzarrini, Mauro Forghieri and Carlo Chiti. There's also plenty of coverage of the racing successes of the SWB.

This book concentrates on 250 GT SWB chassis 2689GT, sold new to Pierre Noblet, who raced the car with Jean Guichet. Its competitive highlight was undoubtedly the Le Mans 24 Hours race of 1961, when Noblet and Guichet – as privateers – came home first in class and third overall. Unfortunately its remaining competition career didn't match that



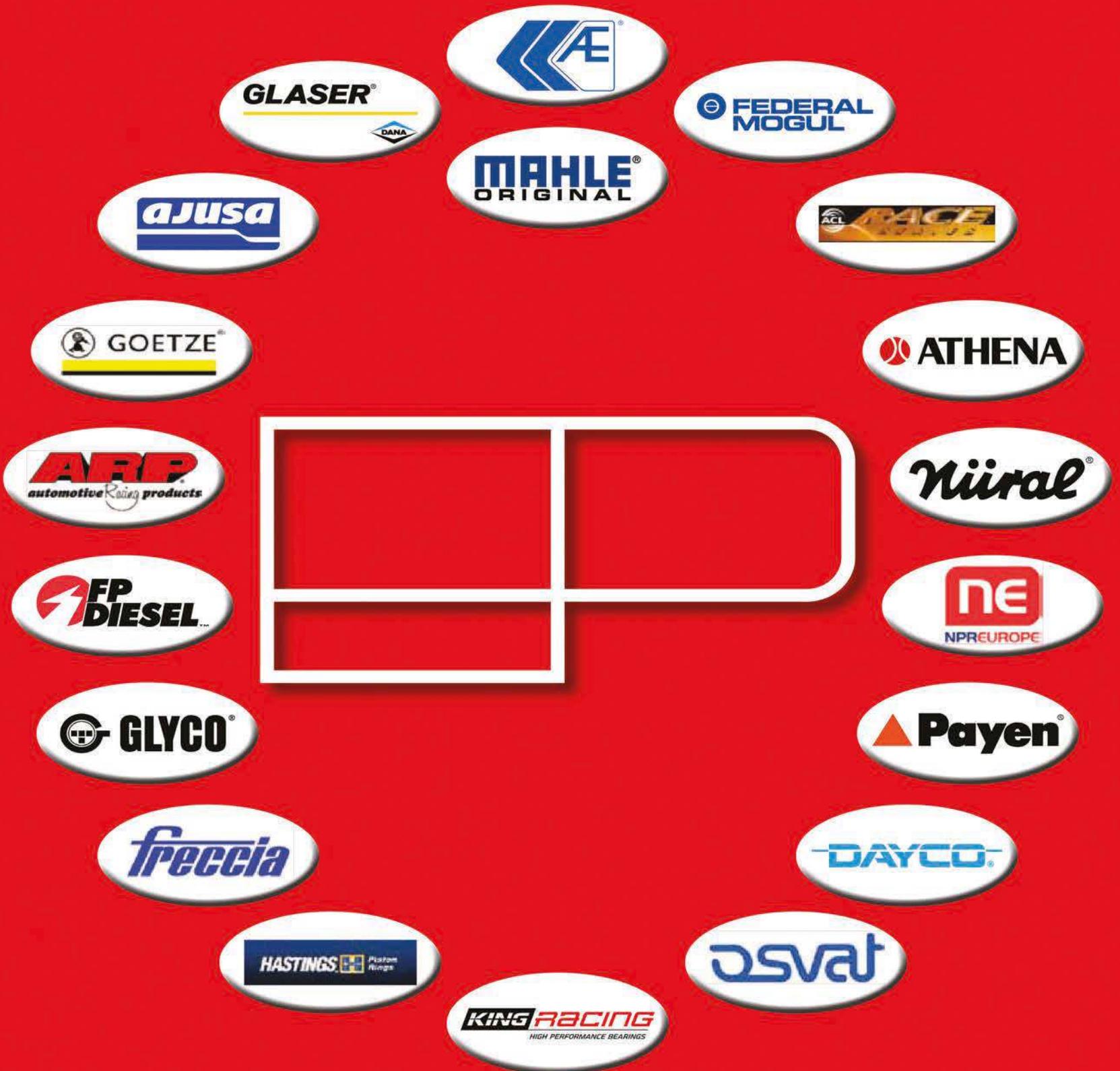
Ferrari 250 GT SWB: The Remarkable History of 2689
By Richard Heseltine
Porter Press International
£30

The 'Exceptional Cars' series by Porter Press continues to mushroom. The idea is to profile just one chassis, which means the car really needs to be

early success.

