

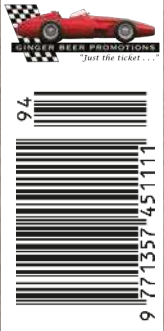
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**London Road Ashington West Sussex RH20 3DD**  
**Tel: +44 (0) 1903 893052 monzasport.com**

**Editor** Chris Rees

chrisrees@auto-italia.net

**Photographic Editor** Michael Ward

michaelward@auto-italia.net

**Events Director** Phil Ward

philward@auto-italia.net

**Editor at Large** Peter Collins

**Contributors** Peter Collins, Richard Heseltine, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Steve Berry, Simon Charlesworth, Hugo Reis, Tim Pitt, Richard Dredge, Keith Bluemel, Bryan McCarthy, and Phil Ward

**Art Editor** Michael Ward Tel: 01462 811115

**Back Issues** Tel: 01462 811115

**Subscriptions** www.auto-italia.net

claire@gingerbeerpromotions.com

**Managing Director** Michael Ward

**General Manager** Claire Prior

claire@gingerbeerpromotions.com

**Advertisement Managers**

David Lerpiniere

david@talkmediasales.co.uk

Simon Hyland

simon@talkmediasales.co.uk

Tel: 01732 445325

**Classifieds** email liz.solo@ntlworld.com

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## CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Chris Rees



Michael Ward



Claire Prior



Peter Collins



Richard Dredge



Keith Bluemel



Dale Drinnon



Johann Petit



Juergen Skarwan



Life in lockdown is slowly starting to ease, it seems. The UK motor racing scene returns on 4 July, albeit behind closed doors, while at least one major UK event – the London Concours in August – has been given the green light. Italy is also opening up its borders to European visitors. Both Alfa Romeo and Ferrari have reopened their museums and some car events in Italy look like they will still go ahead in 2020. This is all, of course, great news for enthusiasts, although caution must remain the watchword and we're being encouraged always to check in advance that any scheduled event is still happening.

It has not always been easy to populate each issue with stories during lockdown, so I was delighted this month to be able to interview Fabio Migliavacca, the man behind the new Giulia GTA and GTAm. What a delight to discover that he's a 'car guy' through and through. His background in motorsport and his love of cars really shines through. He told me, for instance, that he clearly remembers when the 1989 SZ was launched, recalling it with fondness, while he enthused about driving the then-new 156 GTA on track as a student. With an enthusiast like this in charge of projects at Alfa Romeo, the future certainly looks like it's in good hands.

As a result of my chat with Fabio, we've now got a lot more detail on the forthcoming GTA and GTAm. It's clear that an awful lot of effort has gone into these cars to get them right. Did you know, for instance, that the GTA's windscreen is thinner than the regular Giulia QV's? Or that the engine block has been re-engineered with different oil-ways? Or that the exhaust is specific to the GTA? All great stuff – you can read more about it on page 14.

**Chris Rees**  
Editor

chrisrees@auto-italia.net

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AUGUST 2020



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# ITALIAN CAR NEWS

## Unique Blue Alfa 33 Restored



**T**he only blue-painted Alfa Romeo Tipo 33 Stradale ever built has emerged from a fresh restoration. Chassis 11 of only 18 built (number 75033.111) was delivered new to the Italian aviation tycoon, Count Corrado Agusta. It was the only 33 Stradale ever painted in royal blue, and was fitted with seats inspired by Agusta's

helicopters, with an ashtray between them. The car appeared briefly in an Italian car museum before ending up in the Hayashi collection in Japan, and was unfortunately repainted red. Austrian-based car restorer Egon Zweimüller then arranged to buy the car for a Swiss collector and oversaw a 5000-hour restoration to return the car to its original specification, including the

blue paint scheme.

This almost-mythical 33 was due to get its first public showing for decades at the 2020 Pebble Beach Concours d'Elegance, as part of Alfa Romeo's 110th anniversary celebration, but sadly that event was cancelled. In the meantime Zweimüller has released these delightful images of the freshly restored 33.



Photos courtesy of Egon Zweimüller

## ALFA'S FWD 'V' PROTOTYPE

An image of a pioneering front-wheel drive (FWD) prototype designed by Alfa Romeo Centro Stile in the early 1950s has been released as part of Alfa's 110th anniversary.

Alfa contemplated switching from rear-wheel drive to front-wheel drive soon after the end of the Second World War. Engineers Orazio Satta Puliga and Giuseppe Busso were convinced of the potential of FWD and experimented with it for the 1900. Had it been launched, this would have been Alfa's first ever FWD car.

Then in the early 1950s, the company revisited the idea of front-wheel drive in a more compact car, the so-called Vettoretta ('little car'), referred to in-house simply as 'V' (pictured). Several different types of engine were studied for this new project, but Alfa decided the time was not right for production.

Alfa tried the FWD idea again in 1959 when



it developed the Tipo 103, with its 896cc four-cylinder engine mounted transversely with an in-unit

gearbox. The 103 project was also shelved; the first FWD Alfa to make production was the Alfasud in 1971.



## ALFA MUSEUM OPENS UP SECRETS

The Alfa Romeo museum in Arese has reopened its doors to the public, doing so on 24 June 2020, the exact date of the brand's 110th anniversary. And for the first time ever, visitors can now access the museum's storage rooms, which host a huge hidden collection of cars. This exceptional 'backstage' zone was featured in full in the July 2020 issue of *Auto Italia* and consists of more than 150 cars over two floors, many of them never seen in public before, as well as engines, models, artworks and even a racing boat. Tours of the backstage collection must be booked in advance, in groups of up to 10 people.

The main museum has been partially renewed, organised into three themed zones: Timeline, Bellezza (Beauty) and Velocità (Speed). Among the new exhibits is the Sai Ambrosini 1001 Grifo aircraft. For the time being, the museum is open to visitors on Saturdays and Sundays only. For more information visit [www.museoalfaromeo.com](http://www.museoalfaromeo.com)

Meanwhile, Ferrari's two museums in Maranello and Modena reopened in May 2020. Visitor numbers are now strictly limited, so Ferrari recommends pre-booking time slots on its website. Ferrari is offering healthcare workers free access to both museums for the rest of 2020.

## NEW FIAT 500: ORDERS OPEN

Reservations are now open for the new electric Fiat 500. Initially the order book is only for the high-specification 'la Prima' hatchback special edition, priced at £26,995. This includes a panoramic glass sunroof, large rear spoiler, LED headlights, 17-inch diamond-cut wheels, chrome-plated highlights and 'eco-leather' upholstery. Three colours are available: pearlescent Ocean Green, metallic Mineral Grey and three-layer Celestial Blue.

The new 500 is a pure battery vehicle with a range of 199 miles. Using fast charging, it takes five minutes to gain enough battery power to travel 30 miles, with 35 minutes to reach 80% charge. An easyWallbox is also supplied for home charging – 3kW as standard or 7.4kW optional, the latter providing a full charge in around six hours. The 500's electric motor has an output of 116hp, providing a maximum speed of 93mph (self-limited) and 0-62mph in 9.0 seconds.

Meanwhile, the recently launched Fiat 500 Hybrid is now available via a 'pay as you go' scheme called



Leasys Miles. You are charged per mile via a 'black box' that tracks the car's movements. One upfront payment of £99 is followed by 47 monthly instalments of £99, plus 19.2 pence per mile travelled. Fiat says that, if you average 25 miles, this works out at £10.39 per day, including fuel. The first 500 miles are included free and there are no upper mileage limits.





## ALL-NEW PUNTO ON WAY

A successor to the Fiat Punto is in preparation, Fiat's boss Olivier François has revealed – its first new supermini since the Punto was axed in 2018. In an interview with *Auto Express*, François said: "We need a B-sector [supermini]. It's not a mystery. That project has been postponed continuously. Now it is under development. But it would be premature to speak of this model. We will have a B-sector, for sure."

With the proposed PSA merger due to happen later this year, the CMP platform that underpins the Peugeot 208 and Vauxhall Corsa would be a natural starting point, but nothing has been confirmed.

François also says that the Fiat Tipo range will be expanded to include a Tipo Cross 'soft-roader', while a Tipo-based full SUV will rival the Nissan Qashqai. The former is likely to be part of the new facelifted Tipo range due before the end of 2020, while the SUV is likely when the Tipo comes to be replaced. Both will be budget-priced.

## GT4 TRANSFORMED INTO 'SAFARI' FERRARI

A Ferrari Dino 308 GT4 modified to 'Safari' specification has been sold at auction. Originally sold in Nevada in 1975 as a road car with the rarely seen factory rear seat delete option, it was converted at the behest of a Californian enthusiast in 2018 to off-road 'Safari' spec. The \$26,000 transformation includes raised suspension, custom steel front bumper, caged rear bumper, glassfibre rear mudflaps and quad Hella driving lamps. The two-tone Berlinetta Boxer-style paint finish is supplemented by a satin black rear deck lid and window surround, while the grille vents are powder-coated. Custom Corsa Velocita 15-inch steel wheels are shod with Michelin XWX tires, and a CB radio with a whip antenna has been fitted.

Inside, the seats have been reupholstered using black leather and corduroy inserts, while aluminium pedals, Repa four-point harnesses, leather luggage straps and a fire extinguisher were added. RM Sotheby's sold the unique 308 for \$57,200.



## ENZO BREAKS ONLINE RECORD

A Ferrari Enzo has become most valuable car ever sold in an online-only auction. The 2003 Enzo, described by auctioneer RM Sotheby's as "as-new", achieved \$2,640,000. One of 400 built, chassis 13303 had previously had only two owners and just 1250 miles on the clock. A 1985 Ferrari 288 GTO also sold for \$2,310,000 in the same sale.



## FERRARI TO FIELD WEC & INDYCAR RACERS?

Mattia Binotto, boss of Ferrari's F1 team, has said that if the new F1 budget cap is too severe, "We would look at other competitions in addition to F1". Ferrari is looking at other major racing series to avoid making redundancies, he said, if the F1 budget cap drops below \$148million. Speculation has surrounded IndyCar and World Endurance Championship (WEC). IndyCar Series owner Roger Penske has confirmed that discussions have taken place with Ferrari over a possible 2022 IndyCar entry.

## FERRARI CHALLENGE UK SERIES RETURNS

With motor racing in the UK set to resume from 4 July, Brands Hatch has confirmed that it will host the delayed start of the Ferrari Challenge UK Series in July. The one-make series for Ferrari 488 Challenge racers starts on 25-26 July, featuring both configurations of the Kent circuit (Indy circuit on Saturday and GP circuit on Sunday). Donington Park will host the next round on 29-30 August, followed by Silverstone on 19-20 September. The season finale now moves to a new venue, Snetterton, on 9-10 October.





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## BIZZARRINI TO BE HONOURED IN LONDON

Italian sports and racing car maker Bizzarrini is to be a featured marque at the London Concours in August, forming part of a 'Lost Marques' display alongside the likes of Facel Vega, Alvis and Jensen.

Giotto Bizzarrini started off as a test driver for Alfa Romeo, before moving to Ferrari where he helped develop the 250 GTO. Later he started his own company, Bizzarrini, crafting a number of sports and racing cars, typically with American power.

Bizzarrini's P538 racer is expected to feature. With its Chevy V8, central driving position and sheer speed, it competed at the 24 Hours of Le Mans in 1966.

Hosted at the Honourable Artillery Company HQ on 19-20 August, the London Concours has got a go-ahead with reduced visitor numbers.



## UK DEBUT FOR NEW STRATOS

Turin-based manufacturer, Manifattura Automobili Torino (MAT) is set to display its New Stratos in the UK for the first time. This modern-day interpretation of Lancia's legendary 1970s rally car is based on a shortened Ferrari F430 platform, its 4.3-litre V8 boosted to 540hp. The first prototype debuted in 2010 but it wasn't until 2018 that it officially went on sale, and production is limited to 25 examples. You can see the New Stratos at Salon Privé, Blenheim Palace, on 23-25 September.



## FCA OFFERS JOB PROTECTION COVER

Alfa Romeo, Fiat, Abarth and Jeep are offering free-of-charge job loss protection with all new finance agreements. The 12-month protection scheme gives customers peace of mind that their car repayments will be covered should they lose their job. It also covers customers unable to work due to sickness. An FCA survey showed that 36% of UK motorists say they are interested in buying a new car but are concerned about job security.



## PANDA BEATS 500 TO NO.1 SLOT



The Panda was Fiat's best-selling car globally in 2019, new data reveal. Almost 200,000 were sold, up 8%, meaning it eclipsed the Fiat 500, whose global sales fell by 8% in 2019 to 170,000 (or 192,000 if you add in the Abarth 595/695). The Tipo was also 3% up at over 150,000 sales. The global figures for 2019 were:

1. Panda – 193,000
2. 500 – 170,000
3. Tipo – 151,000
4. Ducato – 110,000
5. 500X – 96,000

Global sales for other Fiat models include the Doblo – 72,000, Fiorino – 62,000, 500L – 41,000, Talento – 25,000, 124 Spider – 5700, Fullback – 2900 and Punto – 1300.

Fiat's 2019 sales (excluding Abarth) were 1.33 million, 5% down on 2018 and its worst result since 1985. Abarth sold around 25,000 cars in 2019, about 2000 less than 2018.



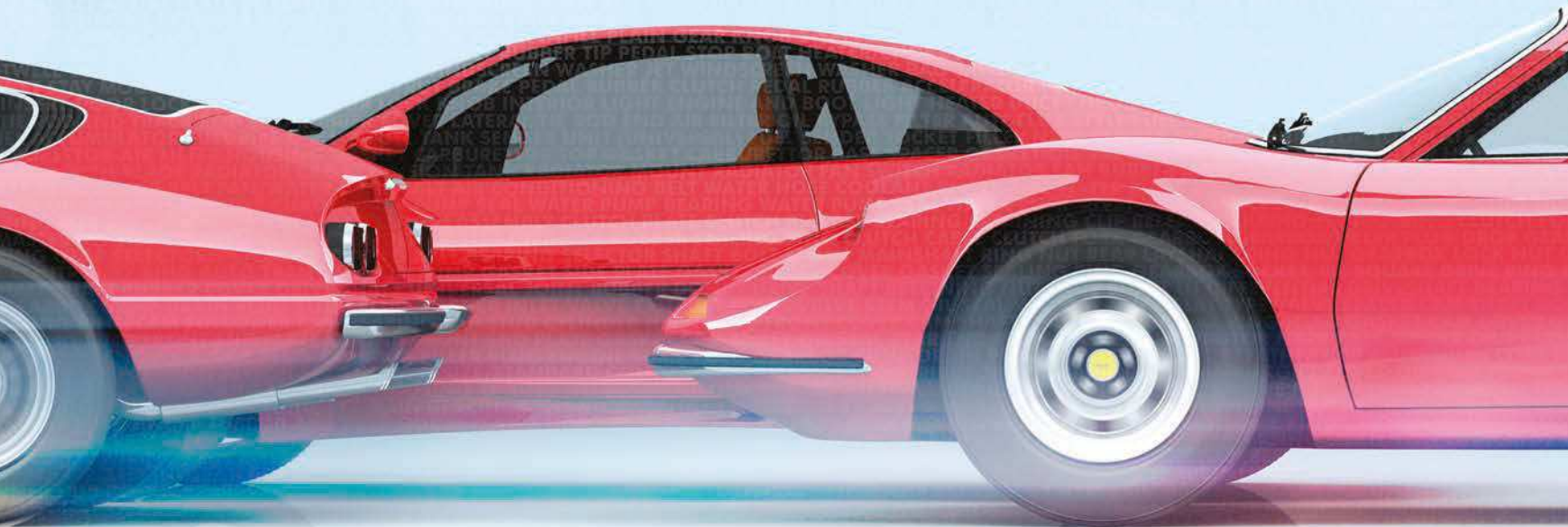
## LEGO'S LAMBO SIÁN

Lego has created a new Lamborghini Sián FKP 37 model. Built to 1:8 scale, it has a 3696 pieces. It replicates the Sián FKP 37 that Lamborghini revealed at the 2019 Frankfurt Show, including its V12 engine, moveable rear spoiler and rear suspension. It can be steered via a special wheel, while a fully-functioning eight-speed sequential gearbox is controlled by a paddle gearshift. The model measures 60cm long and 25cm wide and is available now priced at £349.99.



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## ITALIAN SPORTS CAR SALES: THE WINNERS AND LOSERS

New sales figures reveal the continuing popularity of high-end Italian supercars. Data for 2019 from Car Industry Analysis show that relatively newly launched models saw big increases, including the Ferrari Portofino and 812 Superfast, while ageing models like the GTC4Lusso did less well.

2019 was the final year of sales for several Italian sports cars, including Maserati's two-door models and the Alfa Romeo 4C. The Fiat/Abarth 124 Spider was withdrawn from most worldwide markets in 2019, too, including the UK, Italy and USA.

### Supercar Sales Chart:

Ferrari Portofino	2800 (+150%)
Ferrari 488	2300 (+17%)
Ferrari 812 Superfast	1800 (+40%)
Ferrari 488 Spider	1500 (-42%)
Lamborghini Huracán	1200 (-25%)
Lamborghini Huracán Spyder	790 (+12%)
Maserati GranTurismo	950 (-26%)
Maserati GranCabrio	750 (-15%)
Lamborghini Aventador	750 (+26%)
Ferrari GTC4Lusso	700 (-42%)
Pagani Huayra	18 (+500%)

### Sports Car Sales Chart:

Fiat/Abarth 124 Spider	8500 (-34%)
Alfa Romeo 4C	350 (-43%)
Alfa Romeo 4C Spider	250 (-43%)



## CABIN CLEANSING FOR FIATS

A new 'Tune-Up' package from FCA aims to ensure that cars sat idle during lockdown are sanitised, safe and ready for use. Three packages are available, including a free seven-point health check focusing on batteries, fluid levels, lights, tyres, brakes, windscreen and suspension. For £89, customers can add an air conditioning cleanse, full hypoallergenic sanitisation and pollen filter replacement. For £99, an upgraded pollen filter can be added. A new 'D-FENCE' pack is also available on 500 and Panda Hybrid models, consisting of a passenger compartment filter, air purifier and UV lamp, claimed to eliminate up to 99% of bacteria.



## NEW BRITISH GT CHAMPIONSHIP DATES

The 2020 British GT Championship will feature nine races at six events in a revised calendar. Oulton Park is the season-opener with two sprint races on 1-2 August – almost four months later than originally planned. The Silverstone 500 finale event will be on 7-8 November.

Four Lamborghini Huracán Evos are set to compete in GT3. *Auto Italia* readers will recognise Barwell Motorsport's entry for championship regulars Adam Balon and Phil Keen. The Black Bull Scotch Whisky car, which delighted the crowds at last October's *Auto Italia* Brooklands Motorsport Day, will be driven by Sandy Mitchell and Rob Collard.



WPI Motorsport returns to GT3 as an official Lamborghini Squadra Corse supported team, with owner Michael Igoe partnering with factory drivers Franck Perera and Dennis Lund. *Auto Italia* Championship veteran and 2019 GT Cup Ferrari 488 driver, John Seale, whose Huracán is prepared by JMH Auto, will alternate with Adam Hatfield and Jordan Witt as his second drivers.

Barwell Motorsport will also campaign their cars in the GT World Challenge Europe Endurance Cup in an 11-make, 51-car field, including five other Huracáns and five Ferrari 488s, three of which are fielded by WEC and Le Mans champions, AF Corse. **Mike Rysiecki**



### 2020 BRITISH GT CALENDAR

- Aug 1-2 – Oulton Park
- Aug 15-16 – Donington Park
- Aug 29-30 – Brands Hatch
- Sep 19-20 – Donington Park
- Oct 3-4 – Snetterton
- Nov 7-8 – Silverstone 500

Images: Leigh Jones

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# FABIO MIGLIAVACCA

# Mostro Maestro

THE OFF-GRID SKUNK TEAM THAT CREATED THE NEW GIULIA GTA NICKNAMED IT 'MOSTRO' - THE MONSTER. WE INTERVIEW PROJECT HEAD, FABIO MIGLIAVACCA, TO FIND OUT WHY

Interview by Chris Rees



“ We tried to figure out how to use the GTA badge without wasting its value ”

**A**lfa Romeo's head of product marketing, Fabio Migliavacca, is a red-blooded Alfa man through and through. He was at the heart of the secret 'skunk works' team in Modena that developed the Giorgio platform and the Giulia Quadrifoglio. Before that, he was product manager for the 4C and big in motorsport management. As the force behind the new Giulia GTA, he's the ideal person to reveal its secrets.

*When you were in the 'skunk works' Giorgio programme team developing the Quadrifoglio, did you imagine the Giulia GTA, even then?*

The idea was there to do something extreme versus the Quadrifoglio. Internally it was called 'Monster', or 'Mostro' in Italian. The idea was to reduce weight and increase power. We decided not to develop the Monster immediately – the project was not yet called GTA – but it was already in the mind of everyone.

*That's interesting because 'Il Mostro' is a historic Alfa Romeo term,*

*isn't it? That was what they called the SZ.*

I was a young man and I really remember the SZ in a nice way. It was so strange, so aggressive and so different from any other car. It's a nice example of how Alfa Romeo differentiates a car in the market.

*It's 15 years since the last Alfa Romeo GTA. What is the significance of the GTA identity today?*

We tried to figure out how to use the GTA badge without wasting its value. We have had several GTAs in the modern period and they were all beautiful cars. I drove the 156 GTA on the Varano circuit when I was a student, just a car guy. With the V6 Busso, it was beautiful. But it was not an Allegerita version as we know the definition of the car from history.

So we decided on today's Giulia GTA to be consistent with the historic name, GT Allegerita, and to reduce weight. This was not an easy task because the Giulia Quadrifoglio already has a good balance between performance and weight with, for example, a driveshaft made of carbonfibre.

*You've put an Autodelta sticker on the front wing – what's the intention behind this?*

This is a sort of Easter egg. Autodelta was an unofficial division of Alfa Romeo when it decided not to be directly involved with racing any more. It developed in a parallel way with Carlo Chiti, somewhat 'hidden' away. It was driven by passionate guys, just like our 'Monster' – not an official project in the long-range plan, let's say. Autodelta has this kind of approach, this deeper meaning.

