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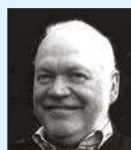
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Seems like we've spent most of the last month pounding around Italy, collecting stories for this issue. We've been to Milan (Alfa Romeo museum), Turin (FCA Heritage Hub), Maranello (Ferrari HQ), Mugello (Ferrari Finali Mondiali), Modena (Maserati HQ) and Padova (Auto e Moto d'Epoca).

Of all these trips, perhaps the most exciting was to the Museo Alfa Romeo at Arese. What's on display here is amazing enough, but we also got a glimpse into Alfa's hidden world of prototypes and one-offs – one of which, the V10-engined 164 Procar, takes pride of place on our cover this month. I do recommend you read the amazing story behind it, starting on page 54, and muse on how and why it never actually raced. There are plenty of other secrets that remain to be uncovered at Arese – all I can say is, watch this space.

Another event in Italy, Ferrari's Finali Mondiali at Mugello circuit near Florence, really demonstrated for me how a brand should do an event. Home soil helps, of course: no one is more passionate about Ferrari than Italy's tifosi. But everything about the weekend of racing felt right: the superb access to people and cars, the spirit of competition, the sheer spectacle. Other brands could learn a lot, I think.

Our visit to Maserati's HQ in Modena this month was also very positive. Maserati has big plans for 2020, including a new mid-engined V8 supercar (see page 6 for the full details). But equally interesting for me was to experience just how much Alfa Romeo and Maserati are collaborating on new projects: the teams share the same development premises in Modena (which are huge and impressive, incidentally). If the future depends on excellent products (and it does), good R&D is essential. That is abundantly evident at the Alfa/Maserati development centre. All extremely encouraging.

Chris Rees
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Maserati MMXX 2020

Maserati will reinvent itself in 2020 with a spectacular new mid-engined supercar. We've been to Modena to uncover its secrets

Story by Chris Rees

Maserati looks like it's going back to the big time. A huge new product offensive will include an all-new compact SUV, all-new GranTurismo/GranCabrio, all-new Quattroporte and all-new Levante.

Before all of those, though, is a very big date: May 2020. This is the moment when Maserati's all-new sports car will be launched – note, not a GT or SUV! The city of Modena will be transformed with a huge event that is promised to be nothing less than a relaunch of the Maserati brand.

Sounds intriguing, doesn't it? Well, it's just got even more intriguing, following an *Auto Italia* visit to Modena. We were there to see Maserati's Product Development Centre, which is shared with Alfa Romeo (see separate panel), but we also learnt some more about this year's big news.

And that's a new supercar. We've all been

wondering what form will it take. Well, Maserati has given us a mighty clue by releasing 'spy' shots of its supercar mule on test. In contrast to the front-engined Alfieri concept coupe shown in 2014, the 'spy' car is clearly mid-engined. It is also much bigger than the similarly mid-engined Alfa Romeo 4C, which Maserati has been building at its Modena plant. Make no mistake, the 'spy' car is more than just a powertrain mule; it is in fact a close representation of the actual supercar.

Our first thought on seeing these images was: Alfa Romeo 8C. After all, it was only in June 2018 that CEO Sergio Marchionne announced Alfa's forthcoming 8C, a mid-engined electric/petrol hybrid supercar with 700hp and four-wheel drive. The 8C's launch date was announced as 2022, but in the latest October 2019 investor statement by FCA's CEO, Michael Manley, there was no

mention of the model.

So our first question was: has the 8C been reborn as a Maserati? After all, Maserati is sharing technology – including electrification – with other brands within FCA (notably Alfa Romeo), while Alfa Romeo and Maserati share the same Product Development Centre.

But the answer, we think, is 'no'. This is an all-new, Maserati-specific model – and excitingly a mid-engined two-seater that one insider told us would be "unlike anything Maserati has done before". Not that Maserati is new to mid-engined cars; it has a long and illustrious history, starting with the Bora in 1971 and ending with the MC12, a co-project with Ferrari.

As for power, what's offered will depend on specific market but we do know that the supercar will be Maserati's first ever full electric vehicle. But here's the exciting news: it will also be launched with a signature



petrol V8 – confirmed by Maserati’s ‘MMXX’ website trailer featuring the glorious sound of a V8 at full chat. It’s a naturally aspirated V8 at that – hurrah! – which Maserati says is “a new 100% Maserati engine”. We also expect that V8 to be combined with batteries in a hybrid model.

As for the name, that’s yet to be revealed but it definitely won’t be Alfieri, as widely tipped, because that would lead to confusion with the quite different Alfieri concept car of 2014. The new car will be “something very different” according to my Maserati source.

Maserati will not go to the Geneva Show in March 2020 (although the FCA group will – the all-new Fiat 500 will debut there). The Trident is instead doing its big launch on home soil in May 2020, when the new supercar will be unveiled in coupe form. A convertible will follow in 2021.



MASERATI'S NEW CAR BLITZ

Maserati’s entire range will be renewed by 2023, with electrification at its centre. Later this year, the facelifted Ghibli will become the first Maserati to be offered with a plug-in hybrid option. Then in May 2020 comes the new sports car, available in full-electric, hybrid and V8 petrol forms. After that, all new Maseratis will be offered with electric motors, either full-electric or hybrid.

- 2020: Ghibli/Quattroporte/Levante facelift
- May 2020: Mid-engined coupe
- Early 2021: All-new small SUV
- Mid-2021: Mid-engined convertible
- 2021: All-new GranTurismo
- 2022: All-new GranCabrio and Quattroporte
- 2023: All-new Levante



Year	Model	Status
2020	Levante	Mid-Cycle Freshening
	Ghibli	Mid-Cycle Freshening
	Quattroporte	Mid-Cycle Freshening
	All-new Sportscar	All-new
2021	All-new D-UV	All-new
	All-new Sportscar Cabrio	All-new
	All-new GranTurismo	All-new
2022	All-new GranCabrio	All-new
	All-new Quattroporte	All-new
2023	All-new Levante	All-new

All renewals and white-space products to be available as BEVs
 White-Space Product Mid-Cycle Freshening

INNOVATION LAB

We recently got a rare inside glimpse of the joint Maserati/Alfa Romeo Product Development Centre in Modena. This has its origins in a secret Alfa Romeo ‘skunkworks’ development centre set up in 2013 at Via Cavazza. CEO Sergio Marchionne kept it hidden away even from everyone – even FCA staff – enabling the all-important Giorgio platform (Giulia and Stelvio) to be developed in secret.

Maserati had something similar with its ‘Corsa’ department. When Via Cavazza was bursting at the seams, FCA decided to move both Alfa Romeo and Maserati in together in 2016 under one roof in a new facility at Via Emilia Ovest in Modena. This is the site we visited.

It’s huge, employing over 1100 people and during our walk through was a real hive of activity. We got to see the human-machine interface zone, the Giulia-based static simulator, and most impressive of all, the dynamic simulator (*pic right*), where Andrea Bertolini, Maserati’s chief test driver, told me:

“This is the best simulator in the world, with about 92% correlation to real world driving. Here you can test 40 different engine/gearbox modes in one day, rather than about three months otherwise. The quality is very high, too, as you’re always testing in the same conditions.”





LAMBO LAUNCHES 'VIRTUAL' V12

Lamborghini's latest concept car, the Lambo V12 Vision Gran Turismo, is set for launch within the Gran Turismo Sport racing game in spring 2020.

Designed by Lamborghini Centro Stile in Sant'Agata, it is a single seater, which in its virtual form uses the powertrain from the recently unveiled Lamborghini Sián FKP 37 hypercar.

The front and rear wings seem to 'float' separate from the body, while the hexagon-shaped side windows are inspired by the 1968 Lamborghini Marzal. A huge rear wing houses dramatic Y-shaped taillights.

The driver enters the cabin via the front of the car, seated behind a steering wheel that houses all the main driving controls, with all information projected on to the front screen.

Visitors to Bologna airport can now see a very special new 'Follow Me' vehicle: a Lamborghini Huracán RWD. The 580hp Huracán has a unique orange livery with graphics depicting airport machinery, and Italian flags on the doors, roof and intakes. This is the sixth Lamborghini to be employed at Bologna to lead aircraft to their parking stands and to taxi around the runway.



MASERATI CELEBRATES 5000 GT'S 60TH BIRTHDAY

The Turin Motor Show 60 years ago marked the debut of Maserati's 5000 GT, widely regarded as the world's first supercar. Built for the Shah of Persia, the 'AM103' project was an all-new model designed around the 450S racer's V8 engine, bored out to 5.0 litres.

The first 5000 GT coupes had bodywork by Carrozzeria Touring, but almost every leading Italian coachbuilder eventually offered bodies, including Allemano, Pininfarina, Monterosa, Ghia, Bertone, Frua and Vignale. Just 34 examples were built, famous owners including Gianni Agnelli, Stewart Granger and Mexican President Adolfo López Mateos.



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FIAT'S POLISH FACTORY MAKES 12 MILLIONTH CAR

The 12 millionth car has rolled off FCA's production line in Tychy, Poland. The 18 November 2019 milestone was hit by a red Fiat 500. Well over two million Fiat 500s have now been made in Poland. In addition, on 15 November, the 500,000th Lancia Ypsilon was produced in Tychy.

Poland's connection with Fiat began in 1973, when FSM bought a licence to make the Fiat 126. A new production plant was established in Tychy in 1975, and some 3,318,674 examples of the Fiat 126p were made in Poland in all. In 1991 Tychy started producing the Fiat Cinquecento, and in 1997 the Seicento. Many other Fiat models have been assembled there, including the Panda and Abarth 500.



DELTA INTEGRALE CLASSIC PARTS RELAUNCHED

Lancia Delta integrale parts are once again available through official channels. As announced by *Auto Italia* magazine in our January 2020 issue, FCA Heritage and MOPAR have joined forces to launch a fresh classic car parts range.

The programme has started with the Delta integrale and Evoluzione, the first parts on offer being front and rear bumpers. Production uses original, abandoned moulding equipment found at the San Benigno plant. Original polymer thermoplastic materials are used, the composition of which differs between regular and 'Evo' models.

The parts can be purchased via FCA retailers or MOPAR, and are delivered in unique 'Lancia Classiche' packaging. The prices are £1170 for the front bumper and £1035 for the rear.

FIAT 600 MULTIPLA ON SHOW IN LONDON

The FCA Heritage collection has loaned a historic Fiat 600 Multipla to the V&A museum in London. It's one of the stars of the V&A's new *Cars: Accelerating the Modern World* exhibition and forms part of Fiat's 120th anniversary celebrations.

The Fiat 600 Multipla is recognised as an icon of Italian style and a forerunner of MPVs. Launched in 1956, it offered exceptional interior space, with three rows of seats accommodating six people, making it highly popular with taxi drivers and families.

The V&A exhibition focuses on the impact of the car, showing models that have brought major social and economic change. It includes over 250 objects and 15 cars. *Cars: Accelerating the Modern World* runs up until 19 April 2020.



PININFARINA LAUNCHES 'HYPERDRIVE EXPERIENCE'

Pininfarina has launched an initiative to give Battista EV hypercar clients the opportunity to drive a Formula E race car and a taster of EV performance with racer Nick Heidfeld. Spain's Circuit de Calafat will see Battista clients partake in a 'Hyperdrive' event that includes piloting a Mahindra Racing Formula E car.

The Battista road car is undergoing final development testing on road and track, before going into production within 12 months. The pure-electric hypercar is limited to 150 examples, delivering a range of 310 miles and a 0-62 mph time of under 2.0 seconds.

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NOVITEC CUSTOMISES AVENTADOR SVJ

German tuner Novitec has launched a new range of upgrades for the Lamborghini Aventador SVJ. Carbon aerodynamic components have been tailored to the SVJ, with new forged centre-lock wheels developed in cooperation with Vossen. In addition, various updated exhaust systems are offered for the SVJ, enhancing the exhaust note and performance, and saving 19kg in weight, while lowering springs can drop the ride height by 35mm. Further options are available for the cockpit, in both coupe and roadster guises.



EX-WORKS LANCIA JOLLY TO BE RESTORED

The Marches Centre of Manufacturing Technology (MCMT) has been donated a Lancia Jolly ex-works van, which will be restored via MCMT's Heritage Technician Apprenticeship. MCMT apprentices will restore it as part of their course, aimed at the vintage and classic automotive industries. The Jolly van is UK-registered and complete, but is described as "in a bit of a state" and not running. It's well known within the Lancia Motor Club, having been owned by several members before going to Switzerland, only to be lost for a while.



GFG STYLE 2030

The recent Riyadh Motor Show saw the unveiling of a preview of GFG Style's new 'Electric Hyper SUV'. Called the 2030, it's a two-door, two-seat, full-electric, all-terrain 4x4. It will be officially presented in physical form at March 2020 Geneva Show.

Designed by Giorgetto and Fabrizio Giugiaro, it's a research project inspired by Saudi Arabia. Fabrizio Giugiaro said: "We modelled the 2030 on a carbonfibre body and aluminium frame, with super-sporty lines but also designed as a celebration of off-road and full electric mode driving."

Giorgetto Giugiaro added: "The inspiration came from the territory and its evolution: simple, clean, sleek lines, like the desert itself, but able to excite... a car conceived for fast driving on a desert track."