This book is entertainingly written in lively fashion, and we especially enjoyed the racing story. Perhaps less interesting to general readers is the story of the car in its subsequent years. As always with this series, there's an excellent studio-shot photo gallery at the end.

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Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

Victoria Division. The most active and
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www.alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)

www.alfaclubsa.org.au

Malcolm Ebel

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Abarthisti

www.abarthisti.co.uk

www.abarthforum.co.uk

Abarth Owners Club

On-line club for owners, fans and
enthusiasts of the Abarth brand

www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Cavallino House, 2 Church Way,
Whittlebury, Northamptonshire, NN12 8XS
gary.dearn@ferrariownersclub.co.uk

www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat
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Fiat Club America

www.fiatclubamerica.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiplaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

Scotland's dedicated Fiat community

www.fiat-scotland.com

Lamborghini Club UK

membership@lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook
31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Dave Smith admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Matthew Yates www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2020

March 27-29

Restoration & Classic Car Show

NEC Birmingham

www.necrestorationshow.com

April 4

All Italian Car Breakfast

Departure Lounge, Alton GU34 4BH

thedepartureloungecafe.co.uk

April 16-19

Terre di Canossa Rally

Salsomaggiore Terme (Parma)

www.canossa.com

April 17

Lancia Motor Club

Ireland Annual Rally

www.lancia.myzen.co.uk

April 24-26

Lancia Motor Club GNW 2020

Lancashire

www.lancia.myzen.co.uk

May 2

Auto Italia Italian Car Day

Brooklands Museum, Surrey

www.auto-italia.co.uk

May 3

AROC Scottish Italian Car Day

Hopetoun House,

Sth Queensferry

www.aroc-uk.com

May 13-16

1000 Miglia

Brescia, Italy www.1000miglia.it

May 21-24

3ma20 - International Fiat 131

Owners Meeting

The Netherlands

131mirafiori.com

May 21-26

Sliding Pillar Rally

(Lancia Motor Club)

Scottish Islands and Lochs

www.lancia.myzen.co.uk

May 22-24

Concorso d'Eleganza Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 24

AROC South West Alfa Day

Helicopter Museum,

Weston-super-Mare

www.aroc-uk.com

May 30

Club Lancia Sport

London-Brighton Run

clublanciasport.wixsite.com

May 30

Italian Passion for Speed

Cardiff, Wales

www.italianpassionforspeed.co.uk

June 2-7

Modena Cento Ore

Modena, Italy

www.modenacentooreclassic.it

June 6

All Italian Car Breakfast

Departure Lounge,

Alton GU34 4BH

thedepartureloungecafe.co.uk

June 13

Classic Alfa Trackday

Goodwood, Sussex

classicalfa.com

June 19

MiTo 12 Trackday

Curborough Sprint Course

www.aroc-uk.com

June 19

Historic Track Day

Autodromo di Varano, Italy

www.bernimotori.com

June 26-28

Stella Alpina Rally

Trentino, Italy

www.stellaalpinistorica.it

July 5

AROC National Alfa Day

Bicester Heritage, Oxon

www.aroc-uk.com

July 12

Auto Italia Northern Italian Car Day

Raby Castle, County Durham

www.auto-italia.co.uk

July 19

Auto Italia Supercar Day

Brooklands Museum, Surrey

www.auto-italia.co.uk

July 24-26

Lancia Motor Club National

Rally & AGM

Thame, Oxfordshire

www.lancia.myzen.co.uk

August 1

All Italian Car Breakfast

Departure Lounge,

Alton GU34 4BH

thedepartureloungecafe.co.uk

August 16

Festival Italia in association with

Auto Italia magazine

Brands Hatch Circuit

www.festivalitalia.com

August 21-23

Passione Engadina

St Moritz, Switzerland

www.passione-engadina.ch

September 27

Auto Italia Italian Car Day

Stanford Hall, Leics

www.auto-italia.co.uk

September 25-27

FFFEAR2020 (Lancia Motor Club)

www.lancia.myzen.co.uk

October 11

Auto Italia Motorsport Day

Brooklands Museum, Surrey

www.auto-italia.co.uk

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**AUTO ITALIA
ITALIAN CAR DAY AT
BROOKLANDS MUSEUM
SATURDAY MAY 2ND**