*What sort of skill-sets did you employ in the GTA team?*

What drives Alfa Romeo passion is the people involved in the project – people that love Alfa Romeo but not only Alfa, because otherwise you are too close to your brand and you cannot see what others are doing. So a lot of our team are car guys, they love cars in general. There is a strong technical background and also a racing background. For instance, one of product managers, Umberto, is a car guy who races in his private life... and you can see it in the product.





*You've raised power to 540hp. Why this figure? We know this engine is capable of a lot more and there was speculation of 600hp.*

I read about 600hp in magazines before the launch and was really curious because that was far from our idea. We decided on 540hp because that's enough. OK, it's true that power is

*Is the GTA's Akrapovic exhaust the same as the one introduced as a MY2020 option on the Giulia QV?*

No, it's specific to the GTA. It's made of titanium and you have two exhaust pipes in the centre, which is different to the Quadrifoglio's. The new exhaust helps with counter-pressure and is specific to the GTA engine.

Let me say, I do throttle blips even if I drive a Ducato, because I like manuals. From my perspective, manual could be interesting for the market. But our decision was driven by the fact that the market is not as keen any more on manual transmission. It's a niche within a niche. We are doing just 500 cars and our idea was to do the best performance car

*How are the weight savings achieved, specifically?*

It's difficult to give you the specifics but the GTAm has Plexiglas rear windows, and only two seats in carbon that are non-adjustable for height and backrest inclination. The GTAm has a lot of carbonfibre, too. The GTA's windscreen is thinner and lighter than

## “ We will be giving advice about the correct spoiler settings for different racetracks ”

never enough, you can raise power and it's always a good thing, but we decided to focus on reliability and drivability. Remember that the Quadrifoglio is rear-wheel drive with torque vectoring, and more power than this is difficult to manage. We worked more on weight reduction.

We did not just tweak the engine ECU. The cooling system of the pistons is different: we have four oil jets for each piston, instead of two in the Quadrifoglio. The turbo is mechanically the same.

*Have any drivetrain parts been altered?*

The Quadrifoglio's transmission set-up is over-engineered, so it works fine in the GTA without any issue. The same with the braking system: we've fitted carbon-ceramic discs as standard, so you have no fading at all.

*To reduce weight, one might have thought you'd use a lighter manual transmission - why did you choose auto only for the GTA?*

possible, and automatic is the best choice to guarantee lap times versus manual.

*You have a new launch control system that's specific to the GTA.*

Yes. As with the 4C, you press the throttle until the revs are at the right point, then lift the brake pedal. The car starts in the best way possible, like a rocket!

*The GTA weighs 50kg less than standard and the GTAm 100kg less.*

the standard one.

*We love that the GTAm rear spoiler is adjustable. How does that work and what effect does it have?*

I grew up with BTCC and the rear spoiler is similar to the racing spoilers you see on Touring Cars. You can adjust the angle of the upper part of the spoiler. We will be giving advice about the correct set-up for different racetracks. Also the active front splitter is different on the GTAm versus the GTA

*Fabio says the GTAm is the sportiest Alfa available, but still perfectly driveable. We can't wait to try it*







because of the higher rear spoiler, so we need to maintain balance front to rear.

**Can you detail how the suspension is improved and what the benefits are?**

Part of the passion we mentioned before is the new single-nut centre-lock racing-style wheel, the first time this has been seen on a saloon. There are new bushes, dedicated springs and dampers, and different geometry. We also increased the track by 50mm front and rear. Our aim was to make this the most drivable and sporty Alfa Romeo available. It's more extreme than the Quadrifoglio, great on the racetrack but still drivable on the road.

**Will the GTA be built on the same production line as the Quadrifoglio?**

It will be built in the same Cassino plant as the Quadrifoglio but on a dedicated production line because there are a lot of specific components.

**What is the split of customer interest - GTA or GTAm?**

My initial thought was that most customers would opt for the GTAm. From the orders, we see it's slightly going in that direction, but there are also a lot of requests for the GTA. The GTAm inspires sentiments in the collector community. But you know, it could be strange - if the ratio of the GTAm turns out to be 95%, then the GTA is the rare one, which may be worth more in the future!

**I'm sure you've done virtual simulations of the GTAm around Nürburgring. What time would it do - and will you do it for real?**

Yes, the idea is there and we are using simulations, but I cannot tell you any times, except that it's quicker than the Quadrifoglio. One factor is that the track at the Nürburgring has now changed so times can't be directly compared.

**Have you put any thought into racing this car, such as a single-make series?**

Right now we've decided to be involved in Formula 1. For saloons, there is no longer anything interesting like Superturismo or BTCC. We are not exploring the single-make idea because there is no progression to other championships.

**Will there be other GTA models, such as a Stelvio GTA?**

We've decided against that at the moment. It's a tricky question because GTA is 'Alleggerita' and it's not an easy task to lighten the Stelvio. Also the customers for the Giulia and Stelvio Quadrifoglio are slightly different, and a lightweight Stelvio wouldn't be so interesting for that kind of customer.



## ALFA ROMEO GTA CHEAT SHEET

- Power up by 30hp to 540hp
- GTA weighs 50kg less (1570kg), GTAm 100kg (1520kg)
- 0-62mph takes 3.6 seconds, 0.3sec faster the QV
- GTAm has two seats, rollcage, race harnesses, Lexan windows
- The 'm' in GTAm stands for 'modificata'
- Sauber Aerokit includes new front splitter and side skirts
- Wider track, new 20in centre-lock wheels, arch extensions
- GTAm has larger adjustable rear spoiler
- Carbon-ceramic brakes with gold callipers
- Only three paint colours: red, white or green
- Optional racing-inspired liveries available
- Only 500 to be made, each with numbered plaque
- Price: £155,265 (GTA), £159,750 (GTAm)
- UK deliveries likely summer 2021

# ALFA'S ALPHAS

Happy birthday, Alfa, you're now 110 years old. Which models do we think are the best and most significant road-going Alfas of each of those eleven decades?

Story by *Auto Italia* staff  
Photography by Michael Ward





**N**ot many car marques are as old as Alfa Romeo. Indeed, among Italian makes, only Fiat and Lancia are older than 110 years. Formed on 24 June 1910 out of the ashes of the Italian branch of the French

Darracq marque, the Milan-based enterprise was initially called Anonima Lombarda Fabbrica Automobili (ALFA). The seminal Alfa Romeo name only arrived in 1915 when financier Nicola Romeo acquired all the company's assets, renaming it Alfa Romeo.

But hey, we're not here for a dry company history. We're here to celebrate the beating heart of what is one of the world's best known and best loved car names. So what is it that makes an Alfa an Alfa? Alfa's post-war chief engineer, Orazio Satta, once said that Alfas were "a kind of affliction" – most readers will understand what he means. It's down to many things, of course. Racing success is one, from dominating the Mille Miglia and Le Mans, to triumphs in the early days of Formula One Grand Prix championship, to conquering Touring Cars with the 155. The list is too long to begin to recount.

As for engineering prowess, Alfa Romeo is so often in a class of its own. Time after time, it has plucked apparently inaccessible technology from much more expensive machinery and democratised it. Alfas have always had class; but they have also, equally importantly, been accessible to ordinary buyers. We're talking gearboxes with extra ratios, cleverly selected to enhance acceleration; disc brakes on all four wheels to strengthen stopping power; lightweight aluminium engines to reduce weight; racing-style transaxles to balance that weight; pioneering twin-cam technology, twin spark plugs and fuel injection.

It's about character, too. Being Italian, Alfa's high-quality design and aesthetics have been innate and unerring, whether that's humble saloons or race-bred supercars. Even the most mundane Alfas are widely lauded for their style. That doesn't necessarily have to mean sporty, but something that's always identifiably 'Alfa' – in short, charisma with character.

So here we've decided to choose the highlights of 110 years of Alfa Romeo by each decade. We're making two judgements: 'Best' and 'Most Significant' road-going Alfa. The best car of each decade is straightforward: simply which Alfa was the pinnacle in terms of driving, specification, design and desirability.

Significance, for us, means having the biggest impact. That's a mix of things. Did it move the game forward – such as the Alfasud in changing what everyday drivers could expect in terms of handling sharpness? It's about significance for the brand, too. So was it a big seller; did it change the marque; did it lead on to other great models?



Giuseppe Campari's 40-60HP at '22 Targa Florio



## 1910-1920: BIRTH OF A LEGEND

### BEST: 40-60HP

The 40-60HP launched in 1913 was a definitive, upmarket statement of intent for Alfa. Its 6.1-litre engine had only four cylinders but its switch from side valves to overhead valves was a big advance, while it also featured twin engine blocks. With up to 82hp on tap, the car could reach speeds up to and beyond 100mph – an absolute beast for the time.

Various body styles were offered, including a four-seater Torpedo and two-seater Spider, while coachbuilders could be supplied with chassis only. Speaking of which, the 40-60HP provided the basis for Count Ricotti's trailblazing streamliner of 1914, with its extraordinary teardrop coachwork by Castagna; a replica can still be viewed at Alfa's Arese Museum.

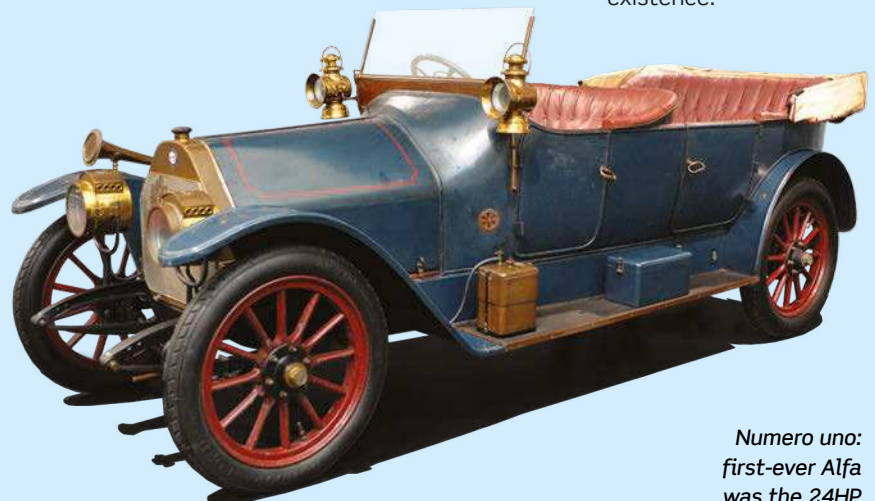
As a racer, the Corsa version was an instant winner in hillclimbs and road races. Giuseppe Campari and Antonio Ascari established their names in the 40-60HP, while the model also competed in the Targa Florio. Only 25 examples of the 40-60HP were made over nine years but the model well and truly established Alfa's high-end reach.

### MOST SIGNIFICANT: 24HP

Of course, the most important Alfa of all has to be the first ever to be designed and built at the Portello factory: the 1910 Alfa 24HP. The technology applied by the talented engineer who gave it birth, Giuseppe Merosi (ex of Fiat and Bianchi), was pretty advanced for the time. Its 4.1-litre in-line four-cylinder side-valve engine developed around 45hp, enough for a top speed of over 60mph. The 24HP was also a popular workhorse with the Italian military in World War One.

A development of the 24HP also marked Alfa's very first entry into the Targa Florio, in 1911. Although the two cars entered did not finish, this was the spark that ignited an inferno of competition success, eventually turning Alfa into the world's most successful racing manufacturer. A certain Enzo Ferrari cut his teeth on the 24HP's near-identical successor, the 20-30HP.

Around 200 chassis were built in all, giving birth to the Alfa legend. By 1913, the company employed 300 people and was turning out around 350 cars a year – although the war would almost cause the company to flutter out of existence.



Numero uno: first-ever Alfa was the 24HP



6C 1750 Gran Sport remains one of Alfa's greatest icons



## 1920-1930: RACING TO THE FRONT

### BEST: 6C 1750

Racing success garnered by Alfa's new chief engineer, Vittorio Jano, and his spectacular Alfa P2 Grand Prix racer, needed to be cashed in on. Jano's road-going masterpiece, the 6C, did this in spades. Replacing the Merosi-designed RL (see below), it was a lightweight design that offered the ultimate in speed, handling and braking.

Launched in 1925 as the 6C 1500, it used a six-cylinder 1487cc version of the P2 racing car's engine, with a single overhead cam – an exceptional powerplant. By 1929, Jano had increased the capacity to 1750 (1752cc in fact), establishing a legendary number in Alfa's history. The new twin-cam engine offered much better torque, too.

Even in regular form, performance was exceptional for the time. As for the Super Sport and Gran Sport versions, even more power was extracted, especially in supercharged form (up to 95hp for the road, 102hp for competition) – and it is the supercharged models that truly blaze bright in Alfa's history.

Total production numbered 2635, with many sold as bare chassis to be exquisitely clothed by coachbuilders like Zagato and Touring. The 6C was also a star in competition. In 1929, it won every major event it entered, including the Grands Prix of Belgium, Spain, Tunis and Monza, plus the Brooklands Double Twelve, Ulster TT and Mille Miglia.

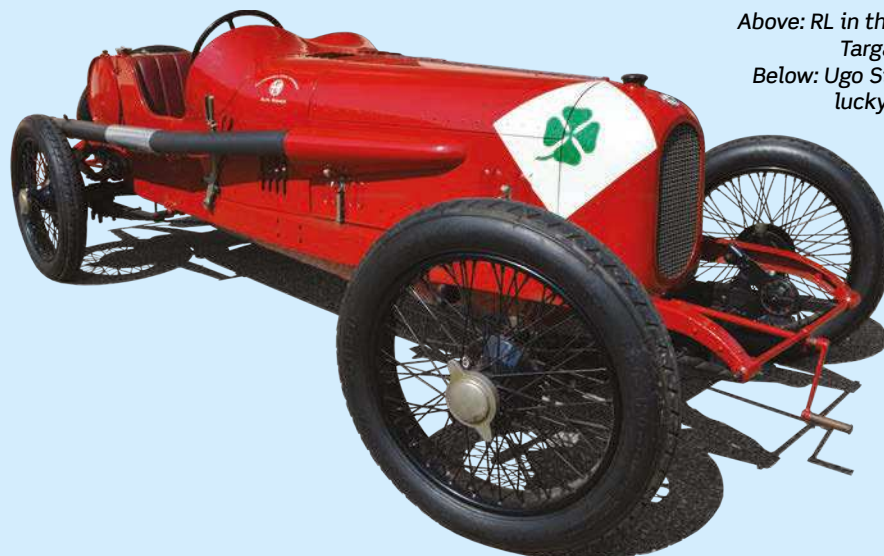
### MOST SIGNIFICANT: RL

While the G1 could be argued to be the most significant Alfa Romeo of the 1920s, since it was the first ever six-cylinder model Alfa made, it is the forward-looking RL that really deserves this accolade.

Giuseppe Merosi designed the 'Romeo L' around 1921 Grand Prix regulations. It was unveiled in Milan in October 1921 but regular road car production would not begin until 1923. Two chassis were on offer: RL Normale and, with a shorter wheelbase, RL Sport. Alfa's six-cylinder engine was an in-line 3.0-litre overhead-valve unit. The Normale adopted a single carburettor, while the Sport had two, and from 1926, a new Super Sport

model offered a prodigious 83hp. A total of 2631 RLs were produced between 1922 and 1927 and established the Alfa Romeo name internationally.

The RL is significant for another reason. It was the first Alfa ever to use the Quadrifoglio badge. Almost 100 years ago, in 1923, the four-leaf clover appeared for the first time at the Targa Florio, where four RLs were entered, one of which was driven by Ugo Sivocci. His car (race number 13) was adorned with two green shamrocks on a white background. After a perfect race, the cloverleaf was seen as representing good luck, transforming it into a talisman that's been used ever since.



Above: RL in the 1923 Targa Florio  
Below: Ugo Sivocci's lucky charm

1930-1940: THE GLORY YEARS

Sublime to look at, sublime to drive: 8C 2900 B



**BEST: 8C 2900 B**

If the 6C badge achieved instant stardom, imagine the impact of adding two cylinders to create the 8C. Launched in 1931 as the 8C 2300, the eight-cylinder engine was a breathtaking triumph. Jano developed the 8C by boring it out to a capacity of 2600, closely followed by the 2900 which, in 2900 B spec from 1935, probably ranked as the fastest road car in the world. Twin superchargers resulted in an incredible 180hp (220hp in race tune).

Some of the bodywork created by Zagato and Touring on the 8C chassis was beguiling – many experts rank the 1930s 8C as the most beautiful car of all time. Just look at the pale blue coupe on display at the museum in Arese for proof...

The 8C followed in the 6C's footsteps by winning all the major racing events of the world, including the Le Mans 24 Hours in its debut year, then the Mille Miglia, Targa Florio and Italian Grand Prix. Indeed, in 1932 Alfas took eight of the top ten Mille Miglia

positions and in 1933 a clean sweep of all ten top places. No question, this was one of the most prestigious cars of the entire pre-war era.

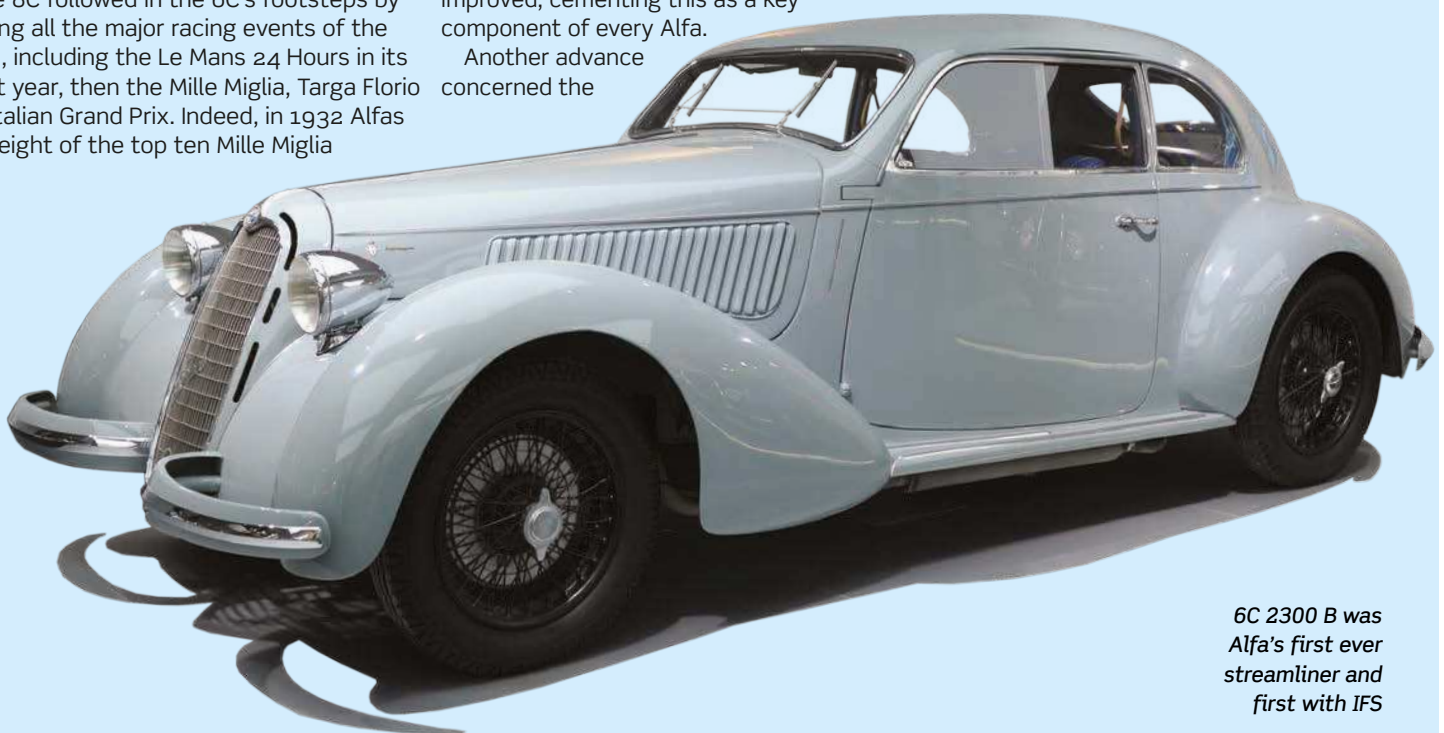
**MOST SIGNIFICANT: 6C 2300 B**

Vittorio Jano's straight-six twin-cam 6C engine was expanded to 2309cc in 1934 in the 6C 2300, which was good enough to replace the eight-cylinder 8C 2300. But the really significant model came one year later, when the 6C 2300 B stepped up the game with a significantly redesigned chassis, featuring independent front suspension for the first time ever on an Alfa. Handling was notably improved, cementing this as a key component of every Alfa.

Another advance concerned the

bodywork. The 1930s witnessed the flowering of streamlining – what we know today as aerodynamics – and the 'B' was Alfa's very first road car to adopt this important new science. Its effectiveness was celebrated in contemporary advertising that called it the 'Arrow of the Mille Miglia'.

While only 870 examples of the 2300 B were made from 1935 to 1938, this was undoubtedly one of the most significant pre-war Alfas.



6C 2300 B was Alfa's first ever streamliner and first with IFS



## 1940-1950: BOLD REBIRTH

### BEST: 1900C SPRINT

The 1940s is the decade that research and development forgot, for obvious reasons, so we're going to cheat a little and nominate a car that was being prepared in that decade, even if it didn't actually launch until 1951.

When the 1900 was being developed, Alfa Romeo made plans to offer its own sports models. It gave the contract to build the short-wheelbase 1900C Sprint 2+2 coupe to Carrozzeria Touring of Milan (Pinin Farina would also do longer four-seat 1900C Cabriolet and Coupe models for Alfa). Touring chief 'Cici' Anderloni's discerning eye for proportion was in full flow in this 1900 rebod, and matched its sporting intent perfectly.

Touring made good use of its patented 'Superleggera' principle of light aluminium panelling over a tubular steel frame. With 100hp initially (rising to 112hp in Super Sprint guise) but weighing only 1050kg, this was a very lively performer for its day. Touring made approximately 1500 examples of the 1900C Sprint, which are today widely appreciated, as evidenced by classic values north of £200,000.

### MOST SIGNIFICANT: 1900

While the pre-war 6C enjoyed a life after the war, its high price, low production numbers and antique technology were clearly limiting its lifespan. Enter the 1900 in 1950, conceived by Orazio Satta Puliga.