PAGANIS SET NEW SALES RECORDS

Two Pagani Zondas have smashed records at auction. At the Riyadh Car Show in November 2019, Silverstone Auctions offered a Pagani Zonda Riviera. Based on the Zonda F, this one-off special includes upgraded carbon panels, carbon-black wheels and bespoke interior finished in blue. With only 900km on the clock, it sold for a world record auction price of \$5,885,000.

A short time after, at RM Sotheby's auction at Yas Marina Circuit, a 2017 Pagani Zonda Aether – a one-off with manual transmission and many unique features – sold for an even higher figure of \$6,812,000.

At the same RM Sotheby's auction, Michael Schumacher's championship-winning 2002 Ferrari F2002 also sold for \$6,643,750, making it the second most valuable Formula 1 car ever sold at auction (behind the \$7,500,000 Schumacher Ferrari F2001). Two further Ferraris also sold: a 2015 Ferrari FXX K, the first of its kind ever offered at auction (\$4,281,250), and a 1982 Ferrari 126 C2 F1 racer, as piloted to victory by Patrick Tambay (\$2,143,750).



NEW ABARTH AR 695 APP

To celebrate the birthday of founder Carlo Abarth, the Abarth brand has launched a new app that brings the Abarth 695 70th Anniversario to life. The 'Abarth AR 695' app uses augmented reality to create a 3D model of the limited edition car in "immersive, high-definition, 1:1 scale". Users can move around the car, observing it through 360 degrees, and even open the car's doors to explore the interior, move the variable rear spoiler, sound the horn and rev the engine. The App is available to download now from Apple Store and Google Play.

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Maranello-Mugello Majesty

What better car could there be to blast from Emilia-Romagna to Tuscany for a Ferrari Finali racing rendezvous than a 488 Pista Spider?

Story by Chris Rees
Photography by Michael Ward

Come on, go faster! And give me a lift! These are not the reactions you normally get from middle-aged bikers in Britain when you're driving a brand new Ferrari; rather less enthusiastic exclamations are more normal. But this isn't Britain, it's Italy – more specifically Emilia-Romagna, the home of the Prancing Horse. And by jiminy, do the people who live here love their Ferraris.

It's not difficult to hear these adulations, being in a car with the roof down. What with Ferrari's 2019 Finali Mondiali race weekend coming home to Mugello circuit, I've got an invitation to drive to the Tuscan track via Ferrari's Maranello HQ. Awaiting me there is a 488 Pista Spider, the drop-top version of the hard-edged Pista berlinetta. This is a car designed to open up new horizons – literally – while staying true to the track-honed origin of the species.

Ferrari says the Pista is imbued with "racing spirit" so it's the absolute first choice of machine in which to drive to Mugello. You can't miss its sunshine spirit, either, painted as it is in eye-popping metallic yellow (Giallo Triplo Strato, since you ask). It had me

pondering, how much more yellow can you get? To paraphrase Spinal Tap, the answer is 'none', because it also sports yellow brake callipers, yellow 'cavallinos' on the headrests, yellow upholstery stitching, yellow Scudetto badges and a yellow rev counter. That's all good in our book: yellow is a searingly fine shade for the Pista, especially with blue October skies resolutely in charge.

Also good in our book is the smorgasbord of carbon options fitted to this car, with the good fibres added to the engine bay, cooling vents and all over the cabin. No carbon wheels, though (an astonishingly pricey option): we settle for 20-inch dark grey forged alloys. As for the Pista's stripy livery that runs the length of the car, expanding as it goes rearwards, it's apparently meant to evoke airflow over the car. Nice, but I wouldn't have picked blue for these stripes; dark grey suits the car's carbon ethos better in my book.

First issue: where to store my travel bag? The problem is the F1-derived S-duct aero, leaving a plunging hole in the bonnet that's designed to Hoover air up from the front end and suck it close to the bonnet as it exits. It

means luggage space is down from 230 litres in the regular 488 to just 170 litres here. After some squeezing, my bag fits in fine.

As do I, despite the minimally-adjustable bucket seats. The carpets are replaced by patterned aluminium footplates, the driver's door handle is a simple strap and there's very little soundproofing – but that's all right, it's entirely fitting for the Pista's pointed purpose.

So much for what there's less of; a quick prod of the red starter button on the carbon-encrusted steering wheel reveals what there's definitely more of: noise. Ferrari's turbo-era V8 has often been criticised for sounding a bit ordinary. Not so the Pista's, whose acoustics are substantially altered. It's not only louder (8dB more than the GTB from the passenger seat) but also has a much harder quality. The exhaust note's crisp edge sharpens violently as the rev needle moves in on its 8000rpm cut-off. I discover this as soon as I enter the first tunnel of my trip, where a searing swathe of soundwaves creates a merry jig of scintillation in my ears. Of course, I'm top down (an operation that takes only 1.4 seconds), for the Pista Spider's





open-top configuration really plays to the exhaust's aural strengths.

Unfortunately snapper Michael's plane has been cancelled by striking Italians and he won't join me until tomorrow. That means it's up to me to navigate – or rather my iPhone – via the Passo della Raticosa, the legendary Apennine mountain route that crosses from Emilia-Romagna into Tuscany, and scene of many a

And the special springs are so good, they've been carried over to the new F8 Tributo. The steering is crisp and precise and there's almost zero body roll.

Ah look, there's our little *manettino* on the steering wheel, and it's calling out to me to have a play with it. Which driving mode shall I choose? Can't help myself switching to Race mode for most of the trip – it just seems to suit the car best. Ferrari's 'FDE' lateral

In the hills, you can happily play with with Ferrari's driving modes, even CT-Off, without scaring yourself

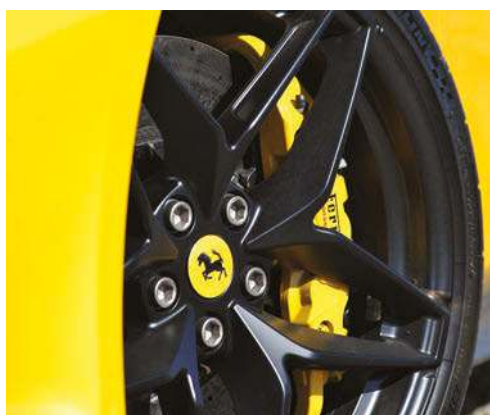
“ Ah look, there's our little *manettino*, calling out to me to have a play. I can't help switching to Race mode ”

Mille Miglia exploit. Despite Google failing to recognise a blocked-off road, I eventually get there.

During my ascent into the hills, the differences over the regular 488 Spider become apparent. The ride comfort is noticeably harder than on the standard car, but it's still perfectly acceptable (especially by supercar standards). The steering feel is tighter, more responsive and weightier, which is almost certainly down to the Michelin Pilot Sport Cup 2 tyres with their stiffer sidewalls. The rear damper control is harder, too.

dynamics control system remains active, giving you on-the-limit playfulness without heart tremors. Even so, I did have one moment coming out of a damp tunnel when the back end kicked out, but it was so easy to feel what was happening that it felt utterly intuitive to correct.

When I reach the pass over the hills, 'CT-Off' mode suddenly feels right. This is even more playful: exiting hairpins, you can slide the back end out at will with just a hint of opposite lock. Once again, I strongly suspect it



FERRARI 488 PISTA SPIDER

was the FDE making me feel like a driving god, rather than any raw talent...

In so many ways, the Pista proves surprisingly easy to drive. The seven-speed dual-clutch gearbox is a doddle, for instance. The only tricky items are the awkward indicator buttons on the steering wheel and the cruise control, which you have to take your hand off the wheel to adjust. One other thing: while forward visibility is excellent, our stay in the hills above Florence highlighted a common issue for supercars, namely that narrow roads are absolutely unsuited to a car of the 488 Pista's proportions. The sat nav took me down one road with a 1.8 metre width restriction. And how wide is the Pista? Er, 1975mm. That was an interesting manoeuvre to extract myself from, I can tell you. Luckily, the Spider's open top makes over-the-shoulder visibility much better, and the optional reversing camera made light work of it. Not sure the locals agreed, mind...

How much more yellow can you get? Suits the Pista just fine. Open roof allows for full aural pleasure

Speaking of cameras, static speed snappers are everywhere around Mugello – you have been warned! Let's face it, speed is hard to avoid in the 488 Pista Spider. Over 50 per cent of the engine components

TECHNICAL SPECIFICATIONS

FERRARI 488 PISTA SPIDER

ENGINE:	3902cc V8 twin-turbo
POWER:	720hp at 8000rpm
TORQUE:	770Nm (568lb ft) at 3000rpm
TRANSMISSION:	7-speed dual-clutch automatic
BRAKES:	Carbon ceramic discs, 398mm front, 360mm rear
TYRES:	245/35 ZR20 (front), 305/30 ZR20 (rear)
DIMENSIONS:	4605mm (L) 1975mm (W) 1206mm (H)
WEIGHT:	1380kg (dry)
MAX SPEED:	211mph
0-62MPH:	2.85sec
PRICE:	£287,850

are changed over the 488 GTB; it borrows a lot from the 488 Challenge racer, including shorter induction plenums, new cams and exhaust manifolds and a lightweight flywheel and titanium rods, all of which helps save 18kg from the kerb weight and add 50hp. With 720hp, the 3.9-litre twin-turbo engine is the most powerful Ferrari V8 ever, even including the new F8 Tributo.

Thanks to the stripped-out interior, plus the carbon



wings, bonnet and bumpers, weight is very low at 1380kg – the same as the fixed-roof Pista, incidentally. No surprise, then, that the Pista's pace is sensational. The standout figure for me is the 0-124mph acceleration time of 8.0 seconds – some 0.4sec more than the Pista coupe, although the 0-62mph time of 2.85sec is identical.

The brakes – carbon ceramic, naturally – are actuated by a servo that's taken straight from the 488 Challenge car. That means the pedal effort is high but the feel is super-sensitive, and there's no missing the extreme g-force retardation.

As I sweep into Mugello's welcoming arms, the trip has imprinted itself onto my memory more searingly than the Pista's yellow paint scheme. Particularly memorable have been the sweepingly twisty passes to get here (oh, did I mention we took a little detour up into the wonderful switchbacks at Vallombrosa, but a short drive east from Florence?).

If this has all got you thinking about saving your pennies, there are two small obstacles. First is the £287,850 price tag – not insubstantial, especially as the new Ferrari F8 Spider is now on sale at £234k. Second is the fact that you can't actually buy a 488 Pista Spider unless you're already a favoured Ferrari customer. Shame, because the Pista is the purest car in Ferrari's current range. And with the top down in the sunshine and such a scintillating soundtrack to listen to, the Spider has to be 'the one'. Instant classic? No question whatsoever. 🇮🇹



FLIPSIDE: MCLAREN'S 720S SPIDER

When we drove a McLaren 720S Spider at last July's Supercar Sunday, we couldn't help but draw comparisons with the Pista Spider. After all, its price is similar (£237,000), the power output from its V8 turbo engine is identical (720hp) and the retractable roof system works in much the same way. But these cars do diverge in many ways. The British car has a more comfort-focused, understated feel, for instance, while its soundtrack is also far less extreme; it's much more of an everyday supercar. McLaren does offer the 600LT Spider as a more track-focused animal, but with 600hp, that's a little down on power compared to the Ferrari.



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Estates of the Art

What could be better than a Maserati Quattroporte? Answer: a 'Cinqueporte' – or better, two of them. Our back-to-back test of QPs transformed into estate cars demonstrates that the craftsman's art is well and truly alive

Story by Chris Rees
Photography by Michael Ward





Hang on, did Maserati build estate cars? In two generations? The short answer is no, so how come you are looking at a pair of five-door Masers? If you're an Italian enthusiast, you'll know that 'Quattroporte' is Maserati's deliciously prosaic name for its largest saloon model – even though the car the badge is affixed to is anything but ordinary. 'Quattroporte' simply means 'four doors' in Italian. How much more exotic is a car with the name 'Cinqueporte'? Way more exotic, of course. Because the addition of one extra door to Maserati's saloon creates a unique machine that's interesting by more than just a factor of one.

Or even a factor of two. Yes: we have not just a fifth-generation Quattroporte (QP5) estate but a current-shape sixth-gen QP6 one, too. The first is a coachbuilt car conceived and built in Italy by Touring; the other is hand-made right here in Britain, in deepest Buckinghamshire. The QP5 is the first of four ever made; the QP6 is a unique one-off.

There's a definite connection between the two – and it's not just that both cars are British-registered. The English connection actually feels rather fitting, considering that there's something quintessentially British about the 'shooting brake' idea. In a roundabout way, the QP5 five-door conversion actually led to the QP6 one.

Our story starts in 2008, when Carrozzeria Touring unveiled a five-door version of the QP5. The celebrated 'Carrozzeria Touring Superleggera' name had been revived in its native Milan in 2006. Touring has, of course, a long and illustrious history with Maserati, stretching right back to the 3500GT era of the 1960s. So it was entirely fitting that the reborn Touring should unveil its Maserati QP-based car at the Villa d'Este Concorso d'Eleganza in 2008. The name chosen for the five-door QP was Bellagio, after the famous town on the banks of Lake Como.

The Bellagio was not actually described by Touring Superleggera as a shooting brake but as a 'Fastback'. The company stated it was "a real GT that succeeds in combining a sporty attitude and high performance with the requirements of space, functionality and convenience of a hatchback, without compromising



refinement and class.”