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ITALIAN CAR DAY
RABY CASTLE
SUNDAY JULY 12TH**

**SUPERCAR SUNDAY
BROOKLANDS MUSEUM
SUNDAY JULY 19TH**



**FESTIVAL ITALIA
BRANDS HATCH
SUNDAY AUGUST 16TH**

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SUNDAY SEPT 27TH**



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AVENTADOR BUYERS' GUIDE



Some features may appear in a later issue

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ALFA ROMEO



Alfa Romeo Spider Veloce S2. 1980, 69,000 miles, red, American car originally, came into UK 1991, converted to RHD by previous owner. Clean and rust free, been restored to European spec. All new leather clad seats and door cards reupholstered in finest black leather, bespoke carpeting throughout, most interior fittings replaced provided by Alfaholics as with the 7x15 alloys. Genuine Italian mohair hood, Koni shocks and springs, comes with factory hardtop in black, £28,000 ovno. Tel: Mark, 07740 793446. A290/009

Alfa Romeo S4 Spider. 1990, Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/garaged, £9995. Tel: 020 8997 2039. Email: donegantony38@gmail.com. A290/021



Alfa Romeo Spider 1600. 1990, red, a rare opportunity to buy a much loved and cherished 1990 Alfa Spider 1600cc with a full year's MOT with no advisories. This superb example of the iconic Alfa Spider is sadly being sold due to a downsize and no garage space. A unique RHD drive car with just over 100K km on the clock comes with a wealth of service history and bills, it has a smart black interior with an original Nardi wooden steering wheel, twin Weber carburettors and a new hood. Recently serviced, with a new exhaust, alternator and clutch fitted, front and rear discs and pads, includes a fitted breathable indoor Alfa branded cover, £15,650 ono, viewing and test drive via appointment only. Tel: Sam, 07791 780521. A290/017



Alfa Romeo Giulia Sprint 1600 Tipo 101.12. 14,946 miles, blue, 1963. 7107 made, this is a UK car with official conversion to RHD by Ruddspeed and a Webasto sunroof. It was restored and renovated to a high standard, however it still required some work to finish when the restorer passed away. Subsequent dry stored 10 years in West Yorkshire, currently on SORN and without MOT but will take little to finish it off. Inspections welcome and serious offers only please, more photos, details and some history available. Tel: Paul, 01535 274320. A290/016



Alfa Romeo Giulia 2000 GTV. 1974, 50,000 miles, Alfa Red. Type 105.22 (engine AR 01623 175 bhp), 2004 extensively restored. Front axle completely new, upper wishbone adjustable, 35mm stabiliser, rear axle with 2 adjustable aluminium semi-trailing arms, Spax shock absorbers, 2-piston Brembo front calipers, original Minilite rims. New nitrided crankshaft with 3-way balancing, 50% relieved aluminium flywheel, aluminium pressure plate, new simplified and balanced connecting rods, new pistons, cylinder head with Venturi tubes, long intake manifold, greatly relieved valve train, hollow Praller camshaft, original! Weber DCOE45 double carburettors, £23 ignition, light alternator with long gear ratio, thermo-controlled electric fan, new black leather seat covers, new rear wheel bearings, PU bushes, £40,000. Email: drdan@gmx.de. A290/010

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2002 Alfa 147 2.0 TS Lusso manual. 198,310 miles, red, we've owned this from new, used regularly up to 2 years ago, then hardly used. MOT to July 2020, full Bose system, everything done well by local Alfa specialist over years, including engine and gearbox partial rebuilds, and welding to floor pan. Most paperwork. Pirelli tyres, runs fine, current faults: door seals leak so damp carpet; both door locks jammed by central locking system. A project! £500. Tel: 07740 818773 (Herts). A290/018



Alfa Romeo 156 2.4 JTD Lusso. 183,000 miles, this car drives very well with a strong engine, currently delivering 49mpg, recent work includes new turbo hose and new 'GTA' style headlights, FSH, £1250 ono. Tel: 07557 809678 (Surrey). A290/001



Alfa Romeo 147. 107,000 miles, Platinum Silver, back interior, GTA wheels. Showing signs of age and wear and tear, so we want to sell him to somebody who will nurture him back to full health!! The interior is still in pretty good nick apart from the odd scuff here and there, with no rips or tears in the leather, the alloys might be a bit kerbed but to be expected from a car of this age. A new crankshaft sensor, the odd dent and scrape here and there, air conditioning temp gauges don't work properly, most of the exhaust needs replacing (it's the original item as we have only ever replaced the back box!!) Email: hughwg1@outlook.com. A290/014