Importantly, the 1900 was the first Alfa

ever to have integral body/chassis construction, bringing huge benefits in terms of weight, stiffness and performance. The 1900 four-door saloon had engineering prowess writ large upon it. One major change was a switch from six cylinders to four but the legendary talent of the 1900 engine's creator, Giuseppe Busso, made it highly advanced. With an iron block and alloy head, it developed a healthy 90hp.

Even though it never sold in the numbers Alfa had hoped for (21,304 examples were made from 1950 to 1959), it made Alfas accessible to a wider public at a time of economic change. It firmly set the company on a course as a contender in the 'premium mass market'. And despite being a deliberately non-glamorous saloon, it spawned a remarkable diversity of derivatives, from coachbuilt exotics to racers, BAT-mobiles to jeeps.





**1950-1960: LA DOLCE VITA**

**BEST: GIULIETTA SPRINT**

What is Romeo without his Giulietta? The Tipo 750 Giulietta range set sail at the April 1954 Turin Motor Show with the spectacular Sprint coupe, the Giulietta saloon's launch having been delayed.

The design was a complete triumph for Bertone. While not strictly the work of a single person, the assured hand of Franco Scaglione was clearly visible. Simple, elegant and perfectly proportioned, it was a sensation at the time. Its clean aerodynamics also made it ideally suited to high-speed competitive events like the Mille Miglia, while all-independent suspension gave it agile handling.

In a pioneering move for a road car, Busso's new twin-cam 1290cc engine used aluminium for both block and head, while twin overhead cams were unique in such a small engine. Light weight and healthy power resulted – up to 79hp in Ti guise – and all versions of the Sprint could exceed 100mph. The Sprint is undoubtedly an all-time great, but equally so is its sister model, the Pinin Farina-penned Giulietta Spider.

**MOST SIGNIFICANT: GIULIETTA BERLINA**

The first ever true 'people's Alfa' was the Giulietta Berlina (saloon), launched in 1955. Over 157,000 Giuliettas of all types would be sold up to 1964, firmly establishing Alfa Romeo as a volume European car manufacturer. Importantly, it was affordable for many Italians, as well as being perfectly practical.

The all-new Giulietta Tipo 750 was the brainchild of Orazio Satta Puliga, supported

by a stellar team including Giuseppe Busso (powertrain) and Ivo Colucci (chassis). The rear suspension reached new heights of sophistication, with an A-frame and coil springs, endowing it with handling that no contemporary saloon could match.

It enjoyed huge success on the world's race tracks and rally routes – for instance, in the 1958 Alpine Rally, all three top places went to Giuliettas, while a Giulietta Ti won the 1960 Geneva Rally outright.





*Has any car ever looked as good as the 33 Stradale?*

## 1960-1970: STYLE WITH SUBSTANCE

### **BEST: 33 STRADALE**

Carlo Chiti of Autodelta designed a racing 1995cc V8 engine that effectively became his 'dowry' to Alfa Romeo when it subsumed Autodelta in 1966. The resulting Alfa 33/2 racer was a huge success, winning the Targa Florio, 1000km of Nürburgring, 24 Hours of Le Mans, Mugello and Imola.

It still seems astonishing that Alfa Romeo then made a road-going version, the 33 Stradale, in 1967. The tubular steel chassis was clothed in a body of sublime beauty by Franco Scaglione. Ultra-low at just 990mm tall, it beguiled design experts then, and

ever since. The top-hinged 'scissor' doors were a revelation, too.

This was the very definition of exotic at the time: a racer with the bare minimum of refinements. Since the body was made of plastic, weight was kept extremely low (just 700kg). The V8 in Stradale spec offered 230hp at 8800rpm from just 1995cc – one of the highest specific power outputs of any naturally aspirated V8 ever made. 160mph was possible.

The price was exorbitant at 9,750,000 lire (the Lamborghini Miura only cost 7,700,000 lire...) and of the 50 examples originally

planned, only 18 chassis were manufactured in the end. For that reason, we almost voted the Giulia Sprint GTA as our best Alfa of the 1960s but the almost-supernatural allure of the 33 Stradale proved irresistible.

### **MOST SIGNIFICANT: GIULIA SPRINT GT**

The Tipo 105 Giulia, launched in June 1962, remains for many Alfa fans the very heart of the marque. The family of models it gave birth to – Berlina, Spider, Junior Zagato and GT coupe – was extraordinarily diverse and long-lived at over 30 years (the 105 era only came to an end in 1994 when the Spider was retired).

Having to vote for only one model as the most significant, we're singling out the Giulia Sprint GT. Designed by a young Giorgetto Giugiaro in 1960, it had perfect proportions, clean lines and a sublime sense of integration.

Its shortened wheelbase gave it excellent handling. Its twin-cam engine was perfect in this home. And in GTA form, it was a race winner par excellence.

One other nugget of significance: the Giulia Sprint was very first car assembled at Alfa's new Arese plant, where it was made in huge quantities. From 1963 to 1976, a total of 225,215 were built – one of the most successful two-door cars of the decade.







Busso's classic V6 in its first GT home, the GTV 6

## 1970-1980: NEW WORLDS

### BEST: ALFETTA GTV 6

Picking the best Alfa of the 1970s is extremely tough but we've opted for the GTV 6 for one reason above all others: its engine. This was the first time, following the forgettable Alfa 6 saloon, that the all-new Busso V6 powerplant had been used.

The 'GT' coupe version of the Alfetta arrived in 1974, based on a shortened Tipo 116 platform. While four-cylinder engines were used throughout its lifespan, 1980 would also see the arrival of the 2.5-litre 'Busso' GTV 6 – undoubtedly the zenith of the Alfetta range. As fitted to the GTV, fuel injection replaced the Alfa 6's troublesome carburettors and it produced a healthy 160hp. Wonderfully free-revving and boasting a glorious exhaust note, it stands out as one of the greatest road car powerplants of all time.

The body shape was charismatic, if not universally liked. And there were certainly dynamic foibles, not least the gearchange quality resulting from the transaxle arrangement (mounting the gearbox and clutch in unit with the rear axle), harking back to the Alfetta 158/159 Grand Prix racers. But the weight balance engendered by this set-up

gave the GTV 6 precise, confident handling. It's an all-time classic that's finally being fully appreciated.

### MOST SIGNIFICANT: ALFASUD

How could the Alfasud not be the single most important Alfa of the 1970s? There are so many compelling reasons. First off, it was Alfa's first ever front-wheel drive production car. Its all-new and utterly thrashable flat-four engine with gearbox mounted directly behind it, it boasted an exceptionally low centre of gravity.

That leads to the second big attraction: it set new standards of handling acuity. If it had had a hatchback, the Alfasud ti of 1973 would have been the world's first hot hatch.

There's more, of course. Giugiaro's design was a masterpiece of packaging and style, and his Sprint coupe version enhanced the perfectly sporty feel.

And finally, slotting in as the entry-level model in the range, the Alfasud was supremely significant as the most popular Alfa of all time. It remains the only Alfa ever to have sold more than a million.





### 1980-1990: INTO NEW ARMS

#### BEST: 164

Considering it was part a four-way collaboration on the same platform – Fiat Croma, Lancia Thema, Saab 9000 and Alfa 164 – it's quite something that Alfa's effort was so distinct. Launched in 1987 as Alfa's first new model following its absorption into the Fiat empire, its market impact was immediate. Executive car buyers flocked to it as a credible alternative to their BMWs, and over

270,000 would be sold in a 10-year run.

Pininfarina's shape looked crisp; it was superbly made; the interior had class. Some would argue that the 2.0-litre Twin Spark was the best-handling version because it had a lighter engine that suited the front-wheel drive platform better. But who can argue with the sound and performance of a 3.0-litre Busso V6? Offering 210hp in initial 12v form and

230hp in post-1992 24v guise, it was quick and satisfying to drive.

But if we really had to put our necks out, the absolute best 164 to drive is the ultra-rare Q4 with its four-wheel drive, bespoke electronic suspension and six-speed manual gearbox. Sadly it was never sold in the UK.

#### MOST SIGNIFICANT: 33

The 1980s was a decade of uncertainty for Alfa Romeo, which faced major

financial difficulties throughout. Had it not been for the 33, Alfa Romeo might have fluttered out of existence entirely. We tend to forget that the 33 sold almost one million units from 1983 to 1995, providing the cashflow to keep Alfa afloat.

As the replacement for the Alfasud, the 33 offered a new set of clothes that looked more modern but also more conformist than usual for Alfa. The mechanical side

was also more conventional and but there was still plenty of innovation. Adding 16-valve heads to the boxer engine provided plenty of zing – this was a real high-rev screamer. Packing four-wheel drive into such a lightweight machine was also a masterstroke, producing a mini-Quattro.

Yes, there were lots of flaws, from cabin comfort to quirky controls, but as a mainstream hatchback, few Alfas have ever been so successful.



### 1990-2000: CHANGING OF THE GUARD

#### BEST: SZ

We're perfectly aware that some people may feel inclined to vote the SZ as their worst Alfa of the 1990s. But not us. We love every bit of it – even its ugliness. The SZ was an unquestionably spectacular machine. The

'Z' in its name represented Zagato, the Milanese company that built it, but the design was an in-house job by Alfa's Robert Opron and Antonio Castellana. The six-light front end could not fail to provoke a reaction; the windscreen was

tortuously curved; the rear spoiler was in carbonfibre. No wonder the Italians nicknamed it 'il Mostro' – the monster.

Underneath, the SZ was essentially an Alfa Romeo 75 racer, with coilover front suspension so that handling was perfectly

balanced and the grip was immense (Alfa claimed a 1.4g cornering limit). An uprated 3.0-litre Busso V6 with 210hp gave it a 0-62mph time of 7.0 seconds and a top speed of 152mph.

Brutal, race-inspired, hand-built and exclusive,

the Alfa Romeo SZ was an end-of-an-era swansong for rear-drive transaxle Alfas, and a fabulous modern classic.

#### MOST SIGNIFICANT: 156

It's hard to recall just what a big deal the 156 was when it came out. It kept Alfa Romeo as a volume player in the burgeoning premium saloon market, up against talented rivals like the Audi A4 and BMW 3 Series. The fact that road test after road test declared the Alfa the best in its class was remarkable. The 156 duly won the European Car of the Year award in 1998.

It certainly helped the 156's cause that it looked so good, thanks to Alfa Centro Stile (under chief designer, Walter de Silva).



It was better put together than some of Alfa's contemporary products and it had immense showroom appeal.

In its 10-year lifespan up until 2007, some 674,111 examples were sold – a big success. The 156 floorpan even lived on underneath the stylish Alfa GT until 2010. Notwithstanding the 156's niggling faults, it remains a much-loved saloon among Alfa fans, especially in 3.2-litre GTA guise.



**2000-2010: PEAK PERFORMANCE**



notably with the 1742cc TBi turbo petrol from 2009 – a punchily smooth 200hp delight. And in 4x4 guise, the 159 platform was a fantastically grippy handler.

Production ceased in 2011 with its successor the Giulia still a frustratingly long way off. Even though it was a sales success (some 240,000 were sold) and even though it spawned the Brera and Spider 939, the 159 ended up being a case of 'what might have been'.

**BEST: 8C COMPETIZIONE**

Not since 1939 had the 8C name been used by Alfa Romeo but when, in 2008, the new 8C Competizione hit the market, the press fell over itself to deliver superlatives. Here was a proper super-GT with immense performance, elegance and presence.

The sensational shape was by Wolfgang Egger at Alfa Centro Stile. It was based on a Maserati platform with the novelty of carbonfibre for certain structural and bodywork elements. The engine came from Maserati, too, a fabulous 4.7-litre V8 with 450hp

on tap – good for 0-62mph in 4.8 seconds and 181mph. The rear-wheel drive set-up and Maserati-based suspension gave the 8C predictable, intuitive handling.

This may have been a very expensive toy, priced at over £130,000, but there was no shortage of buyers. Some 500 coupes were built at Maserati's factory in Modena, followed by another 500 Spiders. The most desirable Alfa of the 21st century so far? We think so.

**MOST SIGNIFICANT: 159** World's best-looking saloon car of the first decade of this

millennium? Quite possibly the Alfa 159 was. That V-shaped grille, triple front light clusters and a chunky side profile resulted in a dynamic and delightfully coherent whole. The interior felt special, too, with its recessed, angled-towards-the-driver dials.

Launched in 2005, the 159 was denigrated in some quarters for sharing its powertrains with General Motors, even though there were some excellent diesels. The 159 only really hit its sweet spot late in life,





*New hero: Giulia QV is Alfa's best car in a generation*

## 2010-2020: RETURN OF THE CLOVERLEAF

### BEST: GIULIA QUADRIFOGLIO

4C notwithstanding, the top Alfa of the last decade is pretty easy. The Giulia Quadrifoglio is an unimpeachable superstar. The Giulia's 'Giorgio' platform marked a welcome return to rear-wheel drive for an Alfa saloon, and its perfect 50/50 weight distribution and ultra-responsive steering delivered crisp, incisive handling.

The Quadrifoglio also served up a truly delicious spec: carbonfibre bonnet, roof and rear spoiler; active front splitter; carbon ceramic brake option. And then, of course, there's the Ferrari-derived V6 – effectively a 488 GTB V8 with two cylinders lopped off. A monstrous slug of power (510hp) gave it a top speed that nudged 200mph. In tests, it outgunned the BMW M3 and Mercedes C63 AMG. Oh, and it set a record for four-door saloon cars around the Nürburgring (7min 32sec).

We declared the Giulia QV to be "quite simply the best Alfa driver in years". In short, the Quadrifoglio was just what we, and Alfa enthusiasts everywhere, had been clamouring for.

### MOST SIGNIFICANT: STELVIO

Should Alfa Romeo really be a company that makes SUVs? That's a question that divides opinion but before we get too high-horsey, Alfa does have a long history of making cars with all-wheel drive, from the 1951 AR51 (Matta) to the 33 4x4 (1983), 155 Q4, Crosswagon Q4 and many more.

There's no doubting that the Stelvio is highly significant as Alfa's first ever SUV (more Alfa SUVs are in the wings). Love 'em or loathe 'em, SUVs do sell, and sales are

what give car makers the funds to develop more exciting models.

Not that anyone needs to make excuses for the Stelvio. It's an excellent car in its own right, with not just space, comfort, practicality but also sharp steering and confident handling that's entirely consistent with the Alfa brand. And let's not forget that in Quadrifoglio form, the Stelvio is an absolute belter – in fact, because of its 4x4 system, it's quicker than the Giulia QV in certain scenarios.





**AND THE NEXT 10 YEARS...**

So what will the next 10 years bring for Alfa Romeo? The days of being able to predict things accurately from the company's five-year plans have long gone; events have a habit of overtaking such pronouncements.

What we're certain to see is Alfa's stylish new SUV, the Tonale, in 2021. This will be

historic as the company's first ever hybrid model, while it also raises the prospect of a significant hike in global sales for the brand. That should be bolstered further by another, small SUV in the Nissan Juke class, possibly by 2022.

What would we really like to see? Sadly

many of the previously announced projects have apparently been cancelled. The Giulia-based GTV two-door coupe and 8C supercar haven't been mentioned since 2018. Likewise, a new Alfa Spider seems an impossible hope. What's far more likely are new iterations of the Quadrifoglio.

**OUR ALL-TIME FAVOURITES**

**W**hat's your favourite Alfa of all time? It can be anything you like - road or race, production or coachbuilt, even a concept car or prototype - as long as it has an Alfa badge. This is the almost impossibly tough question we posed to our contributors. One protested thus: "Trying to select a favourite Alfa is like picking your favourite Beatles song, Charlie's Angel or brand of single malt whisky; it's just too difficult!"

Many exceptional Alfas were mentioned in despatches by our writers, from the pre-war 6C 1750 Zagato, 2000 Sportiva of 1953, 1960s SZs, TZ1, Alfasud, GTV 6, Bertone Delfino, SZ ES30 and 4C. But with only one vote to cast, which Alfa did our team choose?

**Gary Axon**  
**6C 2500 SS Pinin Farina (1949)**

I'm opting for a wildcard, the stunning 1949 Alfa Romeo 6C 2500 SS, a Pinin Farina-designed GT coupe reflecting the style of the beautiful Cisitalia 202 and predating the Lancia Aurelia B20 GT. Sheer perfection. Oh, it has four headlamps (pioneering for 1949), just like the Tipo 33 Stradale I've callously cast aside in favour of this unique masterpiece.



**Martin Buckley**  
**Giulia 1750 GT Veloce**

I think a 1750 GTV would keep me happy. They have the best detailing - funky seats, pretty grille - and arguably the nicest iteration of the twin cam. Encapsulated in that coupe body, they are everything an Alfa Romeo should be. Would I give 35 grand for one, though?



**Simon Charlesworth**  
**Alfetta 2000 (1980)**

'DWN 32V' died decades ago, but not before it became the first car I ever steered. Snarling along Pendine Sands, sat on the Old Man's knee, it was the start of my Alfa problem. Had he not bought this rorty red sporting berlina, well, I may have grown up 'normal'. Yes, there are better, prettier, more exotic and more successful Alfas, but none can match DWN's legacy.



**Peter Collins**  
**Giulietta Berlina**

Without a doubt, the Giulietta Berlina of 1956 was a game changer and showed all manufacturers how a compact, sporty, good-looking saloon car could be made at reasonable cost. With the Ti, Alfa had a 1300cc saloon that could do 100mph and win rallies and races. What else could do that?



**Richard Dredge**  
**Nuvola**

With its long bonnet, slim pillars and short overhangs, the Nuvola was a fantastically proportioned sporting coupe styled in-house under design boss Walter de Silva. Powered by a 300hp twin-turbo 2.5-litre V6, the 166-based Nuvola concept made its debut in 1996, but sadly it remained a one-off.



**Roberto Giordanelli**  
**Giulia GTAM**

Racing is my passion. I am drawn to the Alfa 33 prototypes or any Alfa Romeo F1. However, such cars need professional race teams to run them. If I am running the car myself, then give me a 1969 GTAM – so pleasing and so easy to drive at the limit.



**Richard Heseltine**  
**2600PF Coupé Special Pininfarina**  
The Giulia Super is my favourite production Alfa, but the car I crave the most is the one-off 2600PF Coupé Special. It was shown at the 1962 Turin Motor Show car in open form only to be reworked almost immediately, gaining a roof and change of hue along the way. I think it looks sensational.

**Andy Heywood**  
**6C Freccia D'Oro**  
Silver Flag paddock, a few years ago. Amongst the bustle, a large car glides



confidently in. The driver, an older man, alights nonchalantly. Sunglasses, sweater on shoulders, immaculate. The car, too, perfectly conserved and stunning. Bridges pre- and post-war, race and road but with no compromise. Always remember it.



**Matteo Licata**  
**Carabo**

As a former car designer, I feel compelled to pick the stunning Carabo from Bertone, based on the 33 Stradale chassis. With the Carabo, Marcello Gandini almost singlehandedly shifted the course of automobile aesthetics, burying the 1960s for good. The wedge design and origami surfaces of the 1970s had been born.



**Peter Nunn**  
**8C 2300 Touring**  
Alfa Romeo's pre-war 8C 2300, with Touring bodywork, has to be my favourite all-time Alfa. A timeless mix of engineering and design beauty puts Vittorio Jano's straight-eight masterpiece in a class of its own. With sound and speed to match, for me this Alfa 8C remains the ultimate. When I win the lottery...



**Simon Park**  
**8C 2900B Mille Miglia Spider (1938)**  
The pinnacle of pre-war motoring chic and a proven race-winner –  *carrozzeria* of unparalleled beauty encasing a DOHC, twin-supercharged straight-eight delivering 180hp. The Lamborghini Aventador of its day.



**Tim Pitt**  
**Carabo**

Partly it's because I had the Matchbox version as a kid. Partly because it's based on a 33 Stradale. Oh, and it inspired the Lamborghini Countach. Mostly, though, I love the Carabo because this 52-year old wedge *still* looks like a vision of the future. Go and see it at Alfa Romeo's fantastic Museo Storico near Milan.



**Chris Rees**  
**33/2 Speciale Pininfarina**

Of course, the Tipo 33 Stradale is my favourite all-time production Alfa. But the 33-chassis car I so achingly wish Alfa had made is the 33/2 Speciale of 1969. Leonardo Fioravanti's sublime penwork for Pininfarina remains, for me, the ultimate shape of the 1960s. I have no doubt it would have driven sublimely, too.



**Michael Ward**  
**33 Stradale**

For years I've banged on about the 33 Stradale being one of the most beautiful cars in the world, and here I am again! Don't get me wrong, the Martini ITCC 155 and IMSA 75 are brutally gorgeous and the wide-arch GTAs are all contenders, but the 33 Stradale is a real unicorn. I've photographed it several times.



**Phil Ward**  
**8C Competizione**

The last 'real' Alfa Romeo undiluted by Fiat's determination to pump out average cars that do not deserve to carry the prestigious logo. The feisty 8C has style and exclusivity. And what a great engine: the raucous V8 can boast Ferrari origins – it's an all-time great.



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# THE ATRE OF DREAMS

Sunk into a hillside in eastern Europe lies one of the world's least known but greatest Ferrari collections. We interview passionate Ferrarista, Michal Korecký, and discover a world of classic, racing and modern icons

Story by Chris Rees  
Images by Petr Michalek





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To my knowledge, James Bond never once drove a Skoda – I stand to be corrected, of course – but as I point the nose of my Karoq hire car up the hillside, I can almost hear the 'Licensed to Kill' theme tune. Location: top secret. Rendezvous point: an apparently nondescript mountainside building. And when the compound gates open, the drama really begins.

I'm here in Czechia to meet Michal Korecký, one of the world's most passionate Ferrari collectors. I'd heard a bit about his collection in advance, housed in this specially-built mountainside lair, but nothing could prepare me for the sights I'm about to experience. I'm ushered into the building, the lights set low, and on to a balcony. I can just make out some shapes below.

When the lights are turned up I can see a row of 16 Ferraris below me, neatly arranged in an arc. There's a sound and light system to add to the effect. And then... each of the 16 cars starts to move upwards on separate platforms rising up to reveal 16 more cars. The movement doesn't stop and a third tier appears with another 16 Ferraris. I'm in an amphitheatre, a temple to the drama of the Prancing Horse. The walls behind are the scenery in front of which each act of Maranello's dramas can unfold; here are paintings of favourite cars, race scenes and, over it all, a gigantic image of Enzo himself.