The conversion cost 99,000 euros plus tax back in 2009, so it's not too surprising that only four examples of the Bellagio were ever built on the Maserati QP5, of which this is the very first, and the only UK-registered example. It's cared for by McGrath Maserati, and looks supremely elegant in its dark blue paint with tan leather interior.

Evocative 'Touring' badges on the front wings, B-pillars and tailgate attest to an undeniable aura of class. Throughout, the quality of construction is extremely impressive. Touring would strip the car, including removing the roof and rear bulkhead, ready for new metalwork to be fitted aft of the B-pillars. That included the boot floor, rear wings and rear slam panel, while the fuel tank was also replaced.

“ In the boot is a concealed compartment designed to hold two pairs of shotguns ”

The boot floor sits higher than the saloon's to allow room for the new underfloor fuel tank. New panelwork included rear doors, rear quarter panels and roof, as well as a bespoke tailgate. The rear door glass and hatchback glass are also unique to the Bellagio, although the rear bumper and lights were retained.

The wheels merit a special mention: they're unique 19-inch alloys by Ruote Borrani. They're called 'Bimetallica' because they have cold-formed aluminium rims fitted to forged alloy centres, recalling the type of wheel fitted to the Maserati 3500GT, which had steel centres and aluminium rims. Allegedly the cost is £3000 per wheel!

The interior is radically altered, too, with a retrim to exacting standards. The rear seats can be folded (using hidden levers) flush with the boot floor. The boot sides have unique trims and hinged compartments, while towards the back is a concealed compartment designed to hold two pairs of shotguns. Practicality? Well, with the rear seats in place, there's actually less volume than in the QP saloon because



MASERATI QUATTROPORTE SHOOTING BRAKES





the boot floor is higher, but fold the seats and you have plenty of space.

Mechanically it's pretty much standard QP5, including its 400hp, 4244cc V8 engine, six-speed automatic, four-wheel independent suspension and disc brakes. No surprise, then, that the Bellagio drives almost exactly like a QP5 saloon. This example has the ZF automatic gearbox which works so much better than Maserati's earlier DuoSelect system. Overall the conversion adds something like 150kg but it doesn't show too much in terms of handling or performance. The only real difference is rear visibility, which is somewhat affected by the rearward shift of the rear screen and the upward-swept rear three-quarter windows.

The story goes that one of the four Bellagios built, originally created for ex-Ducati President Carlo Bonomi, was put up for auction by RM Sotheby's in 2013, selling

for 117,600 euros. One British enthusiast, kicking himself for missing out on this opportunity, decided to get his own version made. Since the new-generation Quattroporte had by then been released, he decided to base it on the new-shape QP6. The version chosen as a basis was the diesel – not the version we'd have chosen, admittedly, but doubtless there were good reasons for the choice.

So who did the conversion? Some well-known UK-based prototype makers were approached. However quotes of £250,000 for the bespoke conversion (on top of the cost of the base vehicle), plus the long lead times being asked to complete the work, meant that the car ended up at the Buckinghamshire HQ of an extremely talented man by the name of Adam Redding, whose more usual job is restoring classics. When *Auto Italia* visited his premises to pick up the QP6 for our shoot, our eye was caught by a Lancia Flaminia Coupe

Touring badging - indeed the whole car - exudes class. Reconfigured boot looks great, raises floor



MASERATI QUATTROPORTE SHOOTING BRAKES



Bellagio uses superb 4.2 V8 engine (above). Model chosen for the QP6 estate was a 275hp diesel (below)

which looked far too far gone to save, but he's absolutely going to restore it.

Adam mocked up a few different ideas for the customer. "My original drawings were for an upswept rear window, a bit like the Bellagio," he says, "and I would love to have tried this. In the end, the client selected the tapering shape you see here. It does look very 'factory' which is exactly what the client wanted, so much so that people often don't notice that it's a bespoke design."

Adam cleverly made use of some proprietary parts to keep a lid on costs. He tried several different estate car 'donors' before eventually selecting the rear glass you see, which is from a Mercedes CLS estate. However, if you compare the cars side-by-side, you'll see that the shape is actually massively altered, because much of the glass sits behind the new-shape panelling; there's actually about three inches of difference.

To begin, Adam peeled open the QP's roof and rear



quarters. The roof panel, inner rear quarter panels and rear tailgate were cleverly adapted from another 'donor' car, from a different German manufacturer. The roof was then spliced into the Maserati's. The lower part of the tailgate, meanwhile, was retained from the original QP.

Much of the metalwork is bespoke, though, including the cantrails, rear wings, rear pillars and some of the tailgate. Unlike the Bellagio, which has extra strengthening in the C-pillars, the rear structure is maintained pretty much intact to maintain strength, while the rear suspension towers are seam-welded (as opposed to the original spot welding).

The tailgate is electrically powered using an off-the-shelf motorisation kit, but the degree of electrical jiggery-pokery required to get everything to work was significant, requiring specialist attention.

Internally, not much has changed from the original Maserati, with standard Nero leather upholstery and piano black trim. The boot floor and the rear parcel



shelf are also standard Maser, and even the QP6's folding rear seats are retained intact. The main areas of difference are the trim in the boot area, the tailgate cover and the headlining. But Adam says he could do a Bellagio-style full retrim if required: "We could easily do a bespoke interior, including a champagne fridge and teak flooring, for instance. I think a car like this would really suit a major interior makeover."

The quality of Adam's work is clearly very high. You'd be hard-pressed to tell this wasn't a factory offering, apart perhaps from a couple of window trim details. The tailgate opens like a factory luxury car's should, with a perfect fit. I love the badging, too, which reads 'Cinqueporte', replicating exactly the script that normally reads 'Quattroporte'.

The 2015 'donor' was originally painted white but it's now Gunmetal Grey metallic, as per the client's request. Wouldn't it look great in a bold shade of electric blue, though? It currently also has a black contrasting stripe on the bonnet and roof, which has divided opinions in the *Auto Italia* office, as have the 20-inch black Mercurio alloy wheels with their gold centres, and gold badging elsewhere.

To drive, it's pretty much standard QP6. The 275hp 3.0-litre diesel engine may be the 'wrong' powerplant for many people, but it certainly doesn't lack in oomph and even sounds beefily nice (for a diesel at any rate). Again, rear visibility is the main difference but parking sensors and a reversing camera certainly help.

The effort required to do the transformation was huge, at an estimated 1500 hours. The whole project took six months to complete, but at least half that was absorbed by planning stages. So far, this is the only example of a QP6 Shooting Brake in the world, but would Adam Redding be able to do you another one? Absolutely. Now the prototyping work has been done, it could all be replicated with a far quicker turnaround, and at a price that would be five figures, not six. Personally, we'd base it on a V8-engined Quattroporte GTS, paint it in a striking colour and do a full bespoke interior.



THE 'OTHER' CINQUEPORTE

There was another Maserati 'Cinqueporte' – well, almost. In 2008, design company StudioTorino and coachbuilder StudioM were commissioned to create a five-door QP5 for an Arabian customer who wanted a desert hunting car. Alfredo Stola (pictured) designed a 'Cinqueporte' with a harmonious design that was quite distinct from Touring's. However, the project never progressed beyond the 1/4 scale model stage.

In the meantime, the QP6 Cinqueporte is up for sale via specialist sales and storage company, Autostorico. With only 8700 miles on the clock, it'll cost you in the region of £135,000 (see panel for contact details).

These exquisite Maseratis are without question the most stylish way to transport five adults and their luggage. Estate cars of this size and class are rare indeed, and for the sophisticated Italophile, there's nothing better than a Maserati with *cinque porte*. If you've ever thought it's a shame that, Levante notwithstanding, Maserati never made its own five-door estate car, these shooting brake conversions provide the perfect solution. 🇮🇹



Interested in buying the QP6 Shooting Brake? Contact Autostorico of Taplow, Bucks on 01628 560645 or visit autostorico.co.uk. And if you'd like your own Cinqueporte build, call 07860 939574 or visit adamreddingclassiccars.com



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Open Season

Unlike the 365 Daytona, Ferrari never offered an open-topped version of the GTC/4, so it was left to independents to do the honours. We trace the little-told story of the sublimely handsome 365 GTC/4 Spider

Story by Richard Dredge
Images by Simon Clay/Talacrest

In the 72 years that Ferrari has been around, there's been no shortage of open-topped Prancing Horses. But Maranello has often offered only tin-top versions of many of its models, and at this rarefied end of the market, buyers often want only what they can't have. After all, for many with the deepest pockets, the best way of getting one over on other

wealthy enthusiasts is to commission something a bit special. That's how a raft of companies have kept busy for years – turning tin tops into convertibles, bolting on bodykits, spicing up the mechanicals – and sometimes a combination of all three.

Some of these companies are well known. Koenig used to do unspeakable things to the Boxer, Testarossa and 308; Robert Jankel Design offered four-door and convertible versions of the 400i; and a raft of companies have opened up pretty much every Ferrari berlinetta ever made. Some of those firms have even opened up coupes even when a spider was available from the factory, the most obvious being the 365 GTB/4 Daytona.

The official Daytona Spider was known as the 365 GTS/4, the '365' denoting the displacement of each of the 12 cylinders, the '4' telling the world that this was a quad-cam engine and the 'S' denoting 'Spider'. When it comes to high-profile classic Ferraris, the Daytona is right up there, so it seems incredible that its younger sibling, the 365 GTC/4, has such a low profile. It's



almost as though it's from a different family altogether.

The Daytona made its debut in 1968 but it wasn't until the Paris Salon at the end of 1971 that the more family-friendly 365 GTC/4 arrived. This four-seater cruiser sat between the 365 GT 2+2 and the Daytona. Despite the fact that production lasted for just 20 months, a healthy 505 were sold. Indeed, so popular was the GTC/4 that it

accounted for half of Ferrari's V12 production in the time that it was available.

While Ferrari offered an open-topped Daytona, there was never an official 365 GTC/4 Spider. It's therefore an ideal candidate for an open-top conversion – not least because its glassy cabin is prone to getting very hot when the sun shines. Most GTC/4s were sold to the US and while air-con was fitted as standard, the system never coped very well with cooling things down – so what better solution than to slice off the roof?

The car shown here is chassis #15869 and it's one of two GTC/4 Spiders sold over the years by John Collins of Talacrest. In fact he's sold this car twice, as he relates: "I first sold this GTC/4 about 25 years ago, but I then sold it to a US-based Ferrari enthusiast two years ago. Since he acquired it, he's spent a fortune making the car better than new. The car was converted into a spider by the Italian company, Auto Sport. In autumn 2019 I also sold a Zampolli-converted GTC/4 (#15497) to someone in the US."

As you can see from the pictures, the first car is

black with a red interior; Collins' latest sale is of a black car with a black interior, and it was Rob Frost who has just relinquished its keys. He comments: "Although I'm based in the UK, I live in Florida in the winter. While I was there in early 2017, I was trawling eBay and spotted a GTC/4 Spider in Jacksonville, about four hours away. It was quite a lot of money so I suspected I would never be able to persuade my wife that we should buy the car and have it shipped to the UK. But she saw the pictures and instantly fell in love with the

work was done to an exquisite standard – to the point where I wonder if it was really financially viable. There were no economies of scale because so few of these cars were converted, but lots of parts had to be made specially to finish the car to a factory standard. It didn't just look good though; it was also superb to drive. There was no trace of scuttle shake even on bumpy roads, the doors shut with a reassuring thunk and the manually-operated soft top fitted beautifully. The car's structure was clearly stiffened immensely because

“ It doesn't just look good, it's also superb to drive. There's no trace of scuttle shake even on bumpy roads ”

car; she insisted that we just had to have it.

"The seller was an Irishman who had emigrated from Cork with just £25 in his pocket; now he's got a business valued at \$1.5 billion and a huge collection of classic cars with a team of six employed to look after them all. He'd bought the GTC/4 a long time ago then sold it when it started to look tired. But he missed the car and bought it back to get it properly restored by a company in Long Island. The restoration cost \$162,000 and involved rebuilding the engine and gearbox, repainting the car and retrimming the interior.