Lovely much cherished 1999 Alfa 146Ti. Owned for nearly 11 years, one previous owner, always garaged, great to drive with lovely exhaust note. 127K miles but these cars like to be used rather than stored away, looked after by the same Alfa mechanic for many years. Recent belts, refurbished wheels, tyres, battery, rear shocks and springs etc, and MOT'd to end July 2020. Never been welded, body is in great condition and it gets lot of nice attention, the interior is excellent too. Lots of service history, old MOTs, invoices, original bill of sale, spare and master keys etc. Tel: 07809 221500. Email: mrmarkyt@hotmail.co.uk (East Sussex). A290/003



Alfa Romeo 156 Selespeed. 84,212 miles, red, first registered on 14th July 2000. Owned by a doctor who meticulously cared for her with no expense spared, during his ownership he spent £8196.46 on care, servicing and maintenance with every receipt with complete comprehensive documentation. This car was bequeathed to his nephew who was unable to insure the car owing to his age, the mileage was then 65,268. I acquired the car on 29th June 2011. Since my ownership I have cherished her with the same love and enthusiasm she so deserved, this included a total strip down and full body restoration at Stocks of Canterbury (taken over 7 months) with comprehensive photos taken at each stage of the restoration, at a cost of £7661.15. Every receipt of servicing and repairs and every MOT all with no advisories, full service and cam belt change at 82,999, last MOT on 21st October 2019 with no advisories. Car has only covered 1161 miles in the last 8 years mostly to Alfa club shows, my expenditure maintaining and servicing to date is £10,807.12. Please telephone to discuss sensible offers on price. Tel: Peter Lampe, 07881 341480. A290/020



Alfa Romeo 159 Sportwagon Lusso 1.9 JDtm. 2009, 97,268 miles, grey metallic, MOT to 30 April 2020, current SORN, 2 keys. Clutch, flywheel etc 60K; glowplugs 70K; front discs 76K; rear springs etc 86K; cambelt etc 91K. Tyres need replacing by new owner, 50mpg+, great car, I have another 159 Sportwagon but no space, £2700. Tel: John, 01635 868518. Email: ajbedford@hotmail.com (Thatcham, Berks). A290/015

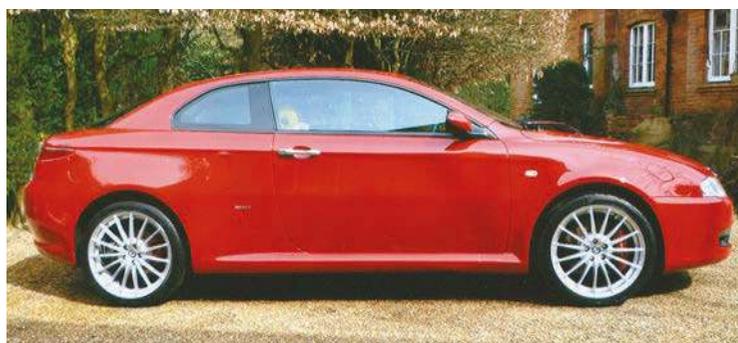


2003 Alfa Romeo 166 2.0 Turismo. 72.5K, 6 speed, one private owner since 2004. MOT 08/20, belt changes 2008 and 2017, new clutch 2013, head gasket 2017, replacement centre and rear silencer 2018, FSH (Alfa Romeo and independent), £1495 ono. Tel: 01273 594130 or 07956 347749. Email: npr.smith@virgin.net. A290/019

2007 Alfa Romeo 159 2.4 diesel. 55,000 miles, silver. Service history, new cambelt and water pump fitted February 2018, 4 new springs, Michelin tyres all round. Air conditioning service June 2019, last service February 2019, MOT until February 2020. Digital radio and CD with Bluetooth, full leather interior, full set of 19-inch Ti alloys refurbed with new badges, new Hancock tyres included in sale, £3250 ovno, private registration plates not for sale. Email: paolopmori@outlook.com. A290/022



Alfa Romeo Giulia Quadrifoglio V6 Bi-Turbo. 2017, 16,205 miles, tri-coat Competizione Red with yellow brake calipers, leather/grey Alcantara interior, convenience pack, plus sat nav, electric and heated seats, blind spot/collision warning and a full service history, UK supplied, VAT paid. Excellent condition, balance of warranty (04/2020). Recently serviced, new brakes and tyres all round, contact me for details and photos, photo shown was taken in the UK prior to registration in Guernsey. Please contact me for more details and photos, £35,995. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A290/008