From my viewing balcony, I start to appreciate what it is I'm seeing. These are no ordinary Ferraris. Some of them are truly exceptional; many are unique. Thematically linked cars are serried into rows. And judging by the sheer breadth of cars here, this collector would appear to be a completist.

If Michal Korecký's appearance – tall, bearded, dressed in black – almost feels out of a Bond movie, as soon as you start talking to him, you appreciate he's the good guy. His enthusiasm for the cars he loves is infectious. He is clearly thrilled as he shows us his inner sanctum of Ferrari memorabilia – literally thousands of documents – and even more excited when he opens the doors to the vault that houses the 'Classiche' certification documents for his incredible collection.

Espresso in hand – delivered, of course, from a machine that looks like a Ferrari engine block – we sit down at a glass table, on which sits a gorgeously sculpted scale representation of the Ferrari Monza SP1 that Michal has on order. It's time to find out all about Michal and his collection.

#### **So Michal, what is it about you and Ferrari?**

Ferrari carries a unique story of courage, winning on racetracks, and making the best sports cars in the world. Italian design is fantastic, and I would say Ferrari has the best design.

But the experience is on another level once you sit in the car and drive it – and that's the main reason I collect Ferrari. It's simply the best tool there is for driving.

Ferrari's early cars were made for both daily driving and for racing. That's something that you can still feel today. For instance, the *manettino* on today's cars lets you drive comfortably, but by changing the controller, the car becomes a beast. You can really race if you want to. You can drive on poor roads and it still works. This is something unique. After stepping into the world of Ferrari, I completely fell for it.

#### **What was the first Ferrari you owned, and why?**

My Ferrari 250 Boano, which participated in several Mille Miglia races. For me, the 250 series is an icon among Ferraris: it's the series that made the manufacturer famous all over the world. The magic designation 250 applies to so many great Ferraris: GTO, SWB, Testa Rossa, California...

#### **You have many themes to your collection. Let's start with your racing cars. The star has to be this 458 Italia GT2, which judging from the huge trophy next to it, is the 2014 Le Mans car?**

Yes, this is the car that won the Le Mans 24 Hours endurance race in 2014 in the GT Pro category with Gianmaria Bruni, Giancarlo Fisichella and Toni Vilander driving. It's an exceptional car for me. Its place is written in golden letters in Ferrari's history and that is why I really appreciate it. It's special to sit in the same



212 Inter (above left) is oldest car in collection. 250 GT Lusso (below) quite possibly the prettiest



seat as those Le Mans winners.

In fact, 'Number 51' is such an important car in Ferrari's history that I decided to have a tribute made to it. The 488 Pista was the ideal choice: super-fast and fantastic to drive. The Italian *tricolore* livery is reinterpreted, while we took a long time over the graphics on the mirrors to recall the snaking shape of the racing mirrors.

There's a lot of matt carbon inside, too, giving that racing feel, everything as light as possible. The end result is something between a road car and a racer: a sleek Ferrari, but not over the top.

### ***What can you tell us about your other racers?***

The most characteristic feature of a victorious racing car is that you know that, in a given year, this was the best, and its drivers were able to win with it, such as the Ferrari F430 GT2 which won the Spa 24 Hours in

2006 with drivers Mika Salo, Rui Águas, Timo Scheider. Or the Ferrari 458 Challenge 2013 Trophy Pirelli Europe that Sergey Chukanov drove. Or the Ferrari 275 GTC in which Helmut Felber won the GT category on the legendary 1966 Nürburgring.

***The 275 GTC looks amazing, especially next to your F12berlinetta which seems to be a modern reinterpretation.***

The 275 GTC was one of the five first cars I bought. The 'C' in the name means that this car was built for competition – one of only two such cars made to 'Competizione Cliente' specification by the factory. You can see that the exhaust is not at the back but exits to the side – that was how it was produced from the factory and how it ran at the Nürburgring.

So when I first drove the car, I was amazed by how fast and how drivable it was. I also loved the colour.



*Full line-up of Challenge racers is one of the highlights of a tribute to motor sport at Maranello*





So it was a very fast decision when I ordered my new F12berlinetta: 'Let's make it as much as possible like the 275'.

The deep red Amaranto paintwork matches perfectly. As for reproducing the look and feel of 1960s chrome, Ferrari's Tailor Made department has added highlights in Argento Nürburgring, including hinting at the side-exit exhaust with a stripe along the side. The matt-finished wheels echo the 275's, too, as do the '98 racing numbers on the doors. Inside, the leather upholstery has red striping, just like the 1960s car, and aluminium and deep red glossy carbonfibre provide highlights. There's even a plaque saying: 'Inspired by 275 GTC Winner Nürburgring 1966'.

The 275 GTC and F12berlinetta may be 50 years apart, but when I drive them, I don't feel that 50-year difference. There's absolutely a common thread between them. Sometimes I'll drive them back-to-back, doing exactly the same route. You instantly feel the connection between the two.

***This is not the only 'matching pair' of classic and modern Ferraris you have. What about the Daytona and 812 Superfast?***

To match my 1973 365 GTB4 'Daytona', I chose an 812 Superfast. These are both big, powerful muscle cars and for me, the 812 is a modern Daytona. Ferrari's Tailor Made department created a perfect match. The metallic Blu Dino paint is very much inspired by the Daytona, and glossy stainless steel exhaust tips and Argento Nürburgring details recall the chrome. Evoking the Daytona's Borrani wire wheels was tough but the ball-polished forged wheels really do that. The seats are perforated heritage leather with blue stitching and blue stripes, matched by ribbed black panels in the doors and blue carbonfibre trim.

***Would you like to create other paired models?***

Certainly! The 250 GT Lusso is one of the nicest cars that Ferrari ever produced, so I'd like to recall this car somehow. I am also planning to have Tailor Made heritage interpretations of the Monza SP1, 812 GTS and 488 Pista Spider.

***Michal likes to pair his classics with modern reinterpretations, such as his blue Daytona and 812***

***One of the most striking facets of your collection is a full set of 'Special Series' road cars - 360 Challenge Stradale, 430 Scuderia, 16M, 458 Speciale, 458 Aperta and 488 Pista. Which are your favourites and why?***

I really like the 360 Challenge Stradale and the Scuderia Spider 16M. Their naturally aspirated engines are captivating, and even though they no longer belong to the technological cutting edge, I always like to drive them, as they provide pure driving pleasure.

Of course, technology has progressed a long way and it's unbelievable how electronics and active aerodynamics push the boundaries today. I'm really looking forward to getting behind the wheel of my new 488 Pista Aperta. I firmly believe that I will be pleasantly surprised by this new addition to my collection.

***You also have a full roster of hypercars, including a 288 GTO, F40, F50, Enzo and LaFerrari. How do they compare in your experience?***

All of these cars can be considered the absolute pinnacle of technology at the time. They have been, and will forever remain, exceptional cars that set the direction of the Ferrari brand. Even though modern cars are faster today, and maybe there are more perfect cars, these cars represent a great era of progress for me and I will always look at them with respect. I have great reverence for the people who developed and manufactured them.

It's hard to say which I like best, but probably the



*Of his full flush of Ferrari hypercars, Michal speaks of the “daring” F50 with a special fondness*

most daring is the Ferrari F50, which is closest to a Formula 1 car in terms of construction. At the time it was an exceptional car, and it still is. But it is very difficult to choose a favourite from this set. Each car has its own uniqueness, that's probably why I have them all!

*You have a fine selection of classics, too. What appeals to you about these?*

The 212 Inter is the earliest car in my collection, a real piece of Ferrari history. Maybe these first models are not the best things ever to come out of Maranello, but in them you can firmly see Enzo Ferrari's will to build the best sports car in the world. This is still true today.

The 250 California is a dream of every collector and lover of Ferraris. I took part in the Cavalcade Ferrari in Sardinia in this car and I must say that the 250 without a roof has a unique atmosphere. It doesn't matter if you drive this car around Monte Carlo, California or the Cote d'Azur, its captivating engine sound will always draw you in.

I think open Ferraris are just cool. All the Hollywood movies they've starred in, and the line of movie stars who owned them, make that very clear. The 275 GTS is a fantastic car that I want to drive every day when the weather is beautiful.

For me, the 250 GT Lusso is the pinnacle of nobility and elegance, combined with an amazing 12-cylinder engine. It's no surprise to me that Steve McQueen chose this car; he had damn good taste! Every time I sit in this car, I'm amazed by how easy it is to drive, and I do enjoy driving it to the fullest.

My 400 Superamerica is really special. Enzo Ferrari built this aerodynamic model only for the most select clientele in the world. Only a little over 30 were made, and this one looks superb in its special gold colour.

*How often do you get to drive your cars?*

I like nothing more than to sit behind the wheel of my cars and drive. I've got a lot of cars and I want to drive them all, which is tough. Each car must be driven because at the end of the day it's a piece of technology. If you don't drive it, it's not good for the car. They want to live! I have a rule to drive each car at least once a year; so I have to pick a car to drive each week.

It's very important that I drive the classics regularly. For these I choose nice roads, not the highway, just enjoying the countryside and twisty roads where you can really steer the car, shift the gears, hear the engine. I will go out even if it's raining.

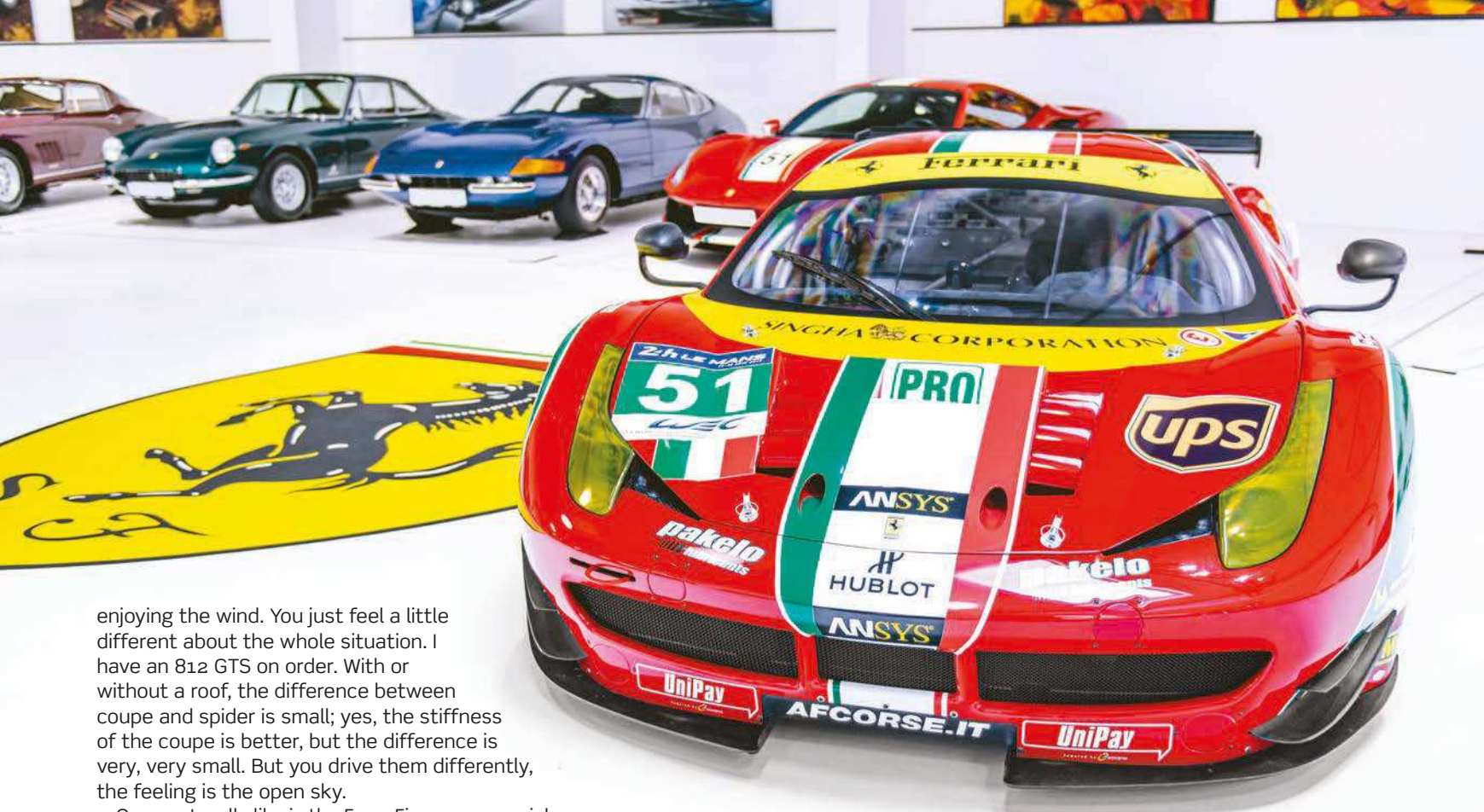
I do drive the new ones more often. I like changing between cars. For instance, the new 812 is, technologically and from a handling perspective, more advanced than the F12. But I still love the F12, especially over long distances. So the last time I went to Maranello, to decide on the specification of my Tailor Made Monza SP1, I drove the F12.

*Which do you prefer, V12 or V8?*

They're absolutely different experiences. The V12-engined 812 Superfast, for instance, is extremely powerful, a GT with very good handling and in a straight line it's very stable.

But when I drive on smaller roads, I always take a V8. I really enjoy going fast through the curves. The V8-powered cars are more movable, you can play with them. When you put the *manettino* in Race mode you're going to feel it slide through the corner, so it's more fun on twisty roads. The best for this is the 488 Pista, which is so lightweight and its engine just bellows. I love it.

It's the same comparing coupe and spider. In a spider, you're not driving so fast, it's more about



enjoying the wind. You just feel a little different about the whole situation. I have an 812 GTS on order. With or without a roof, the difference between coupe and spider is small; yes, the stiffness of the coupe is better, but the difference is very, very small. But you drive them differently, the feeling is the open sky.

One car I really like is the F355 Fiorano, a special edition of which only 100 were made. Its V8 engine is not so powerful but what I love is that you must demount the metal roof and put it behind the seats. It's so fun and so drivable.

But you know, I think the V12 is the best engine in the world. I hope it will not stop because of emissions requirements.

**We see you have some unique and unusual prototypes.**

Yes, I own two prototypes. One is a Ferrari F150 Proto MP2, which is basically a development pillar for the LaFerrari. The car is fully mobile and has undergone a complete renovation at Maranello. Its matt black colour and its unique shape that differs a bit from the LaFerrari always attract attention.

The second is a Ferrari F150 Proto PS6, which is basically a series car that was used for testing on circuits such as the Nürburgring, Imola and Monza, serving as a bank for data and reliability. It's in perfect original condition.

**Do you have one car in your collection that stands out as 'the best', and if so, why?**

I like all my cars. In fact every single one has a reason why it's in the collection. But if I had to go with only one of them, it would be the Ferrari F50. It's such a pure sports car. The feeling of its manual, mechanical, clicking gearshift is very special. It's also beautiful and has a removable roof, so it has everything you could wish for.

**Your collection of Ferrari automobilia and documentation looks like one of the most important in the world.**

Cars are the basis of my collection, mapping the complete history of the Ferrari brand. But my collection also contains a complete archive of brochures and user manuals of all Ferrari models, as well as a complete set of Ferrari Yearbooks and some very rare magazines published by Enzo while he still working for Alfa Romeo with the distinctive name Scuderia Ferrari. I also have a

ABOVE: 2014 Le Mans winning 458 Italia. BELOW RIGHT: Matt black F150 Proto MP2, a pre-LaFerrari





# Maranello

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large number of books, collectors' editions and many other rarities. It's an amazing source of information about the technology and the history of the Ferrari brand. In the future, I would like to expand the collection with the theme of 'Le Mans and Ferrari'.

**What was your inspiration for the dramatic garage space in which your cars are displayed?**

We spent a lot of time with the architect on placing all the cars within the space available so that they

were all visible at once. The lift system of stackers creates a unique view when pulled out, like a showcase full of model cars. At the same time, we wanted to have a fully functional garage with the perfect environment for cars. It's air conditioned with a sophisticated device for maintaining humidity, and there are plenty of security features. But the real inspiration was the beautiful garages like Ralf Lauren's, where you will find the most beautiful car gems on the planet. 🇮🇹

#### THE MICHAL KORECKÝ COLLECTION

**This is a full list of Michal's Ferrari Classic-certified cars:**

- |                               |                                    |   |
|-------------------------------|------------------------------------|---|
| 1. Ferrari 400 SA             | 17. Ferrari F40                    | 38. Ferrari 488 Pista Tailor Made       |
| 2. Ferrari 212 Inter          | 18. Ferrari F50                    | 39. Ferrari 599 GTO                     |
| 3. Ferrari 250 Boano          | 19. Ferrari Enzo                   | 40. Ferrari F355 GTS Fiorano            |
| 4. Ferrari 250 GT Cabriolet   | 20. Ferrari 512 TR                 | 41. Ferrari 360 Challenge Stradale      |
| 5. Ferrari 250 GT Lusso       | 21. Ferrari 512M                   | 42. Ferrari 430 Scuderia                |
| 6. Ferrari 275 GTS            | 22. Ferrari 550 Maranello          | 43. Ferrari F430 Scuderia Spider 16M    |
| 7. Ferrari 275 GTC            | 23. Ferrari 550 Barchetta          | 44. Ferrari 599 GTB HGTE 60 F1 Alonso   |
| 8. Dino 206 GT                | 24. Ferrari 575 Superamerica       | 45. Ferrari 599 SA Aperta               |
| 9. Dino 246 GTS               | 25. Ferrari 348 Challenge          | 46. Ferrari 458 Speciale                |
| 10. Ferrari 365 GTC           | 26. Ferrari F355 Challenge         | 47. Ferrari 458 Speciale A              |
| 11. Ferrari 365 GT4 BB        | 27. Ferrari 360 Challenge          | 48. Ferrari F12tdf                      |
| 12. Ferrari 365 GTB/4 Daytona | 28. Ferrari 430 Challenge          | 49. Ferrari F150 Proto PS6              |
| 13. Ferrari 308 GTB           | 29. Ferrari 458 Challenge          | 50. Ferrari F150 Proto MP 2             |
| 14. Ferrari GTB Turbo         | 30. Ferrari 458 Challenge EVO      | 51. LaFerrari Aperta                    |
| 15. Ferrari Testarossa        | 31. Ferrari 488 Challenge          | 52. Ferrari California T Tailor Made    |
| 16. Ferrari 288 GTO           | 32. Ferrari 488 Challenge EVO 2020 | 53. Ferrari F12berlinetta Tailor Made   |
|                               | 33. Ferrari F430 GT                | 54. Ferrari 812 Superfast Tailor Made   |
|                               | 34. Ferrari 458 GT                 | 55. Ferrari GTC4Lusso                   |
|                               | 35. Ferrari 458 Grand AM           | 56. Ferrari 488 Pista Aperta (on order) |
|                               | 36. Ferrari 488 GT3 Open GT        | 57. Ferrari Monza SP1 (on order)        |
|                               | 37. Ferrari 488 Spider Tailor Made | 58. Ferrari 812 GTS (on order)          |



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# BUGS' LIFE

The final days of Romano Artioli's Bugatti empire saw the creation of two EB110 racers for Le Mans and IMSA. We tell the story, and get behind the wheels, of the last two Bugatti racing cars ever made

Words by Johann Petit & Dale Drinnon  
Images by Juergen Skarwan & PMLImage





One of the most remarkable tales in automotive history is that of Bugatti Automobili SpA – Romano Artioli’s audacious scheme to build a futuristic, 82,000 square metre factory in Campogalliano, Modena during the heady days of the late 1980s, reviving the glorious Bugatti name with a complex, clever and unprecedented 560hp hypercar.

The project required immense bravado and equally immense wealth. Few men would have dared to take it on, but Artioli did. In its day, the EB110 was not only the fastest road car in the world but, with its four turbochargers and permanent four-wheel drive, also one of the most useable.

Artioli also understood the importance of racing to Bugatti. He gave the green light to a racer for Le Mans and one for US endurance events. Bugatti test driver Loris Biccocchi recalled: “It was amazing. We were already excited about the road cars and everything was ambitious, strange, almost crazy – but then the story of this Bugatti was crazy from the start, so it sort of made sense.”

The story of the racing Bugatti EB110s has remained largely undocumented to date and what little is ‘known’ is, at best, misleading. For instance, it’s widely said that private race teams were the driving force behind the racing EB110s, but a little research reveals a dramatically different story. In truth, the Bugatti factory played a key role in the development of the racers. A direct line of descent can be traced from the first Bugatti EB110 racing prototypes, through the 1994 EB110 Le Mans (LM) to the final 1995 EB110 Sport Competizione (SC).

The EB110 racing project dates back to 1993 when architect and designer Giampaolo Benedini, himself a keen clubsport racer, had a flash of inspiration to turn the EB110 into a racer. Since it had been conceived purely as a road car, that presented big challenges. A dearth of funds and a lack of in-house motorsport experience were not insignificant either.

## LE MANS 1994

At the beginning of 1994, Bugatti has just six months to get ready for Le Mans, and the 55th anniversary of the last outright Bugatti victory there in 1939 (when Wimille and Veyron swept past the chequered flag in a T57 'Tank').

Bugatti chooses as its technical partners Synergie Automobile (led by Lucien Monté) and Méca Système (headed by Philippe Beloo). Bugatti also has discussions with Michel Hommell, the French media mogul, who was keen to enter a Bugatti in the new GT1 category at Le Mans, while another partner is the French Bugatti importer, British Motors.

On 21 January 1994, the parties meet to agree how the work will be divided. Staff at Bugatti's Campogalliano HQ will take care of all the EB110-specific equipment; Synergie and Méca Système will be responsible for generic racing equipment; and Synergie will be in charge of running the car in the 24-hour race.

Ten days later, a prototype is driven by factory driver Jean Philippe Vittecoq to test its endurance at Paul Ricard circuit in Le Castellet, France. After a long and deliberately hard day, the engine block finally collapses. Returning to Le Castellet in February with Dieter Gass and Eric Hélary at the wheel, the conclusion is disheartening. The car is too heavy. It's clear a completely new car will need

to be built from the ground up.

Synergie asks Bugatti to ship out a carbonfibre chassis to Michel Hommell and chassis S16 duly emerges from Bugatti's skunk works department, *Reparto Esperienze*. BBS supplies the lightweight rims, Michelin the competition tyres, Esso the petrol and oil, and Carbone Industry the carbon brakes (among the earliest ever seen).