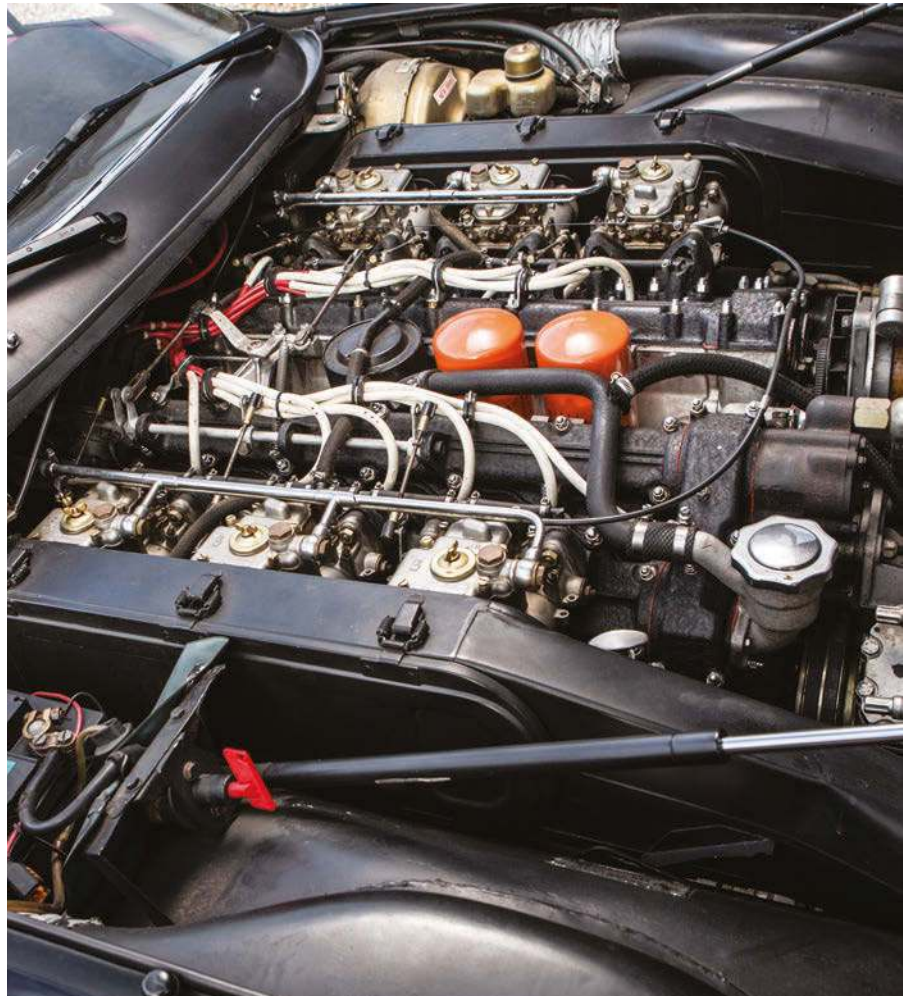
"Some time during the early 1980s, Claudio Zampolli was commissioned to turn the GTC/4 into a spider. The

there were never any squeaks, creaks or rattles.

"Perhaps the most appealing thing about having an open-topped version of the GTC/4 was the ability to enjoy the sound from that magnificent V12. I used to drive top-down through a tunnel near where I live, and every time I did this I'd shift down to second and floor it to hear the sound reverberating off the walls. It was worth owning the car for that experience alone – it always made the hairs stand up on the back of my neck.

"The other big upside to ownership was the reaction I got when I took the car anywhere. People assumed it was all factory-built but didn't know quite what it was,

Fabulous V12, essentially shared with the Daytona, sounds utterly glorious with the roof down





Sumptuous four-seater cabin suits the convertible theme well. Why didn't Ferrari offer this officially?

so they always wanted to know more about it. I also wanted to know more about these cars in general, and my GTC/4 in particular, so I wrote to Claudio Zampolli to see if he could fill in any gaps, but I never got a reply. I loved owning #15497, but after 18 months with it I realised that I didn't use the car enough to justify having so much money tied up in it, so it was sold on."

Of the 11 known GTC/4 Spiders, Zampolli is responsible for converting more than anybody. He's known to have done three or four, while the other conversions were done by a mixture of American and European companies. According to Jonathan Thompson in his book *Ferrari Cabriolets and Spiders*, published in 1985, the first GTC/4 Spider was created by Luigi Chinetti Jr in 1981, but it would be another three years before the second one was made. That conversion was performed by California-based European Auto Restoration, which was run by Mike Sheehan between



the early 1970s and 1996, when he closed the company down to focus on sales and brokerage; you'll find him online at ferraris-online.com.

Says Sheehan: "I started out doing crash repairs for the insurance industry, but by the end of the 1970s there was a trend of turning Daytona coupes into spiders. My company pioneered this, along with Richard Straman who was based in the same block as us, in Costa Mesa. Straman retired in 1997 but before he did so he also created a 550 Spider along with a 456 drophead, which you could even buy in supercharged form.

"European Auto Restoration and Straman cornered the market in opening up Daytonas, while my company also converted the occasional 275 and Boxer. Straman did some Testarossa Spiders too, so when Claudio Zampolli wanted to muscle in on the action, he needed to come up with something

“ I used to drive top-down through tunnels, shifting down to second and flooring the throttle ”



different. He was based about 50 miles away from us and he decided to offer a spider conversion based on the 365 GTC/4. The market for these cars was clearly a lot more limited than for the Daytona though, and far fewer GTC/4s were converted."

It's not as though it's especially difficult turning the GTC/4 into a spider. Having gained a huge amount of expertise with its other spider conversions, European Auto Restoration and its rivals knew exactly how to stiffen the Ferrari's structure without piling on the pounds too much, and as Rob Frost can attest, the result of the decapitation was completely effective. So why weren't more of these cars converted into spiders?

Maybe it was the GTC/4's lower value, maybe it was its lower profile or it may simply have been that Ferrari produced an official Daytona Spider, but only in tiny quantities so there weren't enough to go round. Whatever the story, we think it's good that a handful of GTC/4s were opened up, because this is a car that just works on every level. After all, why have a two-seater V12-powered drophead when you could have a four-seater spider instead, to take the whole family along for the ride? 🇮🇹

THE KNOWN GTC/4 SPIDERS

Mike Sheehan maintains his own database of Ferraris in a bid to document as many of their histories as possible. We're deeply indebted to him for allowing us access to the following records for the 365 GTC/4 Spiders that he knows about.

Chassis:	Conversion by:
#14477	Autocraft in England (probably)
#14657	Claudio Zampolli
#14687	Auto Sport of Bastiglia, near Modena (probably)
#14927	Luigi Chinetti Jr
#14963	West Virginia Classic Inc of Clarksburg, West Virginia
#15493	Unknown; this car allegedly has a hydraulic roof mechanism
#15497	Claudio Zampolli for Michael Anthony of Van Halen
#15557	Claudio Zampolli (probably)
#15713	Either Claudio Zampolli, Bob Wallace or Carrozzeria Scaglietti
#15813	Mike Sheehan's European Auto Restoration, 1982
#15869	Auto Sport, for Alexander Tonolli
#16017	Roofless beach car made by Felber of Switzerland

Three 365GTC/4 targas were also made (#14181, #15213, #15347)



THANKS

Many thanks to Mike Sheehan for giving up his Thanksgiving break to plough through his database; without his help this article would have been pretty much impossible to put together. Also many thanks are due to Rob Frost and Marcel Massini for their time and help.



1969 FERRARI 365 GTC

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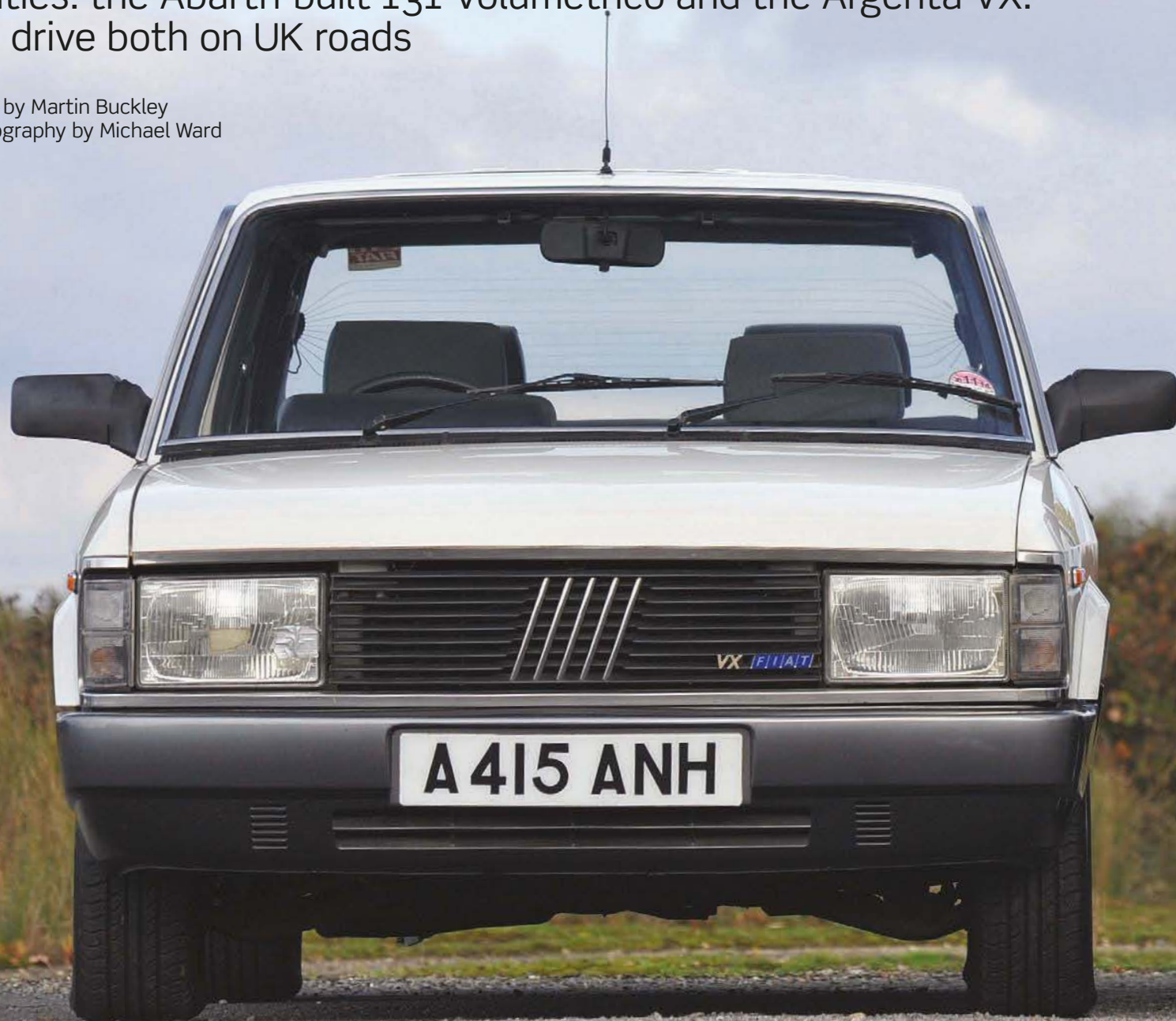
1956 ALFA ROMEO GIULIETTA SPIDER

This early short chassis example is fitted with a Giulia 1570cc engine and 5-speed gearbox (and comes with the original 1290cc engine) A fabulous colour combination of Grigo Grafite with burgundy interior, this is the ultimate drivers Giulietta Spider in exceptional condition

CHARGED BARGES

Fiat's brief fling with supercharging produced two real saloon rarities: the Abarth-built 131 Volumetrico and the Argenta VX. We drive both on UK roads

Story by Martin Buckley
Photography by Michael Ward



S ometime in the mid-1970s, Fiat lost its sense of direction. Gradually the innovation and excellence of the late 1960s, typified by products like the 128 and 127, gave way to a rather conservative retrenchment. This was an attitude best illustrated by the 131 and 132 saloons. Totally straightforward in their three-box appearance and front engine/rear drive concept, these were not designed as enthusiast machines but as important

volume models to appeal to fleet and family users – cars that Fiat, on the evidence of its 1960s output, should have been effortlessly capable of getting right.

In fairness, the mid-sized 131 was well up to the standards of its tin box GM/Ford competition but it was no Car of The Year winner in the mould of its predecessor, the sprightly 124. Perhaps, given the tougher legislative demands of the 1970s and the success of rival anodyne saloons like the market-



leading Ford Cortina, we can forgive the 131 its blandness, particularly as it went on to show flashes of brilliance, not least as an Abarth-prepared triple World Rally Championship winner.

Not so the 1972 upper-mid-sized 132. Aimed at the 'young executive' market, it was a car with very little of the charm of the much-loved 125. It looked slightly out of date on day one and never lived up to the promise of its Lampredi twin-cam engine, five-speed gearbox and

well-located live rear axle. It also proved curiously immune to attempts at improving and updating it: only Donatella Versace had more facelifts.

The very first 132s were so widely knocked by the press for their stodgy handling and heavy steering that Fiat saw fit to launch a mildly improved 'unofficial Mk2' version within two years of the original. Then for 1977 there was a new 2000 version, now Fiat's grandest saloon after the demise of the 130 the year before.



This boasted yet another new dashboard, new grille and moulded bumpers plus power steering, electric front windows and Pirelli P6 tyres. Sold in the UK as the "Wolf in Sheep's Clothing" it was a better effort but certainly not the credible BMW 5 Series competitor that Fiat had people believe.

The Argenta, launched in 1981, was perhaps the car the 132 should always have been. The fact that Fiat thought the concept of a three-box, rear drive live-axle 'traditional' saloon still had legs in the early 1980s shows that buyers don't always take much notice of what the press has to say. The truth is that almost one million 132s were sold. It always had a solid following in its home territory.

While Fiat admitted it didn't see a long life ahead for the Argenta (it was basically a nine-year old design), it had no problem squeezing the last ounce of potential out of the design. The changes went well beyond the obvious ones of rectangular headlights, new rear

clusters and wraparound bumpers. Outwardly only the door pressing remained as before. There were new wheels (P6-shod alloys on 2.0-litre cars) and stainless steel brightwork all round. Keen to suppress its reputation for rust, Fiat also claimed to have made huge strides in corrosion protection.