Alfa Romeo GT 3.2 V6. 2007, 46,000 miles, two owners only. Red with light tan leather interior, alloy wheels with good Pirelli P Zero tyres, CD player and Bose audio, Scorpion rear exhaust box - great sound. Cam belts and ancillaries changed Sep '19, full Alfa specialist service history and comprehensive history file, two keys, handbook and original accessories. Recent annual service and new MOT, this car is in outstanding all round condition, £7500 ono. Tel: Charles Lumby (AROC member), 01252 843584. Email: charles.lumby@btinternet.co.uk. A290/005



Alfa GTV for sale. 2001, black with 71,000 miles on the clock. Black leather interior, grey carpets with over carpets in same colour. Rear spoiler plus teledials, new rear tyres 2000 miles ago. Very good condition and probably one of the best for this mileage and age, MOT until 6/03/20, £5000 ono. Tel: 07714 275222 to view (Swindon). A290/013

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Alfa Romeo Giulietta Lusso 1.4 TB.

This immaculate Alfa metallic red manual car has done 35,000 miles (petrol). It has a full Alfa main dealer service history and MOT until January 2021. It was pre-registered and has had one female driver, £5500, price includes new Giulietta mats. Tel: 07925 172866 (Central Belt, Scotland). A290/043



Lovely low mileage and totally original Alfa Spider 2.0 Twin Spark.

Only 3 owners including myself since new (my ownership 9 years). Low mileage at 69,000, 3 keys including the important brown master key needed in these phase 1 models, manual hood (far less troublesome). The following is a list of work done, may not be exhaustive but covers the main points, all done at Alfa specialists: new rear screen, air intake, radiator, head gasket, 2x cambelt change incl aux belts/water pump in my ownership (despite less than 12K miles in 8 years), variator, cat back stainless steel exhaust (Cybox), polybushed rear suspension, new discs/pads all round, new front suspension arms, clutch less than 8K miles ago, new airbag ECU at last MOT, new quality Yuasa battery. Offers around £3k. Tel: 07736 373898 (Hemel Hempstead). A290/041



Alfa Romeo 916 GTV 2.0 T Spark.

99,550 miles, red, two owner AROC member's car, looked after by Monza Sport Tuning since 2012. 20 stamps in the service book, this is not your average GTV. Age related marks? Yes, but it's 20 years old. The important stuff: fresh MOT done in Jan 2020 with required work undertaken. £1500 Alfaholics stainless steel sports exhaust! Sounds amazing. Teledials refurbished 2016: still in v good condition, small marks on one. Cambelt changed Jan 2019 + lower suspension arm. Shock absorbers May 2019. Spark plugs 2017, Waxoyl underneath. Radiator and spring carrier arms 2014. Slave cylinder 2012. This is a lovely car, £3350, looking for another caring owner. If I could keep it, I would, proof of insurance before test drive please. Email: gtpicknell@googlemail.com. A290/007



Alfa Romeo Mito Cloverleaf TCT. 2015, 35,324 miles, Magnesio Grey, reluctant sale, 1 owner. Safe reliable 210bhp/240lb, £20K build by professional garages, all receipts and FSH, 2 keys, £12,995. Tel: 07912 575755. A290/040

2005 Alfa Romeo 916 GTV 1970cc

JTS Lusso. 49,000 miles, Grigio Chiaro, black leather. Cambelt, pump, variator changed at 48,000 miles, Pirelli tyres, all original keys and code card. MOT to mid June 2020, will need ongoing tlc to underbody per advisories, £1350. Tel: 01460 220211 or text 07543 351060 (SO05 FWZ). A290/023

FERRARI



Ferrari 458 Challenge. Upgraded Aero by f.f.Corse. Recent CCM discs, includes two spare sets of wheels with fresh Dunlop slicks, 10,500kms only. Great condition and well maintained, race at Brands, Spa, Nurburgring, Hockenheim and Ochersleben (FCR & FCD) in 2020 and do the fabulous Red Bull Ring event in May or just play in the UK in Britcar, GT Cup, or AMOC GT – plus track days! Priced to sell at £120,000, no VAT liability, displayed NEC Classic Car Show. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A290/039