A very early engine block (003) was now used to test various engine configurations. The actual LM block will be number 104, which is fitted in April. In full-race, dry-sump spec it develops a GT1 class-defined 600hp at 6200rpm and 696Nm of torque at 5000rpm.

After working through the night, the car is finally completed on 29 April 1994 and transported to the Riccardo Paletti circuit near Varano, Italy, for its maiden drive. All systems seem to work as intended so the car goes to Lurcy-Levis in France where Bugatti's driver, Vittecoq, perfects the settings.

On 5 May 1994, the LM arrives at Le Mans for the official test weekend. In the hands of drivers Alain Cudini, Eric Hélary and Jean-Pierre Malcher, the car (race number 34) proves its performance potential and is up to the job. The whole team breathes a collective sigh of relief.

Aerodynamic tests take place at Michelin's Ladoux facilities, resulting in a modified front bumper, better brake cooling

and repositioned headlamps. Back in testing at Le Mans, Koni dampers replace WPs.

14 June: it's time for the 24 Hours of Le Mans. Bugatti revives a forgotten tradition by driving the EB110 LM to the circuit on public roads, escorted by police motorbikes. The next day sees official qualifying. The EB110 LM is entered in the LMGT1 class and shows great promise: it's 17th fastest out of 50 cars with an average speed of 190.55km/h (118mph). The final driver line-up is Eric Hélary, Alain Cudini and Jean-Christophe Boullion.

At 4pm on 18 June 1994, the race starts... The EB110 LM goes on the attack and the whole team is smiling broadly. At one point, *Autosport* reports that the Bugatti looks "set for a top-six finish". But early in the morning of 19 June, the problems start. Two of the turbos become red-hot and the team must remove the rear bodywork to replace them. The car rejoins the race in 10th position but soon the turbos are in trouble again - now three of them need replacement. Then an oil spill from one of the turbos ignites a fire, luckily without major damage.

At 3:13pm, just 45 minutes from the chequered flag, the EB110 LM is charging back up the ranks. But then Boullion swerves around a Dodge Viper on the Mulsanne Straight and loses control, striking the safety barrier. The EB110 is too badly damaged to



## BUGATTI EB110 RACERS



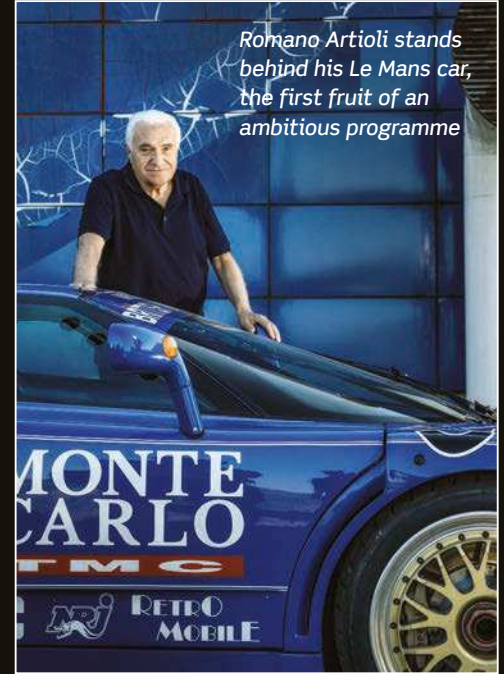
return to the pits and, after 230 laps, Bugatti's race is sadly abandoned.

Although not officially ranked as a finisher, the EB110 LM has achieved a truly remarkable result. The team's mechanics receive the ESCRA Award for the best technical support. The LM is rebuilt by Bugatti and sent to



Michel Hommell's car museum in Lohéac, where it remains until April 2013.

Back at Campogalliano, the Japanese turbo maker IHI discovers that the failures were due to the restriction flanges on the air intake imposed by the GT1 regulations. Other issues highlighted by the Le Mans experience



Romano Artioli stands behind his Le Mans car, the first fruit of an ambitious programme

include the need for weight reduction, single-piece bodywork elements for faster removal, race-specific instrumentation and a simplified engine – possibly using two larger turbos instead of four small ones, or even the naturally aspirated V12 developed for the Bugatti EB112.



## USA 1995

In the second half of 1994, Bugatti is contacted by the entrepreneur and gentleman racer, Gildo Pallanca-Pastor, of the Monaco Racing Team (MRT). He says he wants to race in the American IMSA Championship, the Global BPR Championship and at Le Mans, using two or possibly three cars.

After discussions, Bugatti agrees and commissions Synergie to help develop a new EB110 SC ('Sport Competizione'), while Italian company Turbo Motor is also brought in. Once again the timescale is very tight: just six months.

A key battle is to reduce weight. Every component must be pared to the minimum. Work also focuses on correcting the lack of stability witnessed on the EB110 LM, especially during high-speed braking. A new rollcage is approved by IMSA's organisers; Brembo designs new eight-piston brake callipers for the SC's specific new wheel hubs; Tubi Style creates a new exhaust; Sparco provides safety gear; and AP Racing supplies air jacks.

But problems are lurking. Bugatti's financial health has been hit by disappointing sales and cashflow is affecting its relationship with subcontractors. Brembo's new callipers won't be ready in time, Bugatti learns, forcing it to make do with four-piston brakes. Other parts fall by the wayside, too, so that in the end there are only enough bits to make a single car.

On 14 June, the sole EB110 SC is finished,

based on a Supersport chassis (S44). Although engine number 151 is ready, it seems that number 128 is initially installed. A possible explanation is that the latter engine conforms with the IMSA regulations, while 151 conforms to BPR/ Le Mans rules. In any event, the mission has been completed. The car is race-ready, weighing in at 1380kg, and is immediately shipped to the USA.

The SC is entered in the GTS1 (Grand Touring Supreme) class of the Watkins Glen 3 Hours. The car is allocated race number 01 and Goodyear tyres replace the Michelins. The drivers, Gildo Pallanca-Pastor and ex-F1 pilot Patrick Tambay, emerge as 25th fastest in practice.

At the end of the three-hour race, the EB110 crosses the line in 19th place overall and fifth in the GTS1 category. Tambay recalls later: "It was a very, very exciting experience. During the race some drizzle came down, and with our four-wheel drive, it meant the tide turned in our favour. We started to overtake the other cars." After Watkins Glen, the car travels to the Sears Point Raceway in California, where Pallanca-Pastor drives solo and, despite a puncture, finishes 16th overall and sixth in class.

Next up: Japan, specifically Suzuka, for a change of championship (BPR) and distance (1000km). The BPR regulations differ, especially the diameter of the turbo restrictors, so the SC engine is exchanged for number 151. Pallanca-Pastor and H elary start from a strong 12th on the grid but

unfortunately the car has to retire after 104 laps with gearbox issues.

The car goes back to the factory for repairs but on 15 September 1995, disaster strikes. Bugatti Automobili is declared bankrupt and the car is temporarily impounded. Luckily it's recovered in time for MRT to campaign it in the 1996 season.

In February 1996's Daytona 24 Hours, the car wears race number 05 and is driven by Gildo Pallanca-Pastor, Derek John Hill (son of Phil Hill) and Olivier Grouillard. As conditions turn wet, the EB110's four-wheel drivetrain propels it swiftly forwards from 21st on the grid to a startling sixth. Sadly, gearbox and electronic problems force retirement after 153 laps.

With Bugatti Automobili now shut down, the car returns to MRT's workshops in Monaco. The car's next appointment is the 4 Ore GT di Monza in March 1996, but the car fails to appear, probably because the team's limited resources are now directed towards the 24 Hours of Le Mans.

At June's Le Mans, the car wears race number 62 and the drivers are once again Pallanca-Pastor and Tambay. There's now an even larger rear wing and oversized ducts on top of the front wings, plus single headlights. But in pre-qualifying, disaster strikes: Tambay dramatically leaves the circuit. "It was my mistake," Tambay later explains. "I was surprised by a blue flag and lifted off too rapidly. The car spun off and hit the tyre wall." The French driver is uninjured but the car is damaged beyond repair in the time

“ While there's a massive surge forwards around 3500rpm, response at lower revs is more than lively ”





available. The team is forced to withdraw – a crushing disappointment.

MRT succeeds in obtaining parts off some unfinished EB110s to rebuild the racer in time for the next round of the BPR Championship. Pallanca-Pastor teams up with Bertrand Ballas and they achieve a third placing. Shortages of parts sadly prevent the EB110 SC from running in the 1996 Le Mans 24 Hours and so the short but highly charged motorsport career of the EB110 draws to a close. The SC is restored in its 1995 IMSA warpaint, and retained by Pallanca-Pastor himself in Monaco.

“The EB110 could have become a great racing car,” Tambay declares. “Its weight was an issue, as was the reliability of the differentials, but with development the results would have been very interesting. As a driver, I found the car neutral, extremely efficient in terms of its handling, with plenty of power.”

Looking back, the EB110 racing projects are stories of almost comic-book heroism. Listening to the recollections of the technicians and drivers today, they certainly don't see the results as anything but a triumph. To quote Vittorio Filippini: “It's not easy to turn a road car into a race car. Racing cars are tailor-made for race circuits: that's their mission. Tracks are cruel and ferocious but, in the end, we got results.”

“To see the car racing at Le Mans for 23-and-a-half hours was a victory in itself,” adds Loris Bionchi. “From the moment the idea was born and the car was modified... even if it stopped half an hour from the finish because of an accident, it was still a victory.”

## FROM THE DRIVER'S SEAT

**Y**ou never know quite what to expect when first plopping your behind into a strange race car. Even genuinely production-derived examples can stray from production behaviour so much that they become demons from hell answering only to a greater fiend.

So while I'm obviously besotted with the chance to drive Bugatti's final two works racers back-to-back, and I've done a fair number of miles in the EB110 SS model on which they're based (including a red-hot factory Skunk Works unit with a lot more horses than either of these are claiming), I nonetheless ease into things gently with a walk around the Le Mans car. I adore the look of the 110 SS, always have, and apart from the graphics and details like the modular wheels, the Le Mans car (Chassis S16) looks much like a box-standard road car.

The interior has familiar touches, too: all of the OE instruments are there, down to the dash clock – classic analogue, naturally – and now covered by clear plastic sheets that seem suspiciously like leftovers from making the fixed-position Plexiglas side windows. Standard stalks remain on the steering column, although the starter button, fuel pump

switches, master electric shut-off and so on live on a carbon panel above the shifter, along with, hallelujah, the joystick for the OE electric wing mirrors – extremely important, since the inside mirror is only good for confirming that the rear wing's still there.

Fit and finish reflect the finest motorsport tradition of “just slap it together, dammit, the transporter's waiting”, but the driver ergonomics are near-perfect, once you slither through the rollcage bars (and don't dare fasten the harness before you try to shut that wretched scissor-hinged door). Fire-up takes some serious cranking on cold-starts; thereafter it's merely press and play. Clutch take-up is smooth and progressive and there's enough low-end torque to launch it like a civilised adult instead of a street hooligan.

In fact, ‘civilised’ is a recurring theme. Engine noise isn't all that different from road spec: a lovely, understated V12 moan punctuated with turbo-chirps, and I haven't needed earplugs with any EB I've known. The control efforts are moderate and proportional, pedal spacing is ideal, gearshifts slick and precise, turbo lag negligible. And while there's certainly a massive surge forward around 3500rpm, response at lower revs is more than lively. Except for the rattles, thumps, groans and raw edges that come with stripping a passenger bodyshell for racing, it's





“ Despite their bulk, these feel like much smaller machines, crisp and tactile ”

amazingly true to Romano Artioli's concept of a gracious and refined hypercar.

What really defines any EB110, however, is the all-wheel drive. Granted, it does come with a turning circle wider than a buffalo stampede, but the cornering stability and overall traction the system brings is simply astounding, and with no need for electronic driver assistance technology whatsoever. Wet mountain roads like our photo shoot locations around Austria's Salzburg circuit, plus the family lodge retreat of late VW Group head man Ferdinand Piëch (and daddy of the post-Artioli all-wheel drive Bugattis), would doubtless keep most other hyper-vehicles safely asleep in warm garages.

Sadly, neither the LM nor the IMSA car, the Sport Competizione (Chassis S44), had the chance to develop answers to the AWD weight disadvantage on dry tracks, although driver Patrick Tambay later recalled the SC as the class of the field when rain arrived at Watkins Glen. And even if they're virtually

identical mechanically, SC still benefited from lessons learned on LM that don't show on a data sheet, like improved cockpit layout and finishing, race-specific digital instrumentation, new quick-access bodywork to speed pit stop repairs, and a rollcage that doesn't smack my head at every tarmac ripple.

SC further betters LM with some awfully handy rad fans, a few millimetres more ground clearance, equally handy when it comes to road driving or at dear old rough-ass Sebring, and to be utterly petty, switches conveniently labelled in English. In current form, SC doesn't have the tendency to load up at tickover that LM shows, either; possibly a minor bobble in the engine management programming between the two?

As for raw performance, they're a toss-up, but an eminently satisfying one. Thanks to some 200kg shaved from the base 110 SS, acceleration is officially mind-blowing, and handling is balanced and predictable, to me the objective of any proper race car;

any attention spent on fighting the handling isn't available for fighting the competition. Despite the considerable bulk and limited rear visibility, these feel like much smaller machines, crisp and tactile, the way Italian sports cars should be, and without the grinding understeer that often accompanies AWD.

In the end, what Bugatti sent racing was exactly what the rule-makers then wanted: track-worthy versions of a road-going model openly sold across the counter. That they weren't more successful in competition is one of those little tragedies in a sport, and an industry, full of little tragedies, and to call them failures would be a cruelty they really don't deserve. Two and a half decades later, the last Bugatti race cars could instead be called the late, great high-water mark of machinery that communicated directly with the driver, without a printed circuit managing the exchange. Sure, printed circuits may have fast reflexes. But the EB has soul. **II**

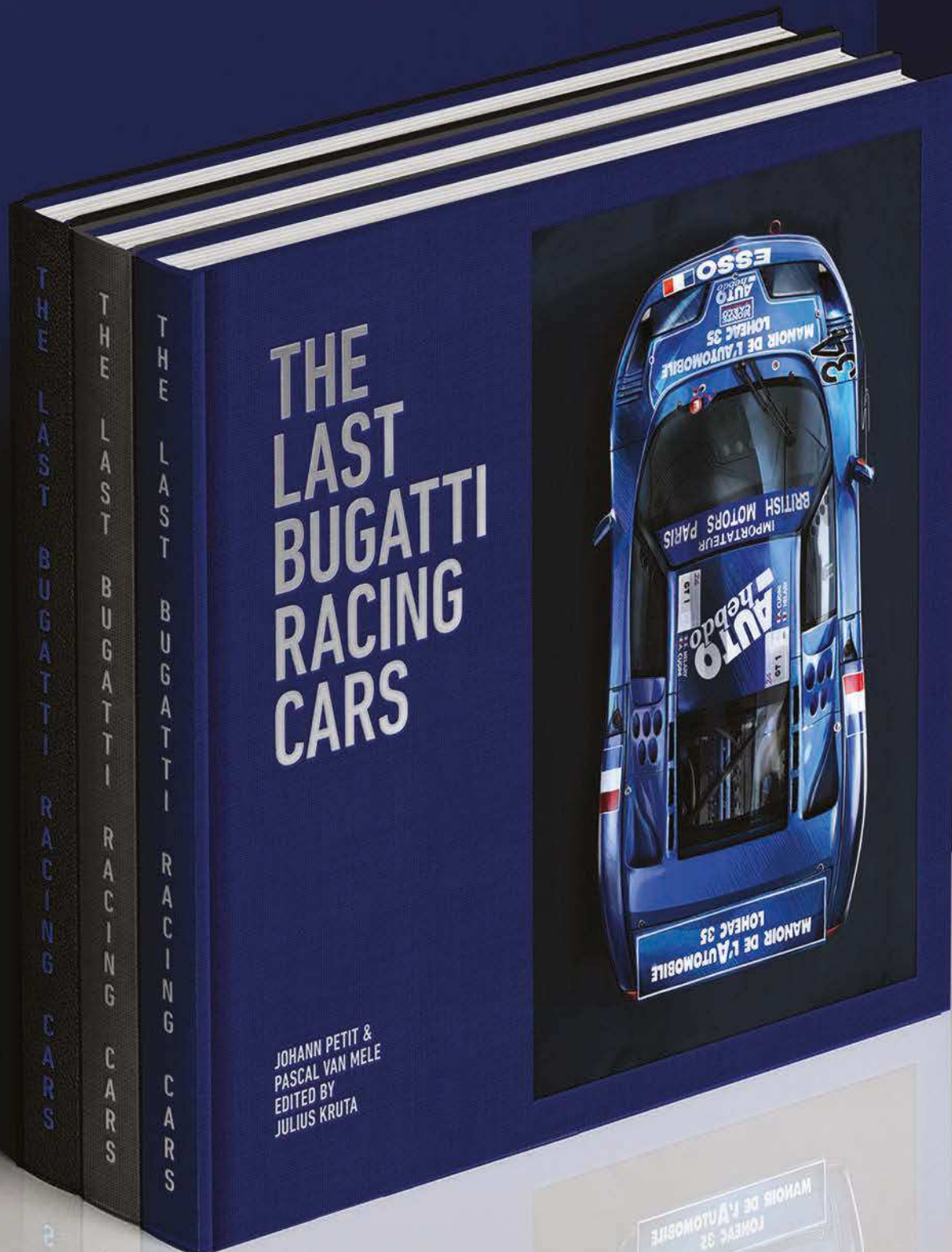
## RACING TO THE OPERA



*When Volkswagen's Ferdinand Piëch conceived the Bugatti Veyron, his brief to engineers was: "With a Bugatti one must be able to drive to the opera with ease". So that's exactly what we did: we drove both ex-Le Mans race cars to central Vienna, to go to the opera! For good measure, we also drove both cars to Piëch's neck of the woods in Austria: the famous Gaisberg mountain road and the Salzburgering.*



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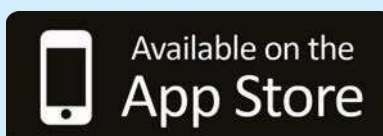
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# THE SURVIVORS

Long live Italian cars! Well, it seems they don't need much encouragement, judging by our round-up of long-duration Italian models. How and why did they survive so long?

Story by Chris Rees



**W**hat's the average life-cycle of a car model? These days, probably around seven years. A few do last a bit longer – Fiat, for instance, can still offer you a 500 after 13 years. But for the

real endurance kings, you have to step back into the past. You also have to travel the world – because in many cases, old car designs never die, they survive with a second, or even third, life in faraway lands.

Italian companies – and in particular Fiat –

have long had a strong foothold in world markets. Healthy demand for well-known and well-loved models in places as far-flung as India, Brazil and Russia managed to keep some models in production for decades. But which are the long-life champions?

## FIAT 1100 – 47 YEARS (1953-2000)

Almost half a century is an impossibly long time for a car design to survive. In fact, only three cars have ever lasted longer than our first candidate, the Fiat 1100 (for the record, they're the Morgan, VW Beetle and Morris Oxford/Hindustan).

Fiat launched the 1100 in 1953 as the perfectly proportioned 'Fifties family car. Over two million would be sold up until the end of the line 1969 (in Italy, at least). But the same model was also made in India, launched in 1964 as the Fiat 1100 Delight and by the 1970s renamed Premier Padmini, after an Indian princess.

Incredibly, the Padmini was made right up until 2000, basically unchanged cosmetically until the end. As the darling of the taxi trade, Padmini cabs still ply the streets of Mumbai (the city where they were manufactured) but a ban is set to come into force later this year, consigning them to history.

## FIAT 124 – 46 YEARS (1966-2012)

Strictly speaking, the Fiat 124 saloon and estate lasted for a distinctly average eight years (1966-1974). While Italian customers moved on to the 131, the 124 carried on going, defying passing fads and fashions, in other world markets. In Spain, for instance, Seat made the 124 up until 1980. In Turkey, Tofas badged it as the Murat and Serce right up until 1994, but even that wasn't the end. Indian company Premier made its own version, the 118NE, from 1985 to 2001.

But for a truly long life, look to Russia. In the 1960s, Fiat built a plant in the new town of Togliatti (named after an Italian communist leader), which in 1970 started churning out its very own variant of the 124. Called the VAZ 2101, or Lada, it was distinct in many ways – its own OHC engine, hydraulic clutch, different brakes and suspension, for instance – but the way it looked was always pure 1960s Italian boxiness.

The Lada quickly became Russia's number one car. Production totalled an incredible 17,332,954 units, only ceasing in September 2012 after a life-span of almost 50 years.

## FIAT 128 – 40 YEARS (1969-2009)

Launched in 1969, the 128 was the first ever front-wheel drive car to wear Fiat badges. It was crucial to Fiat's dominance of the small car market in Europe, with production ending in Italy in 1985 – a healthy 16-year life-span – during which time some 2,776,000 were made.

Well over a million more, however, were made by Zastava in what was then known as Yugoslavia. One innovation that definitely extended its appeal (and therefore its life-span) was being offered as a hatchback, called the 101 or Skala, as well as a saloon/estate. Production in Serbia finally ended in September 2008, while licensed production went on even longer in Egypt, where the El Nasr 128 lived on until 2009. Several South American countries also built 128s, and so did Spain, Sri Lanka and South Africa. Over four million 128s of all types were made in 40 years.



*Fiat 1100 (top) gave birth to Padmini, Fiat 124 to the Lada and Fiat 128 to the Zastava 101 hatch (right)*



Fiat 127 evolved into the Yugo (below left) and Brazilian 147 (below right)



Fiat 131 lived on for decades in Turkey (above) and Ethiopia (above left). Brazilians loved the Uno

### FIAT 127 – 37 YEARS (1971-2008)

The 127 was the car that arguably invented the 'supermini' category of small front-wheel drive hatchbacks. Based on a cut-down 128 platform, its smart looks, practicality and crisp handling appealed not just to Italians but buyers all around the world. It took Fiat just three years to build its first million 127s. By the time Italian production ceased in 1983, some 3.7 million had found buyers.

The 127 and derivatives such as the 147 and Spazio were made in Brazil from 1976 to 1986, while production in Argentina lasted until 1996. But the 127 had its most extended life in Yugoslavia. The underpinnings of the 127 were used by Zastava for its Koral model. This was sold as the Yugo in the UK and USA, notoriously attracting ridicule but also buyers because of its low price. Entering production in July 1977, this plucky hatchback became a literal survivor, enduring political sanctions and factory bombings during the Balkan conflict. The very last one left the Zastava plant in November 2008. Adding all 127 production together, sales totalled an amazing 7,163,000.