Mechanically, the 1600 and 2000 engines were joined by a 125hp Marelli-injected 2.0-litre petrol and a 77hp diesel. The latter was borrowed from an Iveco truck and was quite popular in Italy, but it didn't do much for the handling; I have an Italian friend who still shudders when he remembers the day his mother succumbed to the epic understeer of their oil-burning Argenta on a twisty mountain road. Luckily British buyers only got the petrol 2.0-litre models which had modified steering geometry and De Carbon gas-and-oil dampers, giving better composure than previously.

The Argenta was greeted with barely concealed mirth in 1982 in the UK, where sales were negligible. Its

Any Argenta is a rare sight, let alone a VX. 135hp supercharged engine was taken from Lancia Beta VX



FIAT ARGENTA VX V FIAT 131 VOLUMETRICO



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chances were not helped by its name; Argenta means 'silver' in Italian but comparisons were made to a certain South American country with which the UK went to war with over a small island in the south Atlantic shortly after the car was launched. Sales were so poor, in fact, that Fiat GB declined to sign up for the

The example featured, owned by Fiat 132 enthusiast James Nicholson of Cambridge, is a right-hand drive car brought over by Fiat GB in 1983 for 'evaluation' purposes. James, who has a collection of 132s, feels it was likely procured as a management perk. He has owned the VX Argenta since the 1990s but this is its

“ It's thought that only 188 Volumetricos were built by Abarth to try out supercharger technology ”

facelifted version of 1983, which featured the new corporate five-bar grille, anti-roll bar on the rear axle and a slightly modified interior.

However the more uplifting news was the availability of a supercharged VX version (also known in Italy as the SX) in the run-out 1983-1985 Argenta line-up. This used the same VX supercharged engine as in the Lancia Beta/Trevi. Timing was modified to suit, compression ratio lowered to 7.5:1 and sodium filled exhaust valves were fitted. Its 135hp at 5500rpm was not to be sniffed at, giving a top speed of 115mph, with benefits in torque and smoothness. The VX specification also featured rear discs and a bigger 70-litre fuel tank.

first outing in a decade.

Under the bonnet there is a bar across the bulkhead from the brake pedal to the left-handed master cylinder (hinting at the car's 'special order' status) with a Weber carburettor downstream of the Roots compressor, driven off the crank via a toothed belt. It is neatly presented but you have to wonder how many buyers were happy with the idea of having to check the oil in the (difficult to get to) blower sump every 200 miles.

Theoretically more efficient than a turbocharger, the Roots blower boosts torque at low revs and flexibility throughout the rev range, its twin lobe rotors rotating in opposite directions to pump mixture



FIAT ARGENTA VX V FIAT 131 VOLUMETRICO



Supercharger helps unleash 140hp from Twin Cam engine and produces instant pull in any gear

directly from the carburettor into the combustion chambers. The result is a sweet and potent engine that pulls strongly and surprisingly quietly throughout its rev range. The urge is delivered in a steady flow via five well-chosen ratios in a light, positive gearbox, the clutch being beefed up compared to the unblown version to take the extra power.

VX Argentas came on Bilstein dampers but this car has been changed to the standard dampers, hence its tendency to float and wallow in traditional 132 style. It has a genuinely good ride, though, and while both the brakes and the power steering feel over-boosted, the Argenta VX feels light and handy enough to drive.

Inside, there is legroom to spare as you lounge on the corded cloth seats that boast headrests front and rear, and the boot is huge. The door furniture is Series 2 but the wacky dashboard is Series 1, suggesting that this must have been a crossover car. It offers distractions like an econometer and a Citroen-like 'system check' panel, as well as over-styled

speedometer and rev counter displays. There is a huge ashtray on the centre console, switches for the power windows and evidence of Fiat's 1970s love affair with sunblinds, even for the front side windows in this case.

I can't dig out any production figures for the Argenta VX but I feel certain it's not as rare as a Fiat 131 Volumetrico, the second supercharged Fiat in this feature. It is thought that only 188 (or possibly 200) of these four-door, 140hp 131s were produced between May and June 1981. They were built by Abarth on the basis of the recently-introduced Series 3 131, seemingly as a way of trying out supercharger technology before Lancia began to roll it out for the Beta/Trevi VX range, albeit with a smaller supercharger installation.

Produced exclusively for the Italian market, the 131 Volumetrico was priced 27% higher than the Supermirafiori 2000. Almost all cars were silver grey metallic, although Gianni Agnelli is said to have had a dark blue one with air conditioning. Standard spec





TECHNICAL SPECIFICATIONS

	FIAT ARGENTA VX	FIAT 131 VOLUMETRICO
ENGINE:	1995cc 4-cyl twin-cam	1995cc 4-cyl twin-cam
BORE X STROKE:	84mm x 90mm	84mm x 90mm
POWER:	135hp at 5500rpm	140hp at 5500rpm
TORQUE:	206Nm (152lb ft) at 3000rpm	214Nm (158lb ft) at 3000rpm
TRANSMISSION:	5-speed manual	5-speed manual
SUSPENSION:	Wishbones (front); rigid axle (rear); anti-roll bars	Wishbones (front); rigid axle (rear); anti-roll bars
BRAKES:	Discs front, drums rear	Discs front, drums rear
TYRES:	185/65 R14	185/65 R14
DIMENSIONS:	4392mm (L), 1640mm (W), 1435mm (H)	4231mm (L), 1645mm (W), 1405mm (H)
WEIGHT:	1190kg	1140kg
MAX SPEED:	115mph	118mph
0-62MPH:	9.3sec	8.0sec



included 'Abarth' and 'Volumetrico' badges as well as Pirelli P6 tyres on Pirelli alloy wheels.

As well as the four-door saloon, there was also a two-door 131 Racing Volumetrico, based on the Series 2 Fiat 131, which was built in uncertain quantities around the same time, but that's a story for another day. Our 131 Volumetrico is number 43 of the supposed 188/200 production run (you can see the numbers hand-painted behind the air intake slats on the bonnet) and owner Paul Duce of Classic and Cabriolets thinks there could be two others in the UK.

The engines in these cars were Lampredi's last project before he retired and, on opening the bonnet, you can see 'Abarth' cast into the supercharger housing and the cam boxes. What you cannot see are the drivetrain upgrades which included a lower-ratio differential, bigger fuel pump, heavy duty clutch, different exhaust, bigger brake discs and an oil cooler.

The suspension is also stiffened up with a thicker anti-roll bar and, on brief acquaintance, it immediately feels a much more agile vehicle than the Argenta, with a firm ride, responsive turn-in and moderate body roll. The straight-line pull is impressive but in some ways as unassuming as the bodywork: like the Argenta, it doesn't demand high revs or gear play to extract the performance but just delivers an immediate flow of smooth, steady power. Far from being a boy racer

machine, the Volumetrico feels a mature car, with instant pull in any of its five speeds, which have closer-set ratios than a standard Mirafiori 2000 TC.

Paul Duce of Classics and Cabriolets has had this 100,000-kilometre example since 2013, having driven it back from Italy with no problems other than getting pulled into a service area by the Carabinieri. "They just wanted to know what it was," he laughs.

Since being in the UK, it has had its wheels refurbished and the tyres changed. Paul points out that it still has its original rectangular headlight front end, rather than the quad circular unit conversion, to make it look like a Sport/Racing.

Up for sale at £24,000, I get the feeling that Paul has not been trying *too* hard to sell the Volumetrico. Considered by many to be the last true Abarth production car, it also marked the beginning of Fiat's brief love affair with supercharging. The 'charger's final appearance, in the lame duck Argenta, drew a line under Turin's forced induction adventure while giving a short-lived fillip to the reputation of a dowdy car that was too far past its sell-by date to be worthy of it.

Being a lover of the orphans, misfits and pointless barges of the automotive world, the Argenta is not quite the worst car Fiat ever made and ticks more boxes than most. It certainly has its place. **🇮🇹**

131 still looks crisp next to dumpier Argenta. It also drives more sharply, thanks to chassis tweaks

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BAD RAP REDEMPTION

Not every Italian car is a paragon of style and dynamics. There have been a few major misses over the years, too. But don't believe everything you hear: we offer some notorious lemons their chance of redemption

Story by Chris Rees
Photography by Michael Ward



You've got to love Italian cars. Since you're reading this magazine, that's hardly a conclusion worthy of Sherlock Holmes, I'll grant you. Opinions may be divided about cars from Germany, France or the USA, but Italian cars are pretty much universally loved.

Yes, people everywhere laud exceptional Alfa Romeos, Fiats, Lancias, Ferraris, Maseratis, Lamborghinis and others. Italian engineering, design and passion lie at the very heart of the car world.

Which makes Italy's occasional 'bum notes' all the more jarring. Let's face it, Italy's back catalogue is not 100% filled with hits like the Ferrari 250 GT and Alfa Romeo Giulia GT. To paraphrase someone wiser than me, only God is perfect; to err is only human.

There have been plenty of Italian automotive errors over the years, to which Her Majesty's Press has been keen to deliver a good kicking. It's not just the Fiat Argenta (as featured in this issue) that has had a bad press. There have been awkward Alfas, lame Lancias and mediocre Maseratis, too. But here at *Auto Italia* we don't like to kick a lame duck while it's down.

Conventional wisdom would have you believe the 'lemons' in the following pages leave an irretrievably bitter taste behind, but everything has its redeeming qualities. So we're here to defend the apparently indefensible – and proclaim why lamented lemons with a bad rap really aren't so bad.

ALFA ROMEO ARNA

The undisputed number one on everyone's list of Italian automotive lemons, the Arna has plenty of detractors and very few fans. To overcome Italy's protectionist policies of the early 1980s, which restricted the import of Japanese cars, Nissan teamed up with Alfa Romeo. On paper, it was a great idea: Japanese quality, Italian heart. What actually materialised was one of the blandest pieces of 1980s Japanese design, shoddily built by a workforce unused to making cars. Nissan shipped Cherry body panels from Japan to a newly-built plant in Pratola Serra, near Naples, where Alfa fitted Alfasud mechanicals. It never worked: Alfa fans didn't like the Japanese angle, Nissan buyers didn't fancy going Italian. This was a car that no one wanted; in its four-year lifespan, the Arna sold just over 53,000 examples.



The 'Sud front suspension may have been great, but the Nissan rear end never gelled with it. The dashboard was also lacklustre Japanese, while iffy electrics joined dodgy build quality.

The saving grace was its flat-four engine. The rare Ti version is the one to have – 86hp 1.3-litre or 95hp 1.5-litre. Although all but extinct now, find a Ti with bright green upholstery and you'll have a car that fans of quirkiness will always be drawn to.

ALFA ROMEO ALFA 6



Alfa Romeo seriously misjudged the big car market with the Alfa 6. It had actually been styled and engineered some six years before it was launched (1979), so it already felt old.

The Alfetta-based saloon was boxy, plain and uninspired, while the cabin was fussily detailed with some nasty wood trim. At twice the price of an Alfetta, it's small wonder that a mere 12,000 Alfa 6s were sold worldwide, and just 128 in the UK.

Once again, the 6's saving grace is that it marked the debut of Alfa's delicious Busso V6 engine: silky-smooth, refined and free-revving. It could reach 120mph, making it Italy's fastest four-door saloon at the time. It handled well, too. But even the Busso engine wasn't quite right: its triple Dellorto carburettors never behaved well, forcing Alfa to switch to fuel injection when the Busso debuted in the GTV 6.

ALFA ROMEO 4C

Her Majesty's Press in the UK does seem to have it in for Alfa's 4C, which I think is a quite unfair situation. Speak to your average motoring hack and you'll be



terrified by the tales: a car that feels nervous under braking, steering that randomly pulls you from one side of the road to the other and an underwhelming four-cylinder engine.

But speak to the people who actually own them, and you get a very different story. They love the 4C, especially the way it drives. The 4C was set up to be driven on smooth tracks, rather than bumpy British roads, but as AlfaWorks has proven, it's possible to make tiny – and inexpensive – changes to the suspension geometry to eliminate any nervousness. And even in completely standard form, its supposed foibles are nowhere near as severe as some people would have you believe.

Add into the mix that the 4C is the best-looking small sports car of recent times, one of the lightest, and has a chassis made almost entirely of carbonfibre, and the 4C is a car that deserves far more respect.

FIAT STILO ABARTH

Perhaps one of the more forgettable Fiats of modern times was the 2001-2007 Stilo, but at least the Abarth version held some interest. Its three-door bodyshell was decent-looking, and the 2446cc in-line five-cylinder engine offered a brawny 170hp.

But even the Abarth was below par. The lacklustre chassis was overwhelmed by the powerful engine and its heaviness meant it wasn't very fast in a straight line (0-62mph in 8.5 seconds) and was rather thirsty. Electrical gremlins were an issue, too, but the biggest single problem was the optional Selespeed semi-automatic gearbox, which was not only slow to change gear but also pretty unreliable.

But let's not get too down about the Stilo. At the very least, it's a disarmingly rare car now. Only around

1300 Abarths were sold in the UK, of which it's estimated only around 130 are left. Our tip? Find a Schumacher GP edition with a manual gearbox and you'll have an unusual hot hatch that received attention from UK rallying expert, Prodrive.