TDF Blu manual Ferrari 360 Spider

2002. Dark blue hood, Crema leather interior with blue stitching, Crema roll hoops, carbon fibre racing seats, refurbished 19-inch Challenge Stradale alloys fitted with Bridgestone Potenza's, 360 Tubi factory exhaust, Red calipers, rare spare space saving wheel, fitted trickle charge point. 45,000 miles, cambelt service 2018, recent Brembo brake service- discs, EBC pads, fluid. All tools, books, service records, owned for over 6 years. Email: leightonhockin@gmail.com. A290/050

1989 Ferrari Mondial T. Well known car, fully modified Ferrari Classic Group 4 race car specification, road legal with MOT, ready to race. Complete with original seats, trim and glass to return to road car specification if desired. Spare wheel/tyres, black tailored car cover with Ferrari logo, £39,995. Tel: Nick Taylor 07747 002941. Email: nicktaylor.com@gmail.com. A290/024



Ferrari 348 TS. In Rosso Corsa with Crema hide, 1993. Full service history, delivered upon first registration by HR Owen London. Purchased by me in March 2018 and kept garaged and in a Carcoon throughout this time. Serviced (including cam belts) 2017, MOT till 21 March 2020. For further details please call, sold as seen, no time wasters please, smoke free, 5+ owners, £60,000. Email: sam@westsyke.co.uk. A290/048



Ferrari 430 Scuderia LHD. 2008, Rosso Scuderia/Black with Oro wheels, immaculate, 15,636 miles, first registered Switzerland/imported 2014, serviced DK Engineering/Dick Lovett Ferrari Swindon. Full history file, books and keys. Just serviced at Dick Lovett, not tracked, cherished by me, Speciale forces sale, £125,000. Tel: 07738 425331. Email: bob.challis1960@gmail.com. A290/045



2009 Ferrari California 4.3 2+2 Convertible. Bodywork and interior exquisite, serviced last month and 11 months MOT, Rosso/Cream leather interior. Loaded with an impressive list of optional extras including, diamond cut 20" wheels, Red brake calipers, Yellow speedo fully electric front seats. 17,000 miles with full service history. Complete with 2 original keys, all the factory supplied books, tool kits. I also have genuine Ferrari wind breaker, red California branded garage cover and winter trickle charger. For more information email: dean.ambridge2@gmail.com. Tel: 07860 255046. A290/042



Ferrari 1989 328GTS. Argento, red and black interior. I bought this car new and driven only occasionally on summer sunny days hence, 9699 miles. Last MOT in 2008 with 9632 miles! Garaged, since, with her big brother, the 355! I could say the price to be negotiated, but I won't. The asking price is £200,000. A Ferrarista for over 50 years and a FOC member for circa 25, 30 years ago a well-known dealership paid £120,000 before passing the deeds to me! Email: orzaben@aol.com. A290/052



Ferrari 599 GTB. 2010 Ferrari 599 Factory HGTE pack. Nero Daytona Metallic Crema leather interior, £34,000 of EXTRAS incl Alcantara A and B pillars, rear zone, out of range paint colour, painted 20" Monolithic wheel rims, Diamond style roof lining, Diamond style for rear bench and under door covers in leather. Full service history, original handbooks, service book, leather wallet, tool kit, 2 sets of keys and tracker fobs, car cover, battery charger, file of MOTs, invoices and historical documents. Email: taylor354@msn.com. A290/047



Ferrari 308GT4. December 1975, 11,854, owned since 1997. History file, recent glass out body restoration, very little mileage last 20 years. Heads checked, stainless system and manifolds, 4 pot calipers front, poly bushed, comes with some spares and private plate. Email: graham@waughandmusgrave.co.uk. A290/051



Ferrari 328 GTB. This car is a very well known Ferrari 328 GTB, successfully campaigned in the Clubs Classic Racing Series over the years. First Registered in the UK in 1987 and has only covered 47,000 miles from new, with its original service book, current MOT, and lots of history. Always maintained to the highest level, including a new wind-screen and clutch just fitted, can be used both on the road or track, and a fantastic car to drive, p/x road car considered, £69,950. Please contact for further details. Tel: Robert, 07802 638618. A290/044



1990 Ferrari Mondial T Cabriolet. Corsa Red and Cream interior, service book fully stamped showing a comprehensive history from new, extensive invoices giving details of work done from new and complementing the service book. Comes complete with full original Ferrari T tool kit, original manual in leather folder, 2 sets of keys, hood cover, Tubi exhaust, smart charger and indoor/outdoor cover, asking just £38,500. Email: lpbeford@btinternet.com. A290/046