### FIAT 131 – 36 YEARS (1974-2010)

Back when big saloons in the Ford Cortina mould were major mainstream sellers, Fiat's 131 ruled the roost in Italy. It offered crisp styling and the substance to deliver an excellent tool for rallying.

Launched in 1974, the Fiat 131 lasted a decade in Italy, where over 1.5 million were made, while in Spain, hundreds of thousands more were made with Seat badging.

But it was in Turkey that the 131 enjoyed a life that lasted well into the 21st century. Fiat's Turkish subsidiary, Tofas, built the 131 variously as the Murat, Dogan, Sahin and Kartal, in a run that lasted from 1986 to 2002. Remarkably, Egypt carried on making the Tofas 131 until 2009 and Ethiopia (as the 'Holland Car Docc') until 2010.

### FIAT UNO – 31 YEARS (1983-2014)

One of Fiat's greatest ever success stories, the Uno was the perfect supermini for its time. It was not only practical but stylish thanks to its Giugiaro-penned suit of clothes, as well as giving birth to one of the great hot hatchbacks of the 1980s, the Uno Turbo.

The Uno sold faster than any other car ever produced in Italy, shifting over 6.4 million units in Western Europe between 1983 and 1995. But 1995 was very far from the end of the line; for instance, it survived in Poland until 2002, in Morocco till 2003 and in South Africa till 2006.

But it was Brazil that proved to be the Uno's natural habitat, with all sorts of unique variants made there,



including a raised-ride-height Uno Way, a saloon, a pick-up and an estate. The first-generation Uno finally ran out of road in 2014.



*Fiat 600 sired the Spanish four-door 800. Alfa's 2000 chassis enjoyed a second life in Brazil as the 2300 Rio*

### FIAT 600 – 30 YEARS (1955-1985)

Perhaps even more than the Fiat 500, it was the little 600 that really got Italians motoring post-war. When it was launched in 1955, it was a revelation: a superbly packaged saloon that could seat four in comfort, all at a low price.

The Mirafiori plant in Turin churned out 2,695,197 of them between 1955 and 1969. The 600 lasted much longer outside Italy. Seat in Spain made it until 1973, in many unique versions such as the long-wheelbase four-door 800 and the Formicheta van. In Uruguay it soldiered on until 1982.

Once again, it was Yugoslavia that really kept the flame going for the 600, which was very much the people's car of the Balkans. In a life-span that stretched all the way until 1985, the Zastava (badged 600, 750 and 850) sold almost a million units.

### ALFA 2000 – 28 YEARS (1958-1986)

The only non-Fiat to appear in our list is an unusual one: the Alfa Romeo 2000. While this big saloon was a rather marginal machine in its home country, where it was made from 1958 to 1962, it enjoyed a whole second life in Brazil.

Fábrica Nacional de Motores built it as the FNM 2000 up until 1969, whereupon it got a larger engine and was renamed FNM 2150. Then in March 1974 came the 2300 Rio, which looked very different to the 2150 (resembling an Alfetta), even though underneath it was still the very much the Alfa 2000.

In this form, it soldiered on until November 1986, a remarkable 28 years. In fact, it could even be claimed that, since Alfa's 2000 was essentially a revamped 1900, its origins can be traced all the way back to 1950 – a life-span of 36 years.



## FIAT 126 – 28 YEARS (1972-2000)

While Fiat's 126 undoubtedly gets less love than its older brother, the Fiat 500, it's a remarkable fact that the 126 not only sold better than the 500 (selling 4,673,655 versus 3,790,000), but also lasted a lot longer (28 years versus 20).

That's not down to Fiat's Italian factories, which churned it out for only eight years (1972-1980) – even though it was the perfect car for a decade characterised by oil crises and traffic congestion.

No, it was Poland that kept the 126 faith. The Polski-Fiat 126p was an Iron Curtain people's car that lasted right up until 2000, latterly as the 126 Bis and Maluch with a hatchback and a water-cooled engine. The very last 1000 examples were a limited edition called, amusingly, 'Happy End'.



Yes, the run-out 126 really was called 'Happy End!' Poland also kept Fiat's 125 going until the bitter end

## FIAT 125 – 24 YEARS (1967-1991)

The successor to the Fiat 1300/1500 arrived in 1967, shortly after the Fiat 124, whose centre bodywork it actually shared, even though the 125 was a bigger, more upmarket car.

The 125's Italian production lifespan was short (1967-1972) but it had a huge impact in Poland, where the Polski-Fiat 125p was made right up until 1991 (and selling almost 1.5 million examples).

You could even argue that the 125's life-span was actually 36 years, since Polski-Fiat also developed its own distinct model based on the 125p platform. Although the FSO Polonez's two-box styling looked very different, underneath it was all Fiat 125. Remarkably, the Polonez survived until 2003. 🇮🇹



## THEY ALSO SURVIVED...

- Fiat Panda Mk1 – 23 years (1980-2003)
- Fiat 500 – 20 years (1957-1977)
- Fiat Palio Mk1 – 20 years (1996-2016)
- Fiat/Zastava 1300/1500 – 18 years (1961-1979)
- Fiat Ritmo/Regata – 17 years (1978-1995)
- Fiat Tipo – 17 years (1988-2005)
- Fiat/Zastava Punto Mk2 – 14 years (1999-2013)





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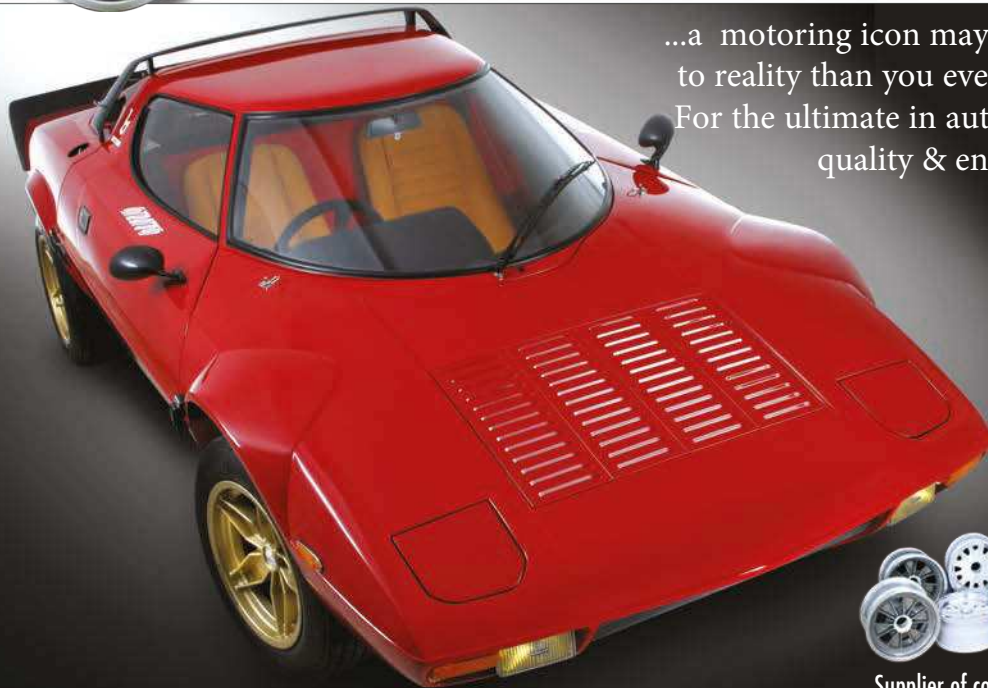


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# FRENCH FANCY

Even among ardent Lancia Aurelia enthusiasts, this car is something of a mythical unicorn – an Aurelia B20 modified in period by Pichon-Parat

Story by Peter Collins  
Photography by Michael Ward

**T**here seems to me to be something of the ultimate about someone who decides to take a car and then have it physically altered to his/her own specification – not just adding accessories but radically changing the overall appearance of the vehicle. Applying personal touches to one's vehicle is a tradition as old as the car itself, of course. From embellishments such as extra chrome through 'racing' wing mirrors, chequered sticky tape and wide wheels to plastic body add-ons, the list is endless.

Bodywork itself grew out of the coachbuilding trade and there was a time when many cars were sold in chassis-only form, for owners to have their own designs and shapes applied, as opposed to factory-standard listed coachwork. The sight of an Alfa Romeo from the 1920s or 1930s with factory clothes is almost scarcer than seeing one with Zagato or Touring couture.

All of which brings us to our featured car here. Intriguingly, it's a Lancia Aurelia B20

and it has the chassis number to prove it. So? Well, if you or I were going to buy an Aurelia in period and wanted it fitted with our own personal take on bodywork, Lancia was ready. The manufacturer specifically offered the Aurelia series with a purpose-made bare chassis available to the public for whatever purpose it chose.

So to start with a ready-made B20 as a base seems strange, as this car emerged from the factory as a homogenous whole. Perhaps at some stage in its life the owner may have damaged it, got bored with it or just plain fancied a different shape, because to reach the point at which it now appears would have meant removing and altering much of the original metalwork – not a cheap or easy exercise.

Let's get back to the beginning, though. It's thought that in 1956 this car rolled out of the factory as a fifth series Lancia Aurelia B20 GT. At some point in its life – and it may even possibly have been from new – the owner decided that it would benefit from a



*V6 engine and chassis are unchanged. Roof ends in Zagato-like double-bubble. Headlights add 'character'*

bespoke suit of clothes. With a car of this quality this would be somewhat akin to deciding that you could have your Maserati GranTurismo reworked now.

The choice of *carrozzeria* to do the work was not Italian but French: Pichon-Parat, situated not far east of Paris at Sens. Bernard Pichon and André Parat had set up shop as a coachbuilder in 1947. Pichon was the designer and businessman, Parat the craftsman. Their outfit, called Pichon-Parat, started off converting American cars and French-made Ford Vedettes into estates. Through the 1950s, they mostly worked on French bread-

and-butter cars such as Panhards and Renault 4CVs. Things got more serious when they became involved with competition cars and started turning out lightweight versions of Salmsons, while notable competition success was garnered with lightweight Duralumin-bodied Peugeot 203s.

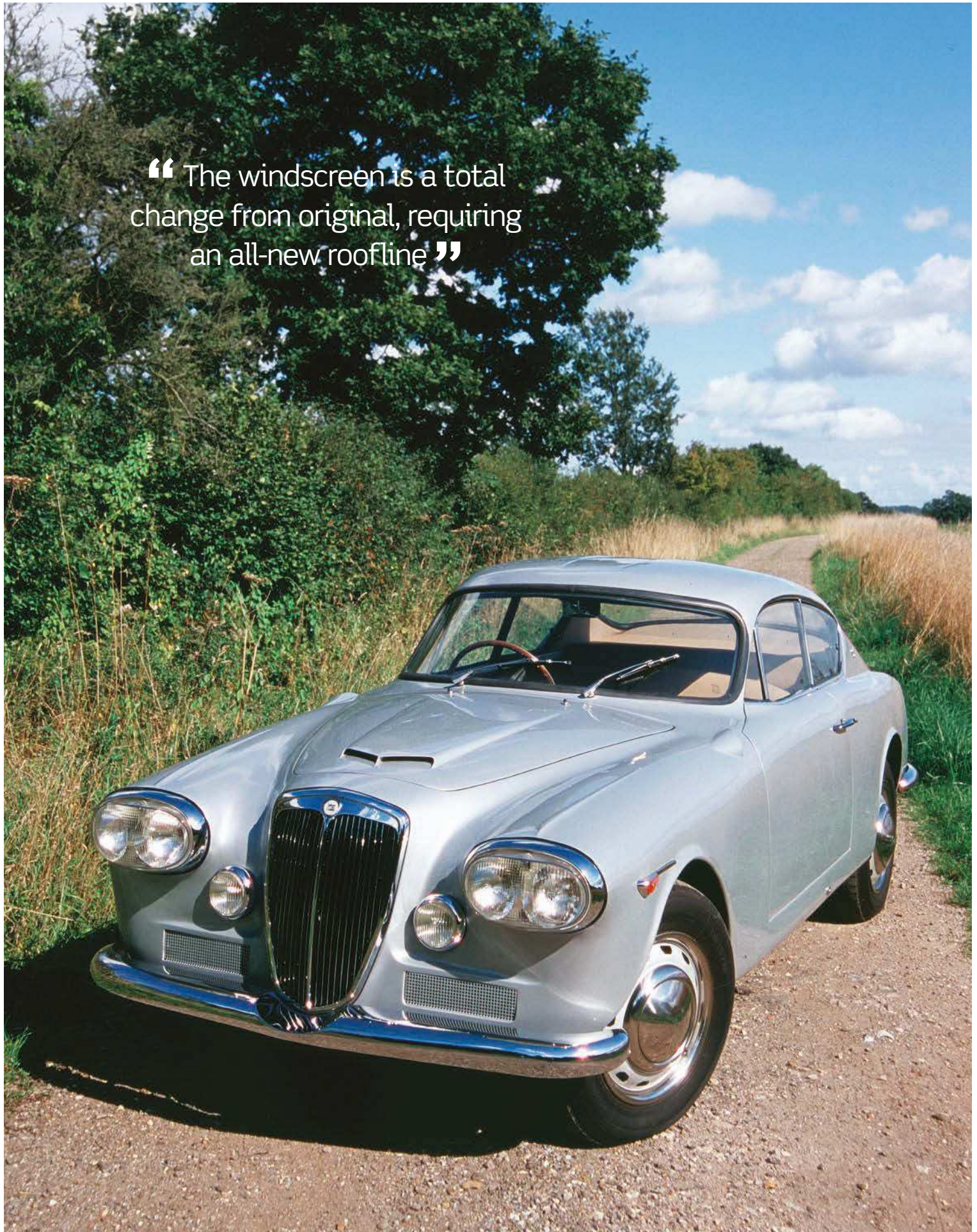
With a reputation for reasonable costs and fast turnarounds, Pichon-Parat soon attracted outside interest. For instance, when American stylist Raymond Loewy wanted a special coupe built on a BMW 507 in 1957, it was to Pichon-Parat that he turned. Loewy then used the French

coachbuilder to make two further designs of his: a Cadillac coupe (1959) and a Jaguar E-Type (1966). Although the 1960s were a little quieter for the company, it was chosen by Citroen in 1969-1970 to produce a few ultra short-wheelbase lightweight DS rally cars, and it then moved on to helping Ligier get its JS Maserati-powered sports cars up and running. It carried on converting estate cars, such as the BMW 728 and Peugeot 604, right up until around 1980.

With a lot of competition influence in Pichon-Parat's work, there has been speculation that maybe this Aurelia might



“ The windscreen is a total change from original, requiring an all-new roofline ”





have had some sort of career in motor sport, but there's no record of this. Pichon-Parat carried out the conversion to the owner's wishes, with different headlamps the most notable change, but the transformation was, as we shall see, actually quite radical. Later it passed through the hands of French Lancia enthusiast, Kord Beddig, until being acquired by a Dane called Hans Beyer Clausen who already owned many other cars, including Alfa 1900 and Facel Vega.

At this point, Martin Cliffe and Omicron came into the picture as they started to receive requests for parts but at that stage they didn't know what for. Sadly, Beyer Clausen had died but luckily two of his friends, Jac Nellemann and Henrik Spellerberg, pledged to restore it in the owner's memory. Danish Lancia enthusiast Ole Summer did some initial work on it and at that point Martin Cliffe was asked to go to Copenhagen to assess the project. There, he found the body in primer and most of the rest on shelves and still in the

boxes in which the parts had been sent from Norfolk.

I will let Martin take up the story. "The only panel on the car that is standard is the bootlid. It arrived as I saw it in Denmark, as the bodyshell and the rest in parts. From the front, the headlamps are large, oval Marchals and a spare set came with the car but are vertically stacked and may be from a Facel Vega. The wings have had their bottom ends cut away and an air-scoop has been added on the bonnet. To complement this, extractor vents have been let into the tops of the front wings. The windscreen is a total change from original, being curved and thus requiring a new roofline that ends in a double-bubble style similar to Zagato. Omicron commissioned Triplex to make two reproductions of the windscreen but in doing so they broke the original.

"In typical one-off style, the two sides of the car are different. The door glass is modified with the opening quarter-lights now fixed. The rear window is standard but the

rear of the car has received small fins and is similar to an Aston Martin DB4. Altissimo rear lights are used. The interior was fully retrimmed, with quilted panels forming the side and rear sections of the boot area."

There were apparently no mechanical changes made in period, only the bodywork and interior. After much work, the car was finished as can be seen here. Pichon-Parat's redesign doesn't please everyone, as the original on which it's based is such a classic. However, there's no doubting it does have its own distinctive shape, and those quad headlights certainly attract the eye.

At one time, this was a vision of perfection for its original owner, his ultimate car. Although there are gaps in the story, the car – in all likelihood a one-off – is now recognised as a very special Lancia. It's been seen at Goodwood, for instance, and it took part in the 2013 Mille Miglia with the Danish duo of Jorgen Hansen and Palle Murmann in the car, reportedly with no dramas at all en route. 🇮🇹



*While the profiles look similar, in fact every panel of the Pichon-Parat Aurelia differs from standard B20*

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# MOUNTAIN MAGICIAN

Fiat's four-wheel drive Panda scores high on the fun factor but its off-road abilities should never be underestimated – it's perfectly capable of embarrassing Land Rovers. So what should you look for when buying?

Story by Richard Dredge  
Photography by Michael Ward





The original Fiat Panda 4x4 is one of those cult classics with a reputation for being far more than the sum of its parts – which is just as well, because it had so few. The second-generation Panda 4x4 and the third-generation Panda unveiled in 2012 followed in those well-proven footsteps. Just don't call it a Panda Mk3 – that'll upset die-hard Panda fans who insist that the original Panda came in Mk1 and Mk2 flavours (pre- and post-facelift), leaving the Mk3 (from 2005) and Mk4 (sold in the UK from 2013 and covered here).

The current-shape Panda 4x4 was launched with part-time four-wheel drive and a choice of 85hp petrol (875cc TwinAir) or 75hp diesel (1.3 MultiJet) engines with six- and five-speed manual gearboxes respectively; there was no automatic option. Compared with the regular Panda, this go-anywhere edition sat 50mm higher, and the exterior dimensions were slightly greater thanks to extra body cladding.

The roomy, well-equipped cabin offered practicality in spades. For those wanting extra versatility, the 4x4 came with the option of a sliding rear bench seat with 16cm of travel to increase boot capacity from 225 to 260 litres (or 870 litres with the seats folded). The standard two-seater rear bench with a single back rest could be swapped for a pair of individual seats that could each slide back and forth, or for three seats with a folding backrest, or for three seats with a 60/40 split folding backrest. The front passenger seat could even be fitted with a fold-down backrest to create a table.

Just one trim level was available, with plenty of standard kit including electric front windows, remote central locking, six-speaker CD, 15-inch alloy wheels, multi-function steering wheel, Bluetooth and (from July 2014) tyre pressure monitoring. Options included rear privacy glass, rear parking sensors, climate control, a space saver spare wheel and a port for a TomTom to be mounted on top of the dashboard.

A higher-spec Panda 4x4 arrived in autumn 2014, called the Cross. As well as featuring more striking exterior styling, the Cross featured a new Terrain Control function with three modes which boosted off-roading ability. Hill Descent Control mode activated automatically below 15mph and remained in standby mode up to 30mph. This more business-like Panda 4x4 also came with heftier underbody protection and a ride height raised by 9mm because of its larger all-season tyres. As with the regular Panda 4x4, the Cross TwinAir came with a six-speed gearbox, but now there was an extra-low crawler first gear. The same engines were available as before, but each one got a 5hp boost.

Incidentally, two other jacked-up Pandas were available: the Trekking (from 2013) and the City Cross (2017). Both are front-wheel drive only, not 4x4. If you just want the rugged looks of a pint-sized off-roader, these certainly have appeal; but if you plan to go off-roading, buy one of the 4x4 models.

## ON & OFF ROAD

On the road the Panda 4x4 is accomplished enough, but where it really scores is in off-road environments. The Panda's small size and low weight are actually boons in tough terrain. The pocket-sized Fiat will just keep going way after you'd expect it to grind to a halt. Just how well the Panda performs depends to a point on what tyres you've got fitted, but even on road-



friendly rubber you'll generally be fine thanks to the transmission that sends 98% of the available torque to the front wheels until loss of traction is detected.

Once traction is compromised, an electronically controlled multi-plate clutch intervenes to send up to 50% of the torque to the back wheels, and to help even further there's a system called Traction+ fitted.

optimistic. Aside from the flywheel problem the only other issue has been with the brakes squealing, but that's easily fixed."

Barbara adds: "I drive the Panda day to day and I love it. It looks distinctive so people notice it, it's easy to drive and comfy too, with plenty of adjustment for the seat and steering wheel. The car averages around

“ The extra suspension travel helps smooth out the ride, and as with any Panda, it feels fun to be in ”

This brakes any wheel that's spinning and diverts torque to the wheels that can best deploy it. While Traction+ is always engaged, the driver can press a button so the system engages more aggressively at speeds below 18mph.

The regular Panda has a slightly fidgety ride, but the extra suspension travel of the 4x4 edition helps to smooth things out, although it does lead to more wallowing in corners. The electric power steering also lacks feel so this is a car that's competent rather than scintillating to drive, but as with any Panda, it feels fun to be in.

#### I BOUGHT ONE

Serial Fiat buyer Vernon Hibberd is well known in Panda circles for his love of the original Giugiaro-designed icon. When the Panda Cross was launched in 2014, he and his wife Barbara reckoned it would be an ideal family car for them, so they bought a TwinAir edition in Tropicalia Yellow.

Says Vernon: "Just outside warranty, with 36,000 miles on the clock, the dual-mass flywheel failed. That got fixed with a contribution from Fiat towards the cost of parts; the dealer wanted to replace the gearbox casing and clutch as well as the flywheel, pushing the cost up significantly. I authorised only a new flywheel however, and 12,000 miles on the car is working fine.

"I do most of the maintenance myself, including an oil and filter change every 9000 miles; I think the scheduled 18,000 miles between changes is

40mpg, although we have seen this drop as low as 30mpg when towing our original Panda on an A-frame.