FIAT MULTIPLA

The poster boy of goppingly ugly cars, the Multipla was, to its critics, a car formed of two halves that seemed utterly unrelated, each more hideous than the other. Its Roberto Giolito-penned shape was a pure slice of design bravura but we should never forget that the 'Marmite' Multipla is as much adored by some as it is loathed by others.

This six-seater was the most practical, most rational MPV on sale at the time (1998). Critical praise poured down, as it swooped 14 UK awards, including *Top Gear* magazine's overall Car of the Year in 1999.

Forget the fact that MPVs are now terminally out of fashion; the Multipla will undoubtedly go down as a design classic. Get a nice one now before they all disappear, but just ensure it's one of the pre-August 2004 facelift cars – the later Multipla caved in to the critics with a bland makeover that totally bottled out the original's boldness.

FERRARI MONDIAL

If there's such a thing as an unloved Ferrari, the Mondial is surely it. Derided as ugly, slow and compromised by its 2+2 layout, the Mondial has always suffered a bad press.

Unfairly, say the staff at *Auto Italia*, for consider its benefits. By Ferrari standards, it's pretty reliable and inexpensive to maintain. It's also superb value for a mid-engined V8 Ferrari.

Alfa 4C is unfairly maligned. Multipla may look like a hungry hippo but there's no denying its boldness





V12 Ferraris are among the most valuable cars on the planet. Not so much the 'soft, wafty' 400, though

The ride is comfortable for a sports car and the handling is sharper than a 308 GTB. Things definitely get better the later the model you choose, including power and performance (the ultimate 3.4-litre 'T' gets to 60mph in 5.6sec). The 2+2 layout also makes it fairly practical. So don't discount the Mondial: it's a great value 'proper' Ferrari with plenty of driving character.

FERRARI 400/412

By far the least-loved and cheapest V12-engined Ferrari is the 400/412, which is widely looked down upon as too 'soft'. Despite its 12 cylinders, it's not a car designed to get anywhere fast. With a mere 311hp at its lowest ebb, it isn't quick, while its wafty suspension induces ponderous body roll. Ferrari's also decided to offer the 400 with automatic transmission for the first time in the company's history, and with almost two tons of bulk to haul around, the auto took fully 8.3 seconds to reach 62mph.

Truth be told, this was always a GT car, not a sports car, and if you treat as such – sticking to motorways and A-roads – it's very rewarding. It's comfortable and practical enough to use regularly.

In period, Pininfarina's shape was one of the cleanest, prettiest four-seaters ever, and the design still has its fans. This was also the most expensive model in Ferrari's range in period. Not so today: you can buy one for family hatchback money. Just make sure you have a big war chest of cash to keep it going: maintenance costs are huge and 12mpg is the norm.

INNOCENTI MINI 90/120

Innocenti's re clothed Mini of 1974 was a very Italian take on the classic 1959 Mini. Its sharp new suit of clothes came courtesy of Marcello Gandini of Bertone

and featured angularly pretty panelwork, a hatchback, folding rear seats and more space for passengers.

This car was never sold in the UK and its detractors said that was a good thing. They pointed to its portly size and weight compared to the original Mini. The rear hatch suffered from a very high loading lip, rear headroom wasn't terribly generous and there were problems with body rigidity and rust.

But it drove like a Mini, which was no bad thing, and in '120' guise it got a twin-carb Cooper 1275cc engine. The best version is the post-1976 Mini De Tomaso with its 74bhp engine and cool styling tweaks. We'd have one in a heartbeat.

LANCIA TREVI

The three-box saloon version of the Lancia Beta, the Trevi (*pic below*) has always suffered from a bad press. It was criticised for its ungainly notchback styling, but more so for its dashboard, which *Car* magazine described as "eye-popping Swiss cheese... diabolical to use". *Autocar* also called into question the Trevi's poor ergonomics, seats, tendency to lift-off oversteer and "ponderous, clunky gearchange".

The Trevi was meant to draw a line under the rust disasters of the early Beta, but it continued to corrode like a sherbet fizzbomb. But find a wax-protected example and you could be rewarded with an exceedingly rare thing that drives beautifully, with superb handling and a great twin-cam engine. The 1982 Volumex (VX) version even had a supercharger.

LANCIA DEDRA

Who on earth gave the Dedra its name? Dead wrong, said the critics. Despite being based on quite a good platform (Fiat Tipo/Alfa 155), the Dedra sadly looked





like a mid-1980s Vauxhall Belmont. The bland shape was, surprisingly, the work of design legend Ercole Spada, then heading up IDEA.

From 1989 to 1999, a disappointing total of 418,084 Dedras were made in all. It had the ignominy of being the very last Lancia model ever sold in the UK, where imports ceased in 1994. Brits never got the facelifted Dedra, nor the estate, nor the post-1997 integrale version, which was actually very chuckable and fairly fast (0-62 in 7.8 sec).

Top Gear once voted the Dedra one of the 13 worst cars of the last 20 years, damning it with this faint praise: "Not a truly terrible car". Sorry, I don't think I can defend it any further.

LANCIA Y10

Lancia's demise arguably began with the Y10. Although conceived as an Autobianchi and marketed as such in Italy, it was badged as a Lancia in the UK. Today, Lancia only makes small hatchbacks.

The Y10 was a quirky addition to the 1980s minicar market. Its shape has been criticised as two halves designed by different people. The Fiat Panda basis meant a short wheelbase and rear legroom came at a premium. It felt like a Panda to drive, too, including a bumpy ride and a tendency to pitch under braking. Ergonomically it was criticised for having the pedals set too close together and a not-too-comfortable driving position, while the build quality was very much 'down to a price'.

While the Y10 Turbo, an early example of a small

turbocharged car (just 1.0 litre), was fizzingly feisty, it suffered from chasmic turbo lag. Very short overall gearing made it very buzzy, too.

But characterful small cars have been very much the path since then: witness the success of BMW's Mini, the Fiat 500 and – in Italy at least – the current-day Lancia Ypsilon. And I for one really like the Y10's ageless style.

MASERATI BITURBO

When De Tomaso acquired Maserati in 1975, model development stagnated. The Biturbo was therefore a bold newcomer when launched in 1981, and its price and badge made a quick killing for De Tomaso.

Critics said the Biturbo looked and felt more like a BMW 3 Series than a Maserati. The press criticised its snap-oversteer handling (especially in the wet), cramped rear seating and an interior that reeked of 1980s excess and below-par craftsmanship. In this early era for turbocharging, the engines suffered from major lag and a reputation for catastrophic failures.

But the Biturbo certainly has redeeming qualities. Performance was always strong, getting stronger as capacity increased from 2.0 litres to 2.5 litres in 1983, and 2.8 litres in 1987. Later models were better built and had better handling. No question, the Karif, Shamal and Ghibli of the 1990s were objectively excellent cars.

Whatever your view of the Biturbo, it successfully delivered Maserati into the hands of Ferrari in 1997. Up until the GranTurismo/GranCabrio, it was also the most popular Maserati ever, with 38,000 made. 🇮🇹

Lancia lemons: awfully named Dedra and quirky Y10. Both have their redeeming features



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Scorpion De Luxe

Carlo Abarth didn't just make rear-engined tearaways. This Allemano-bodied 2400 coupe was the largest-engined road car ever to wear Abarth badges. It was Carlo's own personal car and we've driven it in Turin

Story by Chris Rees
Photography by Michael Ward



Tiny sports cars based on the Fiat 500 and 600 – that's what Carlo Abarth was really famous for in the late 1950s and early 1960s. But the founder of the Scorpion badge had many other strings to his bow, not the least of which being dabbling in grand touring cars.

The idea for an Abarth GT sprung up when Fiat launched its new range-topping six-cylinder models, the 1800 and 2100, in 1959. These were big, comfy saloons but Fiat chose not to launch a sporty version

(at least for the time being), so the door was wide open for specialists to pounce. Moretti was one, but it's Abarth we're interested in for this feature.

Abarth decided to base its new GT car on the larger-engined of the two Fiat saloons, the 2100. For its new sporty application, Fiat's *berlina* platform was shortened by 20cm in the wheelbase. Abarth asked one of its favoured coachbuilders, Serafina Allemano, to come up with two new bodies, a coupe and a spider. Freelance designer Giovanni Michelotti would pen both shapes, and his resulting

designs were exceptionally clean, with a wing line running straight through from headlamps to the tail, and smooth body sides.

Launched in 1959, the very first versions had single headlamps with large secondary lights below and foglights inset into the front grille. While the Coupe's basic lighting set-up was never altered, the shape of the front end was soon smoothed out. While the open-top 2200 Cabriolet shared basically the same design as the Coupe, it was given a very different front end, featuring slant-eyed quad headlamps and a reshaped front



grille – not an entirely happy look, it must be said, and by 1960 it too had been given a single-headlamp treatment.

Mechanically speaking, Abarth's 2200 models used an expanded version of Fiat's 2100 engine, taking the bore out from 77mm to 79mm and increasing the capacity to 2162cc (hence '2200'). With three Weber 40DCOE twin-choke carbs bolted on, a power output of 135hp was achieved. Since the bodywork was made of aluminium, weight was kept low, enabling Abarth to claim a top speed of 122mph. Engineer

Giorgio Valentini was in charge of the chassis, reinforcing the platform and sills. He also introduced a couple of further tasty mods: an improved gearchange and four-wheel disc brakes (the latter sourced from Dunlop in the UK). The Abarth 2200 Coupé slotted in as an upmarket model with a cabin luxuriously trimmed in leather.

Within two years, Fiat had replaced its 2100 with the higher-capacity 2300. It was only natural that Abarth should pursue a new model using its own interpretation of the bigger engine. The straight-six unit was now

given completely square internal dimensions (bore and stroke both 79mm), resulting in a capacity of 2323cc. Strictly speaking, that should have made the Abarth a '2300' but the '+100' precedent was already there, so Abarth called it 2400. With three Weber carbs fitted, plus new manifolds, cylinder head and exhaust, the Abarth-prepared powerplant developed 142hp at 5800rpm.

At the March 1961 Geneva Motor Show, a different coachbuilder, run by Ezio Ellena, had proposed a new coupé based on the Abarth 2200, presented on the Ellena stand. This



Carlo Abarth owned this car his whole life. Shape is exceptionally smooth, cabin luxuriously trimmed

was not dissimilar to Allemano's in terms of its cleanness of line, but it differed in having rounded wheelarches, rather than Allemano's squared-off ones, an oval front grille, no rear quarter-lights, a wraparound rear screen and a chrome strip along the sills.

Perhaps because the Allemano 2200 hadn't sold brilliantly, Carlo Abarth decided to go with Ellena's design for the new Abarth 2400, which was revealed at the 1961 Turin Show. This was revised again from the Geneva car: although it still had an oval front grille and rounded wheelarches, it now boasted a prominent swage line stretching from the front arch

to the tail and new grilles in the front wings.

Few commentators liked the Ellena body, it must be said, and sales were not buoyant. A somewhat fickle Carlo Abarth then went back to Allemano for one final evolution of the Abarth 2400 in 1962. What eventually emerged was a combination of the front end of Allemano's design with the tail of Ellena's (including its more rounded rear wings and horizontal, rather than vertical, lights).

By then, a spanner had been thrown into the works: the 1961 Turin Show had seen Fiat reveal its new 2300 coupe model, a direct

rival for Abarth's own coupe. The shape was taken from Sergio Sartorelli's 1960 prototype design for Ghia. As it happened, the more powerful 2300S version had an Abarth connection, since the Scorpion made its aluminium crankcase and some gearbox parts, as well as doing the road tests for every single Fiat 2300S coupe.

Frankly the Ghia-bodied Fiat was no match for the decidedly sportier Abarth 2400. The aluminium-bodied Abarth weighed only

1075kg, versus 1300kg for the steel-bodied 2300S. When combined with extra power (142hp for the 2322cc Abarth as against 136hp for the 2279cc Fiat), performance was significantly better. It boasted a top speed of 135mph, for instance. The styling was far less fussy, too.

However, the price was the killer: at 3,313,000 lire, Abarth's offering was far more expensive than the Fiat (which was priced at 2,600,000 lire). Although Abarth's 2400 was still being displayed at the 1963 Turin Motor Show, its lifespan was pretty much over by

then. Total production is thought to be of the order of 12 examples. After production had ceased, the 2400 did make one further appearance. When it became clear that Abarth's OT 850 would not be ready for the 1964 Geneva Motor Show, Carlo Abarth decided to display his own personal 2400 coupe there instead – this very car.

Yes indeed, the 2400 you see on these pages is the very example that Carlo Abarth chose to use as his personal transport,

including daily commuting and holidays in his native Austria. In fact, he loved this car so much that he kept it for

“ The beautifully gruff straight-six has a hard-edged camminess to it and is full of charisma ”

the rest of his life.

Carlo's 2400 is now part of the FCA Heritage Hub collection and has made regular appearances at many classic rallies, including Silver Flag, Sestriere and the Targa Florio, on the latter occasion with FCA Heritage chief Roberto Giolito at the wheel. He told us: "It's very comfortable for a person of my size. I can really understand why Carlo used it to follow his drivers in races."

Giolito is a fan of the car's shape, too: "This is one of Michelotti's best designs. It's very simple, with very clean sides, and it



manages to look not too much like the Fiat 2300 S – more like a contemporary Maserati or Ferrari. The sleek glasshouse makes it look very fast, and the die-cast engine is aesthetically beautiful.”