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Ferrari F430 Challenge - project. Race/track day car, this car is damaged and is sold as a project. Manufactured in 2006, this car was purchased in the USA on the 16 February 2016 and imported into the UK on the 25 April 2016, and all import duties, VAT etc have been paid. It runs and drives (video available), but needs body/panel work. The clutch has 37% wear, £40,000. Tel: Anthony, 07779 726845. A290/055



Ferrari 355 Competition Car. Ready to race in PFFC challenge specification, RHD with spares package, offers to John, 07823 447241. Email: johnshirleyinverroy@gmail.com. A290/054

FIAT



1998 Fiat Barchetta LE. No.2484, 109,000 miles, silver, red leather interior, good red mohair roof, DTR sports exhaust, new clutch, cambelt, variator, water pump, front tyres, body needs tlc, owned last 4 years, £2250. Tel: 07831 223103. Email: julian@julianphilip.co.uk (Surrey). A290/011



2006 Fiat Panda Dynamic Dual Logic. 18,900 miles only, recently serviced and new MOT in Jan 2020, excellent condition inside, bodywork has a few scuffs as this was my late father's car, £1800 ovno. Tel: Joe, 07776 198516 (Hitchin). A290/057



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. A290/012

1998 Fiat Punto Sporting Mk1 hatchback. 1242cc 16 valve twin cam, now a very rare car. Silver with black patterned interior, only 34,000 miles in 22 years so in superb condition. Sunroof, alloys, PAS, parts renewed: cat, exhaust, tyres, clutch, battery. Totally sorted and drives like new, long test, £3695. Tel: 01684 892906 (Worcs). A290/002

MASERATI

2014 Maserati Ghibli 410 S. The rare high power model in the classic Emozione Blue/cream leather combination with 20" alloys, 55K miles, full history (serviced at 51K), £24,950, Tel: 07904 114414. Email: JBailey121@aol.com. A290/025



Maserati Gransport V8 4.2L. 2005 in Blu Mediterraneo with full service history, stunning example in the most desirable colour with low mileage (43,800 miles). In the Gransport, Maserati created a critically acclaimed (including TopGear) prestige sports tourer. A luxurious all-leather and carbon fibre cabin combines with a fantastic Ferrari engine (V8 4200cc 400bhp and 0-60 in 4.5 seconds), noted for superb sporty handling but with the practicality of 4 seats. Full automatic and Cambiocorsa paddle shift gearbox options, other features include the red brake calipers, sat nav, Xenon lights, air con, full service history, maintained by Maserati franchised dealers. New clutch fitted at 36,400 miles, four brand new Michelin Pilot S tyres (August 2019), MOT to Aug 2020 (no advisories), professionally detailed inside and out inc refreshed alloys at a cost of over £1500 (Aug 2019). Garaged (exterior summer cover available in addition), two previous private owners, produced in low numbers in RHD and excellent condition examples like this are tipped to appreciate in value, £25,700. Email: jenkinsvs@btinternet.com. A290/064



Maserati 3200GT. Unique in Giallo Fluo, delivered new in the UK in 2000, very low mileage of 36,000. Manual gearbox, full and fastidious Maserati history and superb original condition. Well known Club car and *Auto Italia* featured, one of the best and priced at a competitive £22,000. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A286/008



Maserati Ghibli SS. 1971, right-hand drive 4.9 litre SS manual gearbox, immaculate in Verde Gemma with tan leather. Totally restored by McGrath Maserati to Concours winning condition. As good as they get and fantastic to drive as well, available to view at McGrath Maserati. Please contact Andy Heywood for more details on 01438 832161. Email: andy@mcgrathmaserati.co.uk. A290/062



Maserati Quattroporte V. Delivered new in October 2007, 4.2 litres, featuring the ZF 6-speed automatic with optional paddles, tasteful in Blu Nettuno with light tan leather and dark blue carpet. Four owners in total, my own car for the last two years and thoroughly maintained. Full Maserati service history and having covered only 49,000 miles, recent tyres, top up service and new MOT included in sale. Lovely condition throughout and drives beautifully, just not getting used enough, priced to sell at £15,500. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A290/066