"Because the Cross isn't that big, it's very manoeuvrable and easy to park, but we can still fit in five adults. The air-con is especially efficient, the Cross feels very secure on the road and the boot is plenty big enough to accommodate my shopping. The only downside is the thick A-pillars which reduce visibility, but that's par for the course with modern cars."

#### WHAT TO LOOK FOR

In 2017 Mike Ward bought a 2012 Panda 4x4 registered in 2013. Bought with 36,000 miles on the clock and with 62,000 miles now showing, the car is used for everything, including some off-roading. Raised by 20mm at the rear and 30mm at the front, the car sometimes gets used quite harshly, but it's never abused.

Says Mike: "I do most of the maintenance myself because few special tools are needed and access to everything is generally good, so it's easy work. But there are no workshop manuals available so it's worth seeking out online tutorials and looking at [fiatdaly.it](http://fiatdaly.it) which is a useful resource.

"Within a week of buying my Panda the dual-mass flywheel failed and the dealer fixed it; quite a few flywheels fail within 40,000 miles. Soon after the CV joint also failed, so I bought a new one for £163, only to find that it didn't fit the driveshaft. Fiat had beefed up the driveshaft early in production so I had to fit one of the uprated driveshafts too, at another £141; no



## FIAT PANDA 4X4 & CROSS BUYERS' GUIDE



*Cross was marketed as an upmarket model, so comes very well equipped. Choose rear bench or split seats*





aftermarket parts are available but it took just half an hour to replace everything.

"One year later, the centre bearing in the propshaft wore out. I was told that I'd need a complete new propshaft, but the shaft can be split and an uprated centre bearing can be fitted. That's what I did, for just £60.

"The oil should be replaced every 18,000 miles and some owners don't check the level between changes. That's bad news because it's not unusual for the level to need to be topped up as the TwinAir engine does use oil.

“ The oil should be replaced every 18,000 miles but levels need frequent checking, especially TwinAirs ”

"The rear brakes can squeal as everything dries out and starts to seize up. Occasional cleaning and lubricating goes a long way to quelling the racket. The factory-fitted brake pads and discs aren't especially high quality although better parts are available, and they're not expensive. Replacing the front brakes is easy but the rears are harder because of poor access. Once you know what you're doing, it's straightforward.

"The rear back plates rust away due to electrolytic corrosion. While the back-plates are made of pressed steel, they're held in place by aluminium rivets, which lead to corrosion. If a steel sump guard is fitted (some are plastic) expect this to corrode, too, as there are no drain holes.

"Some parts are hard to find in the UK or just very expensive, so it's worth buying from Europe. I had to replace the engine stabiliser bar for example, and in the UK the part cost £160, but I bought from Europe for just £31."

## RUNNING COSTS

All third-gen Panda 4x4s need to be serviced every two years or 18,000 miles. There are three service levels: minor, intermediate and major, priced at around £175, £350 and £350 respectively if the car has air conditioning. If it doesn't, these costs are reduced to £150, £320 and £320. The petrol engine has a cam belt which must be renewed every five years or 72,000 miles at a cost of around £375; the diesel engine is chain-driven however. Coolant replacement is checked and dealt with at each service, but fresh brake fluid is required every two years at around £50. All of these costs are for official Fiat dealers, which also offer pay-monthly service plans, while cars over three years old are eligible for discounted fixed-price maintenance.

## PRICES

A quarter of all third-generation Pandas on the used market are fitted with four-wheel drive, so this is far from being a niche product. There are plenty of nearly-new ex-demo or pre-registered cars available with savings of £2000-£3000 on list.




## TECHNICAL SPECIFICATIONS

FIAT PANDA	4X4 0.9 TWINAIR	4X4 1.3 MULTIJET	CROSS 0.9 TWINAIR	CROSS 1.3 MULTIJET
ENGINE:	875cc two-cylinder turbo petrol	1248cc four-cylinder turbodiesel	875cc two-cylinder turbo petrol	1248cc four-cylinder turbodiesel
POWER:	85hp at 5500rpm	75hp at 4000rpm	90hp at 5500rpm	80hp at 4000rpm
TORQUE:	107lb ft at 1900rpm	140lb ft at 1500rpm	107lb ft at 1900rpm	140lb ft at 1500rpm
TRANSMISSION:	6-speed manual	5-speed manual	6-speed manual	5-speed manual
WEIGHT:	1050kg	1115kg	1090kg	1155kg
MAX SPEED:	103mph	99mph	104mph	99mph
0-62MPH:	12.1sec	14.5sec	12.0sec	14.3sec

### TYPICAL PRICES

- 2013 Panda 4x4 MultiJet, 78,000 miles, blue, £4595
- 2013 Panda 4x4 TwinAir, 49,000 miles, orange, £4975
- 2016 Panda 4x4 MultiJet, 40,000 miles, black, £7995
- 2017 Panda 4x4 TwinAir, 33,000 miles, white, £8850
- 2017 Panda Cross MultiJet, 36,000 miles, yellow, £8899
- 2016 Panda Cross TwinAir, 35,500 miles, white, £9995
- 2020 Panda 4x4 TwinAir, 239 miles, black, £12,640

Around three-quarters of 4x4s are fitted with the TwinAir petrol engine. Prices for these start at £5000 for an early car with 50,000 miles on the clock. Mileages are typically quite low for TwinAirs; most higher-mileage examples are diesel-powered. We found one with 78,000 miles for £4595. A diesel-engined 4x4 on an 18-plate can be found for £10,000 with 15,000 miles on the clock.

You'll need to set your sights a bit higher if you fancy a Panda Cross. The cheapest examples are priced at £7500 for a 15-plate car with 45,000 miles under its belt. There aren't many early Crosses on the market, though; most are on a 16-plate or newer and priced at £9000 or more. 



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# Cavallino Classic

## Ferraris and more in Florida

Story & images by Keith Bluemel

The Cavallino Classic 2020 gathering was blessed with seasonal Florida sunshine for the weekend. The track days leading up to the concours weekend had been a little on the chilly side, but the weekend warmth and the delectable array of Ferraris on display drew massive crowds on to the concours lawn at The Breakers Hotel – in fact, I don't think I have ever seen it so well attended.

The gathering followed its tried-and-tested formula of track days at Palm Beach International Raceway on Thursday and Friday, and the Tour de Palm Beach on Friday, starting from the main driveway of The Breakers. This relaxed drive meanders through the elegant quarters of Palm Beach, sampling culinary delights along the way, finishing at a reception at The Royal Poinciana Plaza in the early evening.

At this event, and at the Jet Party at Boca Raton Airport, 'People's Choice' awards went to the attendees' favourite cars. The winner at Poinciana was the yellow Dino 246 GTS of John Vaglica, and at Boca Raton the award went to the 250 GT SWB California Spider of Jeff Mamorsky.

This year's concours entry list was very broad. After the strong competition car presence last year, it was predominantly road cars in 2020, ranging from a 1951 340 America Ghia Coupe to a 2010 612 Scaglietti,

spread across 13 classes. Within the entry list were some rare gems, like the 340 Mexico Vignale Berlinetta (chassis # 0226 AT), one of four examples built (three berlinettas and one spider) for the 1952 Carrera Panamericana road race.

Open sports racing cars were represented by a 500 TR (chassis # 0614 MDTR), entered by James Cottingham, and 750 Monza prototype (chassis # 0428 MD) entered by Tom Peck, the latter finished in the black livery in which it ran in the 1954 Carrera Panamericana road race, driven by The Marquis Alfonso de Portago. This was complimented on the croquet lawn by the factory's recent homage to the model, the 812 Superfast-based Monza SP1, this being the first example delivered in the USA, finished in silver with a red band.

Another modern rarity on display was a Special Project car, the 599 GTO based one-off SP30 (chassis # 188026), resplendent in metallic red, which attracted a lot of attention. This was, we believe, only its second appearance in public after being shown at the 2019 RM Sotheby's Paris auction.

There were two 60th anniversary celebrations this year, the first being the 250 GTE, the 2+2 model that made its public debut as the course car at the 1960 Le Mans 24 Hour Race. The other was the short wheelbase version of the 250 GT California

Spider, which was introduced the same year, replacing the long wheelbase version. There were no fewer than eight examples of the 250 GT SWB California on display, in a varied palette of colours and in both open- and covered-headlight forms.

A number of other 250 GT models were on display, including a nice matching pair in silver with blue, white and red French *tricolore* stripes, from David MacNeil's collection: a 1958 250 GT TdF Berlinetta and a 250 GTO (chassis # 4153 GT). Another outstanding example was a 1954 250 Europa GT Pinin Farina Speciale, freshly restored to its original rich dark blue colour. This was the 1954 Paris Motor Show car, owned by André Dubonnet of the drinks company. Other rarities included a pair of the limited-production 410 Superamericas and that model's replacement, the 400 Superamerica, together with a 1952 212 Export PF Cabriolet.

If you needed a respite from classic Ferraris (as if...) then you could visit the vendor area, where Ferrari of West Palm Beach had an impressive display of modern examples, including a black LaFerrari and a metallic blue F8 Tributo. For a change of marque, Girardo & Co had a spectacular display of Martini-liveried Lancia competition cars, which its has on consignment from the Champion collection, which included a LC2 sports prototype, featuring a twin-turbo Ferrari V8 engine. This incredible collection was fully featured in the



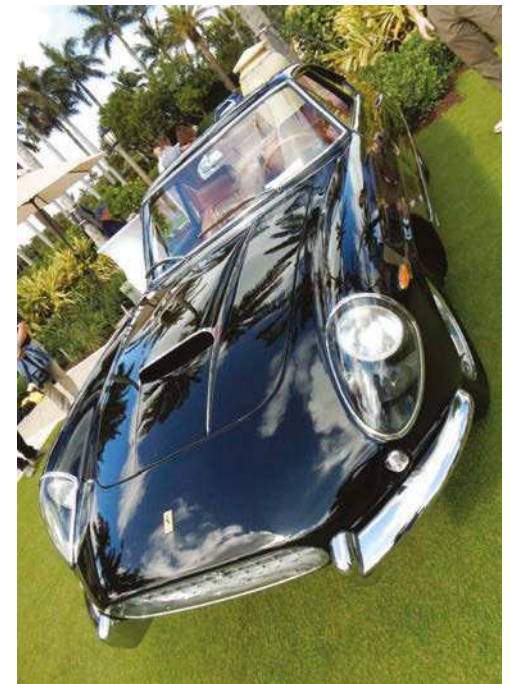


October 2018 issue of *Auto Italia* magazine.

The major award winners are always kept a closely guarded secret until the awards reception on the Saturday evening. Following class and special awards, the finale is the announcement of the two Best of Show awards. The Scuderia Ferrari Cup for the Finest Competition Ferrari went to the 1954 750 Monza Prototype of Tom Peck, while The Gran Turismo Ferrari Cup for the Finest GT Ferrari went to the 1951 340 America Ghia Coupe of Jack and Debbie Thomas.

The finale to the gathering is the always tremendously popular multi-marque concours and brunch at the Mar-A-Lago Club on the

Sunday, with all available tickets being sold well in advance of the day. The individual class awards were by a panel of judges, but all the major awards here were by People's Choice. In its 110th anniversary year, the featured marque was Alfa Romeo, and there was a fine array of rare pre-war examples, together with some nice post-war ones, with the 1934 Tipo B P3 of Jennifer Taylor from England taking the Finest Competition Car Award. The overall Best of Show award went to the white leviathan 1937 Cadillac V16 Series 90 Hartmann-bodied Cabriolet (think Figoni & Falaschi on steroids) entered by the Patterson Collection.





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# Abarth Day Santa Pod

Hertfordshire Abarth Club hosts a quarter-mile strip attack

Report by Tony Skipper



The team at Hertfordshire Abarth Club arranged a run-what-you-brung event for Abarths at Santa Pod drag racing track on the 15 March 2020, supported by Abarth UK. The build-up saw a lot of interest from clubs countrywide.

The week leading up to the event was dry and mild but a showery forecast on Sunday did not look good – traction is key to fast runs. But with lots of members already arriving in local hotels on Saturday, it was looking good.

The morning on

Sunday actually started bright. Santa Pod Raceway had given us a large area. Abarth UK was present and tea and coffee were available as a welcome start.

Some 42 Abarths attended, spanning the whole range from 595s to 124s. All the drivers donned their safety gear and a few had even brought race tyres. As it was a run-what-you-brung, we mixed with other makes, but where possible we tried to match Abarth with Abarth. Watching from the stands, it was great fun seeing everyone enjoying

the runs, many doing it for the first time here.

It was a bit disappointing when the drizzle did start but many had already put down some good times – some had managed as many as three runs. There was plenty of banter between the drivers and some members had even had a passenger trip down the strip.

The fastest time for an Abarth was set by Nick Cozzi in a Podium Blue Competizione (pic above right), completing the quarter-mile in 14.78 seconds at 94.9mph – a good time but some

others were close too.

Due to the weather turning wetter, we made a dash to the Abarth UK hospitality unit for more coffee and tea and a bit of banter. The Abarth Club Hertfordshire had arranged a number of prizes and after these were handed out, a big thank you was given to them and Abarth UK. It was time to head home with some great memories and photos. At least one driver had done a 380-mile round trip.

Looking back, we were lucky to get this event staged. If it had been a week later, we would

have been in Covid-19 lockdown. At least now we have something to remember during our housebound times.





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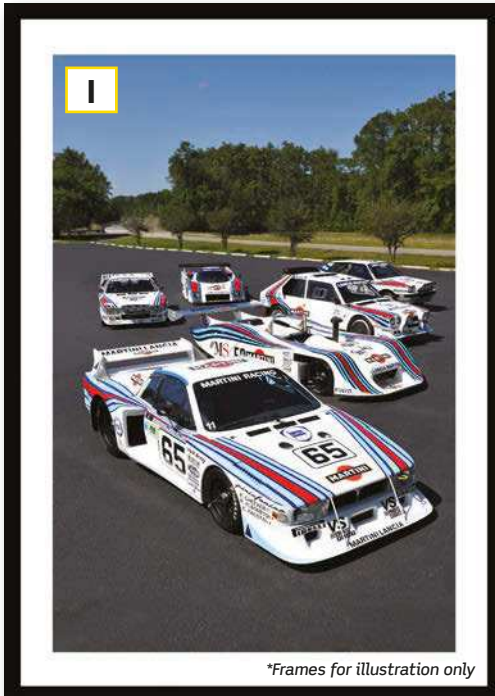
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## THE LANCIA RALLY COLLECTION



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# WHAT'S ON YOUR DRIVE?

## AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

### GHIBLI. SHAMAL & UNO TURBO

MARIO HENKE



**M**ario Henke from Munich in Germany writes in with details of some of the cars in what he calls his “precious collection of unique Maserati Biturbo models”.

He tells us: “The star of my collection is an effectively new Ghibli Open Cup with just 54km on the clock. The Ghibli Open Cup is to Evoluzione spec (the 1996 racing series). Only 27 were built, 26 of which raced in the Open Cup Series.

“The ‘Open Cup’ 2.0-litre engine was prepared in conjunction with Alfa Corse and boosted to around 350hp with new low-friction ball-bearing turbos fed by larger intercoolers, revised engine management and a straight-through exhaust.

“Based on information from the previous owner, this very special white Ghibli Open Cup was delivered new into the private collection of the Samsung brothers and kept in Frankfurt where they stored part of their collection. It was kept well maintained so it’s still in as-new condition. It has never been driven, raced or been on any track. It has Techno Magnesia wheels and original 20-year old Michelin racing slicks, plus wet tyres. It’s not road-legal.

“I also have a Maserati Shamal in as-new condition, with only 7500km on the clock. Only were 369 built and this is maybe the



best in the world.

“The Shamal was designed as a collaboration between Marcello Gandini and Maserati’s own styling department. It sits on a short 2.4-metre wheelbase, as used by the Biturbo Spyder and Karif. Gandini’s styling signature is visible in the slanted profile of the rear wheelarch, as repeated on the Quattroporte IV. An unusual design element introduced by Gandini on the Shamal was the additional spoiler in front of the windscreen, also seen on his redesign of the De Tomaso Pantera and later across the remainder of Maserati’s Biturbo-based lineup. It was intended to direct airflow (and water) across the windscreen and to push the wipers down at high speeds. It’s a unique feature, never adopted by other companies.

“The Shamal’s 3217cc V8 engine is twin-turbocharged and puts out 326hp at 6000rpm and 431Nm (318lb ft) at 3000rpm. Power is sent to the rear wheels through a six-speed Getrag G560 manual gearbox and Maserati’s Ranger limited-slip differential.

“I also have a Fiat Uno Turbo Racing, which I bought in 2015. I found it in Sicily where it was being sold by the same dealer who’d sold it new to an elderly guy, who’d always had the car serviced there. After he died, the dealer got the chance to sell it. Lucky me! Without even seeing the car, I transferred the money and the dealer organised the shipment to my parents’ place. Four weeks later the Uno was in my garage. It’s in beautiful original condition with just 32,000km on the clock.”





**ALFA ROMEO GTV**

**DANI ROELLIN**

Dani Roellin from Switzerland writes in: "It's very difficult to know where to start with my GTV. I have had it for 10 years, changing it through different styles, from *Fast and Furious* with a subwoofer and heavy wheels to a homebuilt lightweight machine.

"I had a dream to make carbonfibre doors and bootlid for it. To keep costs down, I started building carbonfibre parts myself and got certified as a manufacturer. The car became lighter and lighter but even after shaving 400kg off, it was almost impossible to reach the power-to-weight ratio of my boss's Ferrari.

"Then I had the idea to do a mid-engined GTV with a big turbo. I started planning about three years ago and finally last December I actually started.

"I have still a lot planned, but for now these are some facts about the car. It has carbonfibre roof, doors, floor, mirror, seats, bootlid, dashboard, steering wheel and wing. It also has a wide-body aero kit, with the bonnet, bumpers and sideskirts made from glassfibre, plus Lexan windows.

"The OZ Alleggerita wheels are very wide: 11 inches at the back and 9 inches at the front, fitted with Michelin Pilot Sport Cup 2 tyres. The engine is more or less stock at the moment, although it's made 250hp on the dyno. The turbo kit is built, but not yet in. The gearbox and clutch are very modified, letting me shift gears very hard.

"All in all it is a super fun car – sitting in a self-fabricated carbonfibre car while full sending it over the Swiss alps or on the track while the engine screams for more – just incredible. Hopefully the mid-engine build will be completed soon and I can drive it again."





**Ferrari 857 S - The Remarkable History of 0578M**

By Ian Wagstaff  
Porter Press  
International  
£30

Italian cars seem to be dominating Porter Press's 'Exceptional Cars' series, of which this is the ninth

Mercedes-Benz in 1955, in events such as the Tourist Trophy and Targa Florio, in which it didn't have much luck. The following season it raced at Buenos Aires (finishing second) and at Sebring. It then spent time in privateer hands in New Zealand and Scandinavia.

In truth, the 857 S is a bit of a side note in

Portago, Trintignant and Phil Hill. Profiles of all those who raced it are included.

Although only 128 pages long, the book does an extremely good job of telling its story, with excellent quality reproduction, some cracking images – as ever with this series including a beautiful studio-based shoot – and engaging text by an authoritative writer.



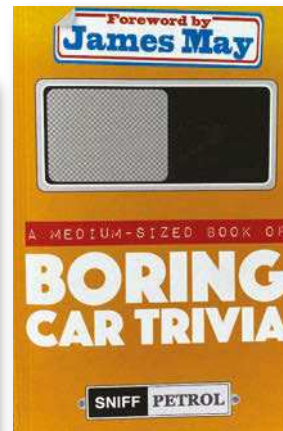
**Alfa Romeo 110th Anniversary**  
Free e-book

What better way to celebrate your 110th birthday than to produce a free e-book for enthusiasts? Thanks, Alfa – nice idea. This official e-book is brief at 78 pages long. While most Alfa fans will likely already know most of what's in here, it's a concise introduction to the marque, particularly its origins. It covers all the main developments in engineering, design and competition, and the most important Alfas of the last 110 years.

Most of the photography comes from the Alfa's Museo Storico archive. There are a few nice titbits, like period adverts and factory shots, in among the more familiar images of the cars. The story goes right up date with the forthcoming Tonale.

At the end are some original pieces such as 'My Favourite Alfa Romeo

Cars' by Ralph Gilles (Head of FCA Design), 'Most Significant Performance Cars' by Lorenzo Ardizio (Curator of the Alfa museum), 'Evolution of the Biscione Logo' and 'Trefoil: A Design Trademark' (the story of Alfa's three-pointed grille). You'll have to search online to download a copy, but it's worth it.



**A Medium-Sized Book of Boring Car Trivia**  
By Sniff Petrol  
£4.50

Did you know the Lamborghini Countach

used a Morris Marina column stalk? Or that Saab sold the Lancia Delta in Scandinavia as the Saab-Lancia 600? Or that it was Lamborghini that developed the Dodge Viper's V10 engine?

If you like anorak facts like this as much as we do, you're going to love this new book, wittily penned by ex-Top Gear writer, Richard Porter (aka Sniff Petrol). It's a slender paperback with no pictures at all but it's still brilliant. We guarantee at least half the facts in here you'll never have heard before, and while almost all of them seem improbable, they're all true.

To quote the blurb, the book is "bursting with over 250 barely interesting facts and a foreword by TV's James May" and if you like it, "there might be something wrong with you". Well we're very happy to feel all sorts of wrong. Come on, at less than a fiver, you can't afford not to buy it.



volume. The idea of focusing on just one particular example of a car works best when that car is a very special one. And that's really how to describe the Ferrari 857 S. Only four were ever made, of which chassis number 0578M is the subject of this book.

Although it debuted at Monza circuit, the 857 S was conceived as a road racer. Chassis 0578M was formed as part of Ferrari's attempt to challenge

Ferrari's history, overshadowed by the 750 Monza that preceded it and the 860 Monza that came after. But it's an important part of Ferrari's four-cylinder era, a story that's told in depth in this book. No question, it was also one of the prettier two-seater Ferrari racers of the decade.