Many detail touches impress, such as the teardrop front wing indicators, Talbot Berlina bullet mirrors, Campagnolo rims and Allemano ‘A’ badges. Meanwhile, two specially made suitcases (made of cardboard and vinyl) fit the boot perfectly.

Carlo’s personal touches can also be found inside, including a unique Abarth steering

wheel with a thick leather rim over a metal centre, Dymo labels for the controls (done specifically for Carlo), as well as an ashtray (he was a notorious smoker).

You can almost smell Carlo’s cigarette ash as you step inside. Authentic patina is evident everywhere: cracked red leather seats (the rear ones with zero legroom), red door cards and a plastic front passenger footrest that looks like a giant stick of rock. The super-high quality items of brightwork – seat adjusters, door furniture, slam panels – have an aeronautical feel to them. The

milled instrument panel houses a 230km/h speedo and a rev counter with a 6000rpm redline. Five minor gauges also nestle in the binnacle, at the bottom of which are delightful green indicator arrows.

To drive, the first thing you notice is the engine sound: a beautifully gruff straight-six with a hard-edged camminess, distinctively different from other sixes of the period. It’s not the last word in sophisticated refinement but it is full of charisma, and you can see how this would have been a great grand tourer in period.





TECHNICAL SPECIFICATIONS

ABARTH 2400 ALLEMANO

ENGINE:	2323cc 6-cyl in-line
BORE X STROKE:	79mm x 79mm
COMPRESSION RATIO:	9.0:1
INDUCTION:	3 x Weber double-barrel carbs
POWER:	142hp at 5800rpm
TORQUE:	196Nm (144lb ft) at 3500rpm
TRANSMISSION:	4-speed manual
SUSPENSION:	Independent with torsion bar (front), rigid axle, coil & leaf springs (rear)
BRAKES:	Discs all round
TYRES:	165x15
DIMENSIONS:	4650mm/1624mm/1310mm
WEIGHT:	1090kg (dry)
MAX SPEED:	135mph



The gearbox is very positive and easy to throw around the gate, the canted-over lever falling nicely to hand. It's only got four ratios, though, and could definitely do with an overdrive. Overall the car is easy to drive. The heavy steering might be cumbersome at low speeds but it's always full of feel. There's not too much body roll around corners and it remains very stable for a live-axle car. The Girling discs on all four wheel wheels provide confident stopping power, even if a hefty hoof is required.

Is it a surprise that Abarth's pursuit of GT cars pretty much ended with this car? Perhaps not. Carlo's real prowess lay in lightweight cars that shone on the race track. The 2400coupe has the look and feel of a car that Carlo created for himself to drive every day – which is, in fact, exactly what it is. I must say I do understand: it really is a wonderful thing. 🇮🇹

No road-going Abarth ever had an engine bigger than this. Pulls strongly and suits the grand touring ethos well



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HIDDEN INTENT

This 215mph Alfa Romeo 164 has a mid-mounted V10 and a Formula 1 chassis, but it never once raced. We get up close and personal with it at Arese and ask: why ever not?

Story by Peter Collins
Photography by Michael Ward



Gathering together the various strands that go together to make up the back story of the Alfa Romeo 164 Procar is rather like herding cats. There is very little tangible fact on which to base any story, and yet there are a lot of circumstantial facts. How reliable they are depends on who you talk to and what you read.

So let's start with some hard facts. Back in 1978, BMW decided to build a sports car called the M1. It also decided that it could go racing with the M1 in the World Sportscar Championship under what were then Group 5 regulations. These allowed considerable performance modifications but, as so often happened, the governing body of motorsport, the Federation Internationale du Sport Automobile (FISA) made a last-minute decision to create new rules and force would-be manufacturers to build 400 Group 4 examples of their sports

cars before they could embark on constructing a Group 5 version.

This led to much consternation at BMW, because it would obviously be difficult to find guaranteed clients for so many M1s. Therefore Jochen Neerpasch, who was in charge of the project, approached Max Mosley, a member of the Formula One Constructors Association (FOCA) through his being boss of March Engineering, and suggested he use his influence on other members in order to get their agreement to running a one-make race series for BMW M1 cars supporting some of the European rounds of the 1979 Formula 1 season. If successful, Neerpasch saw this as a way of contributing towards his 400-car quota required by the FISA. Remarkably, the ploy worked. Under the title of 'Procar', BMW effectively enjoyed two years' free advertising by having a race at many F1 Grands Prix during 1979-1980 purely for itself.

The effect of all this had not been lost on one Bernard Ecclestone who, by the mid-1980s, was joining the hierarchy of F1. But before we go further in that direction, we next need to turn our attention to the fate of the Ligier F1 team in early 1987.

During the mid-1980s, Alfa Romeo had utilised turbo V8s in its and subsequent Osella and Euroracing F1 Grand Prix chassis but, as well as being relatively uncompetitive, they were also very thirsty. So by 1986 an alternative was designed by Fiat's in-house turbo racing engine man, Gianni Tonti, no doubt using some lessons learnt racing the Lancia Beta Montecarlo Turbos, LC1s and LC2s. At the same time, a normally-aspirated power unit was developed as well, but more about that later.

Tonti's unit was a four-cylinder turbo designated 415T, which probably had plenty of development potential, but it arrived at the wrong time. The engine was destined for





the Ligier F1 team in its JS39 cars, but after only one test session at Imola, in March 1987, the Ligier lead driver, René Arnoux, was outspoken about the unit's potential and Ligier's progress because of this. He said that the engine constantly had problems and the car never left the pits without, it seemed, a piston or turbo breakage on every lap.

This was on a Thursday evening and by 11.00 the following morning, Alfa Corse issued a statement which said that, "Driver Rene Arnoux believes that the correct conditions for collaboration, written into the contract, no longer exist and for that reason Alfa Corse has decided to end collaboration with Ligier." That left the French GP team high and dry with no engines and the GP season only two weeks ahead.

Alfa Romeo had only just been taken over by Fiat at that time and it was apparently no

secret that the latter was less than happy about Alfa going down the F1 route. Fiat wanted Ferrari to represent the company in that category, while Lancia would compete in rallies and Alfa in Touring Cars. What very few knew at the time (and even now) was that Alfa Romeo was also being considered for World Sportscar Racing.

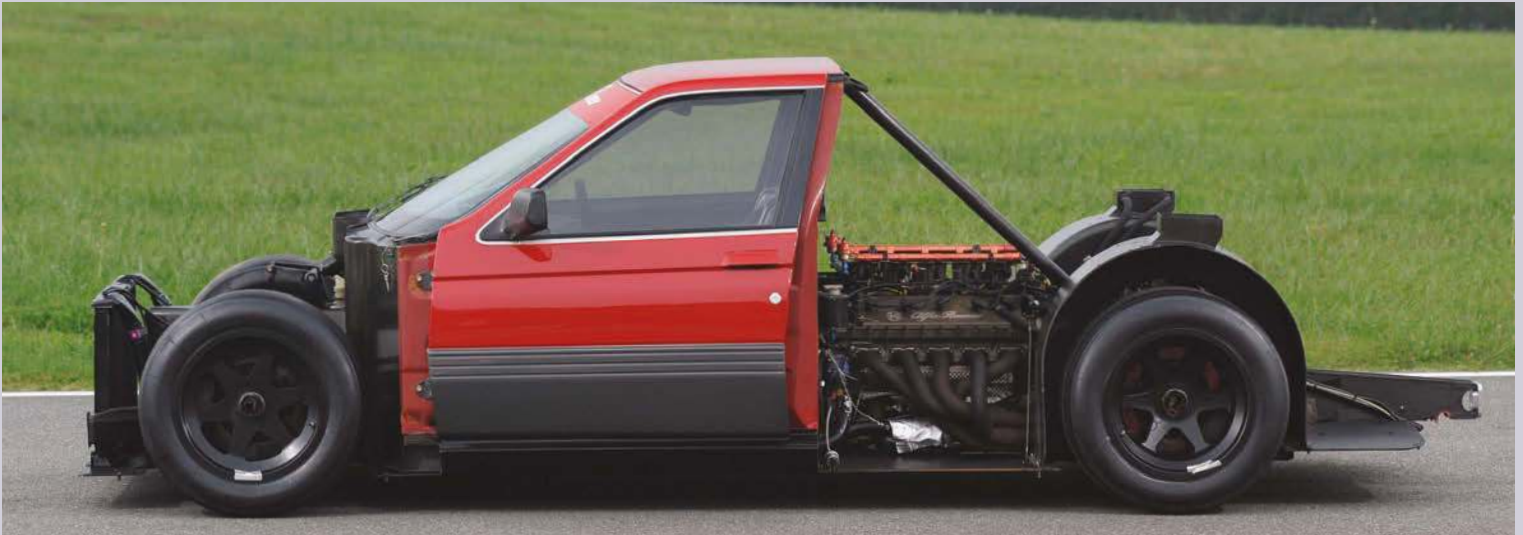
In 1985-1986, Alfa Romeo had begun design work on a 3.5-litre V10 engine. This would have been the very first V10 in F1 Grand Prix racing, a configuration that has become very popular as the rules changed, in 1989, to a requirement for normally aspirated units of this capacity. The first test unit, designed in-house by Pino d'Agostino, ran in 1986. Many consider that it was meant for use by the Ligier Grand Prix team but considerable research does not back this up, especially considering the Imola 1987

debacle and Fiat's disinclination to allow Alfa to become involved.

If we look at alternatives, we find that World Sportscar Championship racing was also to be run to a 3.5-litre formula. But first, let's go back to the aforementioned Bernie Ecclestone who had, by early 1987, been appointed Formula 1 Vice President of Promotional Affairs and had announced, with the FISA, the promotion of a proposed Production Car Championship and, with a flourish, said that it would be called Procar, or Formula S. According to Terry Lovell in his book on Ecclestone, entitled *King of Sport*, the head of the FISA, Jean Marie Balestre, stated in October 1987 that the racing would be as spectacular as NASCAR-style stock car racing.

The regulations were published in March 1988 but, at the same time, the proposed





series was postponed until 1990 “at the request of the 12 manufacturers” who, according to Max Mosley “had shown genuine interest”. However when asked who these interested teams were, he replied that he couldn’t make any announcements as “they wished to do so themselves individually”.

The models that a manufacturer could choose to run in Procar had to be homologated in Group A, and at least 25,000 examples had to be built. Externally the cars should have the same dimensions, shape and general appearance of the base model. The wheelbase had to be the same as the original car so it was effectively a ‘silhouette’ formula. The engine and gearbox location was free, but the power unit had to be built by the entering manufacturer. No forced induction was to be allowed.

At the announcement of all this, FISA’s

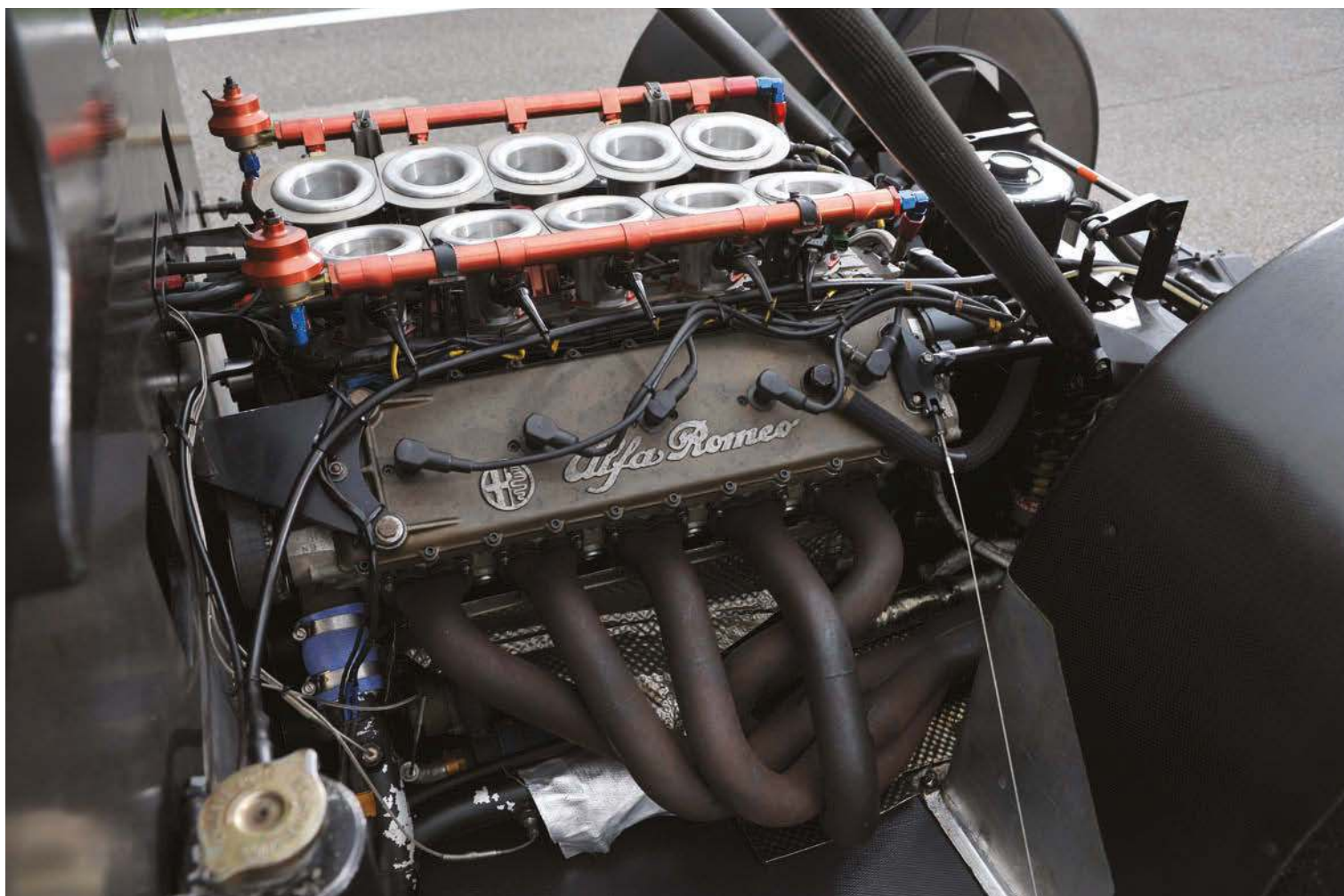
Gabrielle Cadringer said that the regulation engine capacity would be 3.5 litres, which he himself had previously announced was to be the capacity for both F1 and World Sportscars, “thus creating what amounts to a whole new future for motor racing”. No mention was made of the numerous objections to this capacity limit that were coming in from the sportscar entrants.