PARTS



360 Modena Spider carbon fibre rear light grille panel. 1999-2005 Ferrari 360 Modena/Spider/Challenge, equivalent Ferrari part number: 65919000, new, carbon fibre rear light panel/grille cover for your Ferrari 360, 2 x 2 twill carbon fibre pattern, no modifications necessary. Install in approx 20 minutes, £550, cash on collection or PayPal (paypal will incur p&p). Email: charleshodder76@gmail.com. A290/053

Lancia Dedra rear mud flaps. Original genuine Lancia parts, still in Lancia packaging, brand new, £40 plus postage. Email: ianbell24@hotmail.co.uk (Glasgow). A290/026

Alfa Romeo 2.5 V6 engine and gearbox. Complete with some ancillaries, low mileage, no longer required, sensible offers please, delivery possible. Tel: 07774 877976. A290/027

Ferrari 512TR wheels. I am refitting the original wheels to my Testarossa and therefore have four 512 TR wheels for sale. They are in very good condition with Pirelli front tyres 7mm tread dated 2005, and Pirelli rear tyres 6mm tread dated 2012. Also included are the wheel spacers and wheel bolts, serious offers only please. Tel: Douglas 07770 345923. A290/028

Ferrari 348 items. For 348: space saver wheel, full size wheel + tyre, jack + wheelbrace, hill engr gear lever lock, £500. Tel: 07928 602523. Email: ortwojagsaunders@gmail.com. A290/029

Ferrari 348/Mondial T timing cover set. Ferrari 348/Mondial T timing cover set, items are either new or excellent used, £500 for the set. Email: wilcox-s@sky.com. A290/030

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Alfa Romeo 2000 Sestriere

PININ FARINA'S SLEEK 1957 COUPE WAS THE FIRST COACHBUILT CAR TO BE BASED ON THE THEN-NEW ALFA ROMEO 2000

Story by Chris Rees



based coupe, the Giugiaro-penned 2000 Sprint of 1960. Farina's new car – which was named Sestriere, after the Italian ski resort near Mont Blanc – made its debut at

When Alfa Romeo launched the Tipo 102 2000 Berlina at the 1957 Turin Motor Show, it had already supplied a platform of the new car to one of its most favoured coachbuilders: Pinin Farina. Such preferential treatment resulted in not only the first ever coachbuilt Alfa 2000, but also the first coupe designed on Alfa's 2000 platform.

Indeed, Farina's two-door car was first shown some three years before Alfa's own 2000-

the same 1957 Turin Motor Show as Alfa's 2000 Berlina.

Being based on the same 2720mm wheelbase as the 2000 Berlina, rather than the shorter 2500mm wheelbase chosen by Alfa for its 2000 Spider, this was a large car by coupe standards. And since it shared the Alfa 2000's four-cylinder 1975cc engine, with a mere 105hp, it can't have been terribly fast.

The Sestriere's low-slung, wide, long shape looked very sleek. There was perhaps a hint of Facel Vega about it, but it

certainly plundered American design themes, particularly in terms of the front grille; this was a very rare example of an Alfa Romeo with no hint of a *scudetto* (Alfa's traditional shield-shaped grille). The faired-in headlamps with transparent Plexiglas covers were also very much in vogue at the time.

There was a noticeable kink aft of the doors, raising the rear wing line so that the tops of the wings stood proud of the boot. At the tail end were stacked twin taillights, while the angular rear end sloped gently down to the bumper. Other notable features included frameless side windows and wire wheels shod with 16x400 tyres.

However, easily the most striking thing was the sliding door on the driver's side, opened by a handle that sat, curiously, in the middle of the door. The door could be slid open either manually or electronically, pulling outwards and then back along concealed guides.

As presented at the 1957 Turin Show it was painted pale yellow

with a light green leather interior. Then at the 1958 Geneva Motor Show, a second version was displayed, now painted metallic blue with a tan leather interior. Quite possibly this was the 1957 prototype redone. Its other main difference was that the sliding door had vanished: the revised Sestriere now had hinged doors on both sides, with the handles in the conventional positions. Also new was a restyled front end featuring a stubbier nose, new headlights without Plexiglas covers and a reshaped grille. While the 1958 Geneva car retained foglights, these were now repositioned. Then at the car's third and final show appearance – the 1958 Turin Show – the foglights in the grille had vanished.

Having made appearances at several 1958 shows (Geneva, Turin and a concours in Rome), the Sestriere was retired from public life. What happened to it after then is a mystery; it's one of those sadly now lost Pinin Farina prototypes – unless any readers know otherwise?



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