In its lifetime, it was driven by some of the greats, including Hawthorn, Castellotti, Gendebien, Maglioli, de





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## ECV2: LANCIA'S LOST RALLY CAR



## ALFA SPIDER: WEDDING CAR TURNED RACER



Some features may appear in a later issue

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## ALFA ROMEO



**1975 Alfa Romeo Spider S2.** Red, built in 1974 and registered 1st January 1975, barn find that has had a nut and bolt restoration including bare metal respray, reconditioned engine, gearbox and diff. Bills for over £23K, please email for spreadsheet of costs and photos, £25,000 with part exchange for newish car considered. Email: mark.klawinski@sews-e.com. A294/073



**Alfa Romeo 916 2.0 TS Lusso.** 1998 Proteo Red Phase 1 2.0 TS Lusso 916 Spider. Totally unmolested, body, paintwork, hood, wheels/tyres, interior and electrics/mechanicals all in excellent condition, genuine low mileage 47,700. Full history since 2015, cambelt/tensioners done May 2018, just serviced/MOT'd, £5000. Tel: Kevin, 07825 373713. A294/055



**Alfa Romeo 916 GTV Phase 3 Lusso.** 2004, 1970cc JTS Lusso, genuine ultra-low mileage: 44,500, in Grigio with black leather interior. Two owners from new, in present ownership since Oct 2016. Full service history, Feb 2019 at 41,756 service included: timing belt, water pump, auxiliary belt and tensioners along with nearside lower suspension arm, Waxoyl to underside and washer arm replaced. New battery fitted Jan 2020, 3 keys and lots of receipts, £6916 ono. Tel: Luke, 07467 147032. Email: luke515@btinternet.com (West Berkshire area). A294/053



**1993 Alfa Romeo 164 Cloverleaf for sale.** One owner 27 years, full service history, 12 months' MOT, resprayed 12 months ago, mileage 200,000, but engine rebuilt 2 years ago. Cherished car, much spent on it, receipts available, £6000 ono. Tel: 07798 646458 (Hornchurch, Essex). A294/005



**2005 (55) Alfa Romeo GT Coupe 3.2 V6.** In Gabbiano Blue metallic (693) with blue leather (494) and carpets, 69,380 miles with MOT until 1 November 2020. 17-inch 'Spoke Design' alloy wheels, two keys and one of the last Alfas to use the fabulous 3179cc Busso V6. Two owner car with one private owner, formerly being a Fiat Auto UK car supplied by Chris Variava Alfa. The car would benefit from a replacement or repair to the nearside front wing and a repair to the bottom of the offside front wing, both rear wheel arches and sills would benefit from some general cosmetic work. Drives well with lots of history, excellent interior, original handbook pack and sales brochure and GT mats. The basis of a really good useable, exciting proper Alfa (*Auto Italia* 291 May 20) for £4000, contact for further details and images. Tel: 01743 350288. Email: pottspeelplace@hotmail.co.uk. A294/011



**Alfa Romeo Spider JTS.** 2008, 19,600 miles, silver. Excellent condition, two owners, working retractable roof, two keys, MOT expired May 2020, viewing by appointment, £12,000 ono. Email: symrel84@gmail.com (Devon). A294/057



**Alfa Romeo 916 Spider 3.0 V6 24v.** 2001, rare example of the 916 3.0 (2959) V6 24v spider in Lusso Proteo Red with black leather interior. 86K miles, UK car, RHD, recently MOT'd and serviced, new cambelt @ 83K miles. Engine detailed, EBC front brake discs, Q2 differential, GTA clutch/flywheel, Koni Sports shocks, Alfaholics handling kit, Supersprint cat back sports exhaust, Red Dot remap to 250bhp, bodywork in good condition, electric roof. Comprehensive service history with many receipts and MOTs back to 2006+, 2 previous owners, £6995 ovno. Tel: Peter, 07740 172173 (Surrey). A294/056



**Alfa Romeo 156.** 2005, silver, excellent example of a rare 2.4 20v. 144K, full service history in my 8 years of ownership and comprehensive history file, 2 keys, full TI spec with Bose sound system. Solid floor with no rust, cambelt, dual mass flywheel, clutch and injectors done at 100K, new alternator at 134K. This car is very reliable and has wanted for nothing in my ownership, £1990. Tel: 07968 082250. A294/054

## FERRARI



**Ferrari 308 Vetroresina.** 1976, chassis 19459, MTB 191R. 43,685 miles, 4 previous owners. Very rare dry sump (one of only 100 produced), only 154 cars made in right hand drive. Recent major service including belts (March 2020). Metallic silver, with Burgundy leather, original handbooks, wallet, tools, 'space saver' spare wheel etc, £139,500 ono. Tel: Anthony, 07779 726845. A294/025



**Ferrari F12 Berlinetta 2015.** Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £189,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A294/022



**Ferrari Dino 308GT4.** 1977, LHD, 80,000km, ex Bertone Design Director car. Bought in London in 2012, now Italian registered, beautiful car to drive and own, new cam belts, documentation available. Email: davidwilkiehome@gmail.com. A294/012



**Ferrari 430 Challenge (GTC) 2007.** White car + 3M blue wrap and graphics. Run by Ferrari GB, FF Corse then Graham Reeder and SB Race Engineering, current owner 2015. FF Corse GTC specification, Aero pack, 3 way dampers, uprated ECU, steel brakes. Racelogic VBOX, 3 sets of wheels, slicks and wets. Factory 430 Challenge diagnostic and laptop, factory Challenge engine at 30,000 Euros, light use last 5 years, discs and pads one race. Podiums and class wins Festival Italia, FCR Series, AMOC GT, eligible for lots, £79,950. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A294/016



**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. A294/017



**Ferrari F430 Spider Ceramics Reduced.** Beautiful black with Nero leather, many original extras and upgrades including Ferrari Sports exhaust, headers, stereo and much more. Mine for 8 years, knew previous owner too. 27,200 miles, full service history, new battery and front tyres. Private 430 plate by extra negotiation, ceramics and lots of carbon, sounds awesome, £75K, call for more info. Tel: 07710 835837. A294/018



**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. A294/020



**2010 Ferrari California.** Massive spec, Rosso Corsa with creme leather, 26K miles, fully electric and heated seats, yellow calipers, yellow dials, ceramic shields, carbon fibre number plate surround, carbon fibre door entry sills, carbon fibre vent surrounds, carbon fibre dash, carbon fibre steering wheel with led gear change indicator, carbon fibre paddle shift, carbon fibre door cards and handle, sav nav, ceramic brakes, plus loads more! £79,500, may px. Tel: 07968 897716. Email: imy5000@hotmail.com. A294/019



**Ferrari 488 GTB.** May 2018 registered, 1400 miles, perfect and 1 owner. Red/cream/red stitching, Bordeaux carpets, carbon fibre LED steering wheel, Scuderia shields, Matte Grigio alloys, sports sill, sports exhaust, park sensors, 7 years free service, 4 years warranty from new, please email me for detailed photos of the car. May part exchange with a 458 Italia, £174,950 or reasonable offers. Tel: 07881 260192. Email: gilespalfreyman@gmail.com (Stratford-upon-Avon). A294/014



**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 £36,500. Email: lpbedford@btinternet.com. A294/021



**Ferrari 430 Scuderia LHD.** 2008, 15,675 miles from new, 1st registered Switzerland, imported UK 2015. Rosso Scuderia with Argento painted stripe, Oro wheels, black interior, all Scuderia features. Stunning car, excellent condition, never tracked by me, certificate conformity included. Purchased by me from DK Engineering 4 years ago, serviced by Dick Lovett each year since, all advisory items completed. Suspension overhaul 2020, 4 new Pirelli Corsa tyres - Pirelli UK, history, £119,000 ono. Email: bob.challis1960@gmail.com. A294/026



**Ferrari 355 Competition car.** Ready to race in PFFC challenge specification, RHD with spares package, offers to John, 07823 447241. Email: johnshirleyinverroy@gmail.com. A294/013

## MECHANIC REQUIRED

McGrath Maserati proudly prepared this fabulously beautiful Frua bodied 1957 Maserati A6G/54 Coupe (ch. 2181) for the 2014 Pebble Beach Concours d'Elegance, for which it won its class. If you feel you could you prepare a class-winning car for the Pebble Beach Concours then McGrath Maserati is recruiting and would like to hear from you.

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important than qualifications.

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**Ferrari 599 GTB Fiorano factory HGTE.** 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](mailto:taylor354@msn.com). A294/023

**Ferrari 458 Spider.** 2013 in Rosso Corsa, FSH, 10,500 mls. Full carbon fibre, has £60K extras from new, owned three and a half years, well retired owner who uses very little and wants to stay with Ferrari so will consider exchange for red 430 Spider. Tel: 07785 277780 (north east). A294/024

**Ferrari 488 GTB.** May 2018 registered, 1400 miles, perfect and 1 owner. Red/cream/red stitching, Bordeaux carpets, carbon fibre LED steering wheel, Scuderia shields, Matte Grigio alloys, Sports sill, Sports exhaust, park sensors, 7 years free service, 4 years warranty from new, £174,950 or reasonable offers, please email me for detailed photos of the car, may part exchange with a 458 Italia. Tel: 07881 260192. Email: [gilespalfreyman@gmail.com](mailto:gilespalfreyman@gmail.com) (Stratford-upon-Avon). A294/074

**Ferrari 430 F1 Spider '08.** Finished in Rosso Corsa with Crema leather and Crema roll bars, only 6500 miles, first registered 03/08. Immaculate concours prize winning vehicle, Red brake calipers, carbon fibre driving zone, Scuderia Ferrari shields, Daytona style seats, Rosso stitching, 6CD changer, FFSH, £110K. Email: [caecmw@hotmail.co.uk](mailto:caecmw@hotmail.co.uk). A294/015

## FIAT



**1973 Fiat 124 Special saloon.** A truly exceptional unexceptional. This car is an original Italian market RHD 124 Special, it came from Italy into Andy Heywood's (McGrath Maserati) collection, we purchased it about 3 years ago. The mileage is now just over 37,000km, it is fully original apart from a respray at some point, and has ACI certification. It featured in *Auto Italia* issue 252. The car is a delight to drive and performs very well, asking £5000, please contact Chris for more information. Tel: 07703 253841. Email: [cdwhelan750@gmail.com](mailto:cdwhelan750@gmail.com). A294/009

## LANCIA



**Lancia Fulvia Zagato Sport 1600.** 1972, RHD. Comprehensively restored bodily and mechanically in Italy within the last five years, including full interior retrim, virtually concours, £42,995. Tel: 07836 549167. Email: [simon.park100@btinternet.com](mailto:simon.park100@btinternet.com). A294/001

## PARTS



**Ferrari 599 left-hand drive headlights.** Barely used, only used for a few months, price: £1750 open to offers. Tel: 07768 028400. A294/008

**Ferrari F430 Spider exhaust and Mk2 headers.** Removed in good condition from my car, available to be collected West Midlands, call for details. Sensible offers considered. Tel: 07710 835837. A294/031

**Ferrari 575 19" modular wheels.** Genuine Ferrari 575 19" modular wheels, will fit all 575s with big brakes. 4x brand new genuine centre caps, 3x TPMS sensors comes free with the rims, straight and true, £5500. Email: [auzennemark7@gmail.com](mailto:auzennemark7@gmail.com). A294/068

**Alfa 75 TS wheels.** 4no. aluminium wheels off 75TS, will fit 156 + possibly others? Grey colour, reasonable condition, 6Jx15 (not Revolutions). Tel: 07952 525053. A294/058



**Ferrari F430 Spider/Coupe** 304 grade stainless steel exhaust manifolds, originally purchased to convert my car for track use, used for approximately 300 miles, alas change of plans so no longer required. £1000 ono. Tel: Mario, 07979 378078. A294/004



**Ferrari F360 gearbox.** I am selling a refreshed Ferrari 360 gearbox, this gearbox originally came out of a lightly used Challenge car, and only needed light refreshing (bearings, seals, some synchros). This gearbox can be used with both the street or Challenge rear cover, and can be used in both cars. Email: [teaalicol@gmail.com](mailto:teaalicol@gmail.com). A294/033

**Alfa GTV, Sud + Giulietta parts.** GTV, bonnets, doors, wings, hatch, grilles, front spoiler, all parts on eBay. Alfased 3dr side window glass set, Alfa Giulietta '76-'85, 4 doors. Tel: 07779 998116. A294/059

**Ferrari A12/F12 gearbox for sale.** This has been professionally stripped down and rebuilt with new bearings and NOS parts. Email: [edseymour@outlook.com](mailto:edseymour@outlook.com). A294/060

**Giulietta roof bar and bike rack.** Genuine Alfa Romeo roof bars and bike rack, bought for 2011 Giulietta, used twice, £100 ono. Tel: Paul: 07810 753952 (north Hampshire). A294/061



**Set of OEM Ferrari 458 Speciale wheels.** The set is in fantastic condition, the rims are without any marks. These were fitted on my 458 Italia, they come with matching set of genuine wheel caps in silver with chromed metal Cavallino badge and are fitted with the top road model of Michelin - Pilot Sport 4S. Tyres are in top condition, with 8mm tread. Sizes are the original ones for the Speciale, 245/35/ZR20 front and 305/30/ZR20 rear. Email: [wilsthp@gmail.com](mailto:wilsthp@gmail.com). A294/032



**Ferrari 355 Challenge wheels and Corsa tyres.** 4 genuine Speedline Ferrari 355 Challenge wheels finished in satin black, complete with Ferrari centre caps. Fitted with Pirelli PZero Corsa tyres. Originally purchased from Damax and refurbished by Kent High Performance and fitted to my 355. Also available complete set of AP Racing discs and callipers from the same 355. Genuine offers to Martin at [mwenban@aol.com](mailto:mwenban@aol.com). A294/035



**Fiat Coupe 2L 20V Turbo.** Complete fuel tank and electronic fuel pump for sale, only 50K, £100. Tel: 07935 830055. Email: [arturobrogna@yahoo.co.uk](mailto:arturobrogna@yahoo.co.uk) (Carmarthenshire). A294/003



**Fiat Coupe 20V Turbo.** 2 side mirrors in green colour, £70. Tel: 07935 830055. Email: [arturobrogna@yahoo.co.uk](mailto:arturobrogna@yahoo.co.uk) (Carmarthenshire). A294/002

**916 Spider exhaust.** Alfa 916 Spider MY1999 rear exhaust section, brand new, £75, buyer collects. Tel: Ian Mackenzie, 07552 238394. Email: [ianmackenzie56@gmail.com](mailto:ianmackenzie56@gmail.com) (NE Lincs). A294/062



**Ferrari 458 wheel set.** I have a Ferrari 458 Syder coupe wheel set, all original in a new condition, price £4800, contact Colin. Email: [teaalicol@gmail.com](mailto:teaalicol@gmail.com). A294/037



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**Ferrari Dino 246 parts.** I have roof top from a 246 GTS, 1 water temp gauge, 1 oil pressure gauge, 1 oil temp gauge and 1 set tool kit, please send me your offers. Email: gerassimos@windowlive.com. A294/036



**Ferrari 456 and 599 gearbox ECUs.** I have 2 new gearbox ECUs for sale, one is for a 456 GTA part no. 175093, and the other is for a 599 part no. 236507. They were both purchased from authorised Ferrari dealers but never used, these are expensive items (especially the 456) but I am open to sensible offers for each, please contact me for more details. Tel: Tim, 07773 328543. Email: trwadman@outlook.com. A294/041



**Fiat 128 Rally front panel.** In good solid condition, rare and hard to find, nationwide delivery, £150. Tel: 07846 313250. A294/010



**Ferrari 308 GTB wheels.** Set of four Cromodora alloy wheels, bead blasted and stove enamelled, complete with centres. Ideal to complete your restoration project, £1000 ono plus shipping. Email: weir.nick@gmail.com (Huddersfield). A294/039



**Ferrari 430 Challenge centre lock wheels and bearings.** 2 sets of single nut wheels (race used, but all run true, with almost no marks at all), one set of tyres (old but with loads of good thread), and two new (but with storage and handling marks) single nut skf bearings (one left and one right) with their nuts. All have been bought for an abandoned project. Collection preferred, but I can ship them worldwide, we are based in Thessaloniki, Greece. Please email: info@northplastics.gr for more photos and information. A294/040



**Ferrari Scaglietti 612 headlamp.** Headlamp for Scaglietti 612, new, for left-hand traffic, colour: Rubino Mica, £1200. Email: charlotte.rawson@btopenworld.com. A294/044

**AR51 Matta parts.** I have a large quantity of Matta parts for sale, body, electrical, instruments, electrics, wheels and mechanicals, 1900 engine, gearbox. Email: edseymour@outlook.com. A294/063



**Ferrari Dino 246 roof top.** Dino 246 roof top for sale. Email: gerassimos@windowlive.com. A294/038



**Ferrari F430 headlights.** I have a pair of slightly used oem F430 headlights, taken out to fit the carbon items including control units, £1000 each. Email: Waston, watsondnorman@gmail.com. A294/042



**Ferrari 308 GTS/GTB rear apron panel.** This part is no longer available from Ferrari, this pattern part is made from GRP, same as the original. This panel originally cost £1985, now £1500 ono. Tel: 07711 764768. Email: kevinvester@adm-group.co.uk. A294/043

**Mirror covers.** A pair of genuine Giulietta mirror covers for 2015 model, £10. Tel: Paul, 07810 753952 (north Hampshire). A294/064

**Ferrari 456 gearbox mounts.** I have 2x brand new gearbox mounts, purchased for Ferrari 456 but never used. I am selling a pair. These are discontinued by Ferrari so impossible to find new, part number is 176995, please let me know if you would be interested in these. Email: louisemon1@hotmail.co.uk. A294/028

## MISCELLANEOUS

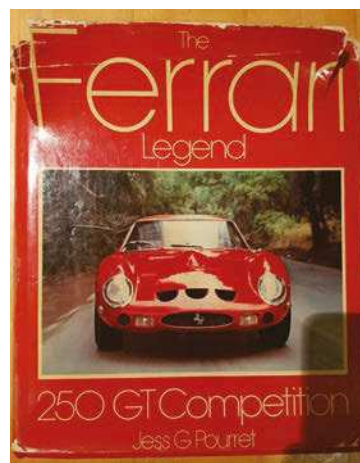
**'C11 GTV'.** On retention certificate, assignment fee prepaid. Offers to: davidhill@richmondconsulting.co.uk. A294/007



**Ferrari number plate.** Retromobile Paris 1981, with surround, Jim Griffin SO SF 589-7619, £30, post free. Tel: 020 8399 7541. A294/070



**458 Schedoni luggage.** Ferrari 458 Italia, Schedoni luggage set of 3, 2000 Euros. Email: gerassimos@windowlive.com. A294/045



**Ferrari Legend 250 GTO book.** Jess Pourret's volume is a classic, my unique copy contains a 1977 hand written 2 sided A4 letter from Ronald Stern (owner) to Campbell McLaren of Ecurie Ecosse fame, who owned a few Ferraris, discussing the 250 and current values. The current owner of 3757GT is Nick Mason, offers please. Email: smithmearns@aol.com. A294/046



**Ferrari brochure collection.** A set of 6 good condition brochures: range, 456, 550 (inc very rare sleeve), 575, 430 and California, can split. Looking for £195 for full set please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A294/047



**Genuine Ferrari leather jacket (red).** XXL 2004 motorcycle style jacket, only worn for photos, hence brand new condition, it commemorates M Schumacher's 7th world championship win and is embroidered accordingly, please see photo, they are currently listed at £700 approx, but offered at £250 ono, can be viewed at KT12 or delivered FOC within 20 miles, or post is approx £15. Tel: Martin, 07766 436454 (Surrey). A294/048





## KAR-A-SUTRA: THE LOVE MACHINE

**A 12-SEAT OPEN-ROOF MPV, STYLED BY AN ARCHITECT, DESIGNED TO MAKE LOVE IN AND POWERED BY A MASERATI ENGINE. RIDICULOUS? YES - BUT IT ACTUALLY HAPPENED**

Story by Chris Rees

It sounds like an improbable hotch-potch of preposterousness. You're looking at a 12-seat 'car' that uses a Maserati engine, was displayed in an art museum, was promoted using mime artists and was described as a car "to make love in". You couldn't make the story of the Kar-a-Sutra up but it's 100% genuine.

Its designer will be known to readers of this magazine as the man who, in 1979, came up with the bizarre but iconic 'cheese-hole' Lancia Trevi dashboard: Mario Bellini. To the wider design community, he is lauded as an architect, chief designer at Olivetti, and creator of furniture, TV sets, hi-fi systems and even Yamaha electric organs. Among his car design consultancy roles, he worked for Renault as well as Fiat.

The high-falutin' notion behind the Kar-a-Sutra was, Bellini said, "Italian rationalism"; even if, to look at, you might suppose that all rational sense had been left behind in a miasma of psychotropic

substances. Bellini said his car was a place "to stretch out, sleep, smile, chat face-to-face, stand up, enjoy the sun, take photos, play cards, eat and drink, make love, buy a horse and a piano along the way."

It will be no surprise to learn that the Kar-a-Sutra dates from that heady era of free love, flared pantaloons and Spangles – specifically 1972. This was no joke, though: it was serious art. As much was confirmed when the Kar-a-Sutra was exhibited at New York's Museum of Modern Art (MoMA). Bellini's publicity material showed the car off by using a troupe of black-clad mime artists who, with a tinge of terror, recalled the 'Droogs' from Stanley Kubrick's *A Clockwork Orange*.

Built in collaboration with Citroën, the mechanical side was borrowed from the Citroën SM, which as readers will know used a Maserati-designed six-cylinder engine. Also from the SM came its famous hydropneumatic brakes and suspension, with one extra function: the roof



could be raised pneumatically by almost two feet to allow passengers to stand up. "This does affect the car's driving potential," said MoMA, with perhaps a faint outline of tongue visible in its cheek.

The Kar-a-Sutra was a truly enormous leviathan, measuring over sixteen feet long and six-and-a-half feet wide. Painted in a virulent shade of lime green, it resembled a Citroën Mehari crossed with a Clark's shoebox.

You got in via two barn-doors at the sides. The entire interior was basically a playground of scatter cushions, which MoMA said "can be variously arranged

as seats, backrests, armrests... from a series of six beds to a three-sided sofa." The windows, when lowered, left an open-to-the-elements space that was perfect for... er, dodgy nocturnal car park activities, perhaps?

In a way, the Kar-a-Sutra anticipated the MPV movement. Its profile was a clear forerunner of a certain Matra-designed prototype, an MPV design that was, ironically, offered to Peugeot-Citroën, which turned it down. Instead Matra approached Renault and the Espace was born. Imagine if Bellini had persuaded Fiat to make his Kar-a-Sutra as a 1970s Multipla...



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