The basic idea of Procar was that 50-minute races for these cars would be held throughout Europe on those weekends when F1 wasn’t happening, and that massive TV coverage would take place. None of this happened, of course. The main reason, Terry Lovell suggests, was that the manufacturers could foresee Ecclestone subsequently railroading them into F1 if they took part in Procar.

So back to our feature car. Alfa Romeo had

Silhouette and badging say Alfa 164, but under it all lie an F1 chassis and mighty V10 engine. Bonkers!





been involved with Ecclestone in the shape of F1 for some years back in the 1970s. In April 1988, some 24 Alfa 164s arrived at an Ecclestone-owned workshop near Heathrow. These would be prepared to virtually

standard specification, except for safety equipment, as race cars for a Celebrity Challenge series using

the big Alfa saloons, accompanying each F1 Grand Prix during 1988. So it was clear there was an Alfa/Ecclestone connection, and although the latter had shut down the Brabham/Motor Racing Developments workshop in Chessington where all the eponymous single-seaters had been constructed, it transpired that the premises had been sold to Alfa Romeo (allegedly for £2 million). But why?

A news piece in *Autosport* magazine on 21 April 1988 stated that the factory was being gutted and totally re-equipped inside for a supposed new F1 start for Brabham in 1989. However, it also mentioned that "the majority of the workforce is working on the Alfa

Romeo Procar project". It had even been given a Brabham chassis designation: it was to be known as the BT57.

Then, on 28 April, *Autosport* reported that the Alfa Romeo 3.5-litre V10 engine "for

built (designated Abarth SE048). However, after the LC2 tests, the engine never went into the car. Instead, an equivalent-capacity Ferrari V12 was inserted instead, but with 'Alfa Romeo' on the cam covers.

The car pictured here is what we *thought* was the one and only 164 Procar (there are in fact two – see

“ This car is what we *thought* was the one and only 164 Procar – there are in fact two ”

Procar" had broken cover at the Turin Motor Show. No mention of Ligier was made and it was apparently clear from Fiat that it would not be used in any Grand Prix car. However, it had been extensively tested in a racing car and that car was a Lancia LC2 Group C sportscar. The V10 unit itself weighed around 150kg and on its first run around 650hp was developed at a screaming 13,300rpm. But there was a major snag. As Sergio Limone put it when I was researching one of my books: "It was useless as a top-level competition racing engine. It used belt-driven camshafts."

It seems that one intended destination for the powerplant was World Sportscar Racing, since a Group C car had been designed and

page 63). The Alfa Romeo Museum at Arese has pushed it out of its cosseted home for us to have a good look around. As well as being called BT57 in Brabham-speak, it was also Abarth SE046 back at home, but story goes that most of the construction work on the car was done in Chessington in the UK.

According to a leaflet that Alfa Romeo GB produced at the time, the car was based on a Grand Prix-style chassis of composite aluminium/Nomex honeycomb material with the stress-bearing V10 engine mounted amidships, coupled to a longitudinally mounted Hewland six-speed competition gearbox. As fitted to the 164 Procar, the 72-degree V10 had a capacity of 3.5 litres, four

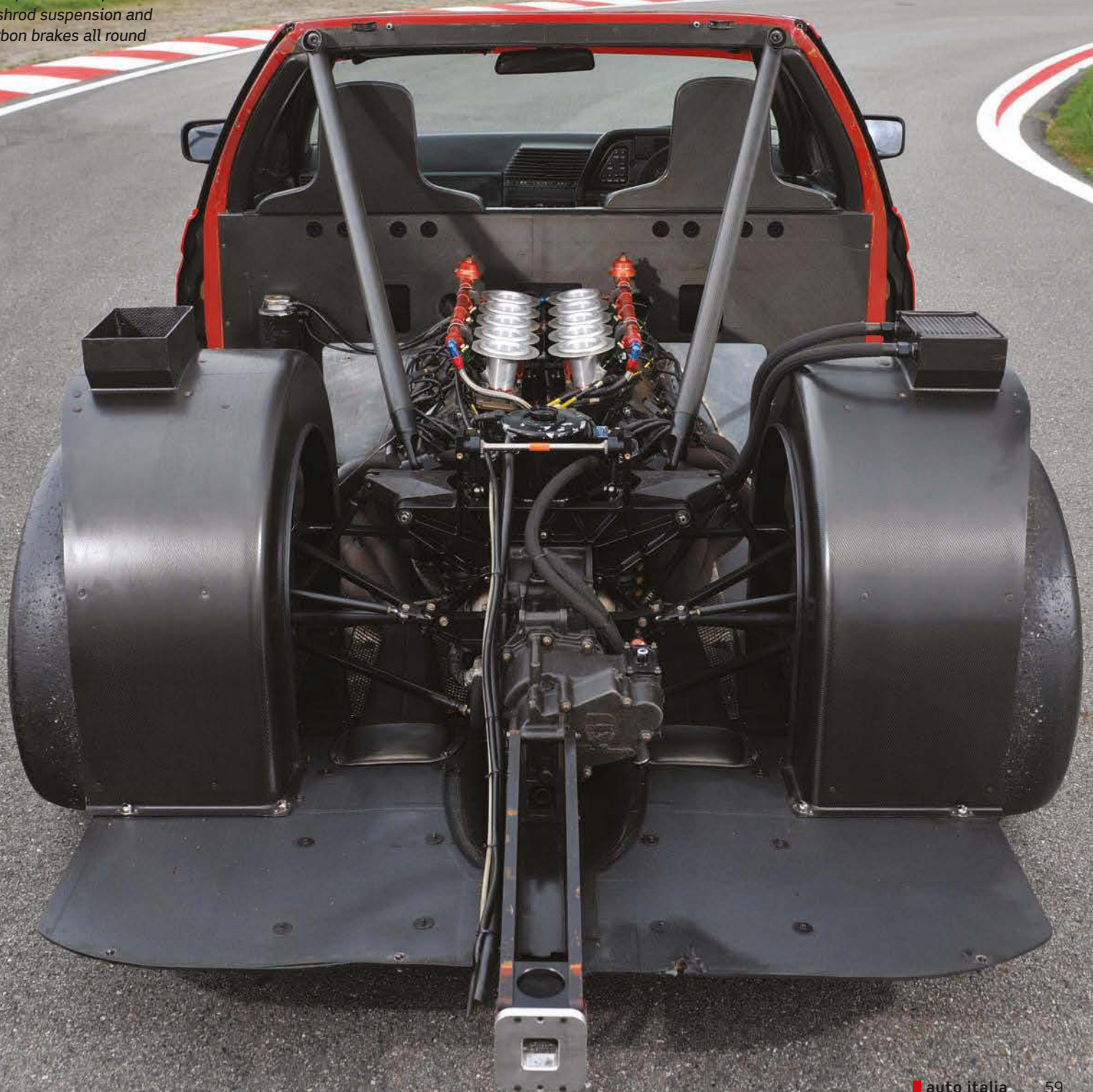
TECHNICAL SPECIFICATIONS

ALFA ROMEO 164 PROCAR

ENGINE:	3495cc 72-degree V10 4 x overhead cams
BORE X STROKE:	88mm x 57.5mm
POWER:	600hp at 12,500rpm
TRANSMISSION:	6-speed plus reverse
CHASSIS:	Aluminium/Nomex honeycomb backbone
SUSPENSION:	Wishbones and pushrod springs/dampers all round
BRAKES:	Ventilated carbon discs, AP callipers
TYRES:	9.00x17 (front), 13.5x17 (rear)
WEIGHT:	750kg
MAX SPEED:	215mph
0-62MPH:	2.1secs



Hewland gearbox sticks out of the back of the V10. Pushrod suspension and carbon brakes all round






overhead camshafts (two per bank) with four-valve actuation by belts. The cam covers were of cast magnesium; the heads, crankcase and sump pan were aluminium; the conrods were titanium and the crank and camshafts were steel. A Bosch management system controlled the ignition and fuelling, the latter by one injector per cylinder.

The bodywork was formed in three sections. The cockpit was fixed in the middle of the car, while the one-piece tail (with fake rear doors) and nose-cum-bonnet sections were entirely removable. The body panels were made from composite carbonfibre and Kevlar and accurately reproduced the road car's silhouette shape, even including its badges, bumpers, indicators and wipers. The rear spoiler was permitted by the regulations, but how effective it was, if at all, was up for discussion.

Suspension was the then-fashionable F1 set up of wishbones and pushrod spring/damper units. Tyres were Michelin slicks mounted on 17-inch rims. Stopping the whole plot were carbon discs with AP callipers. The 100-litre fuel tank was mounted centrally, next to the driver. Claimed performance figures were 0-60mph in 2.1 seconds, standing 400 metres in 9.7 seconds, standing kilometre in 17.5 seconds, and a top speed of 215mph.

The Chessington workshop was sold on by Alfa within a year and almost immediately sold on again. The 164 Procar was shown off at the Paris and Birmingham Motor Shows, and apparently was tested, albeit briefly, at Alfa Romeo's Balocco test track. But it had one more ace to play – and a spectacular one. After the end of Friday qualifying for the Italian Grand Prix at Monza in September 1988, an amazing sound erupted out of one of the pit garages as Riccardo Patrese slowly edged out on to the track with SE046/BT57. He had apparently been told to take it easy but he did do a proper, full-on blat out of Parabolica and down the straight. Past the pits, the incredible machine you see here was wound up to no less than 330km/h (206mph). Max Mosley later related that, "At Monza the 164 was spectacular. When it came down the main straight the entire grandstand stood up".

Alfa's info sheet on the 164 Procar stated: "Although the new Procar formula has yet to be given a firm starting date, Alfa Romeo are the first manufacturers to exploit the potential of the new regulations and produce a proper, running feasibility study to establish the formula's performance benchmark."

As it turned out, no one else stepped up to the plate and Procar/Formule S was never adopted. Sadly Alfa's 164 Procar never ran again in any sort of anger following its sole Monza demo session. But just to see it in the flesh after so many years is something very special indeed. 

ALFA ROMEO 164 PROCAR





Auto Italia's photo shoot

Auto Italia has had a long association with Museo Storico Alfa Romeo but one car that has always eluded our lens is the 164 Procar. Some years ago we arranged to shoot it but poor weather meant we returned to the UK without taking a single frame. When the Alfa museum closed down, we thought our chance had evaporated. Fortunately FCA relaunched the museum in spectacular style, but the 164 Procar was not part of the display.

So when Lorenzo Ardizio, curator of Museo Storico Alfa Romeo, offered to release the car from storage for us to photograph, we leapt at the chance. Assisted by museum staff, we pushed the car out to the new purpose-built test track in front of the main building.

Unfortunately, the car could not be run because of a misfire issue, but there are concrete plans to make it operational. It is apparent that this is a fully finished, track-ready project with much attention to detail – it even has fake rear seat tops on the engine cover inside the rear bodywork! While the front bodywork covering the F1-style wishbone suspension can be fitted by two assistants, the heavy rear bodywork takes four people to position accurately – no chance of two-second pits stops here then. Although the car carries Cloverleaf logos, the script on the 'bootlid' bears the legend '164 T Spark'.

Pushing the car back into its dry storage area on the second floor, we glimpsed a secret shrine to prototypes and unfinished projects. Some 200 cars are stored there, all of them under red Alfa Romeo dust covers and all cars of myth and legend. We can't go in detail here – all we'll say is watch this space! – but one surprise we did see was a second, engineless 164 Procar. – **Phil Ward**

Getting up close

Outside our Italian car world, few have heard of the bonkers but stillborn Alfa Procar project, and even fewer know that there are actually two 164 Procars at the Museo Alfa Romeo in Arese. The aim of the shoot was to get up close and personal with the 164, which we duly did. Overall the car is in great condition with nothing missing, but the whole thing would need a total strip-down to get close to running condition.

With the front and rear bodywork removed, the 164 becomes a rather cool-looking V10 pickup truck, the type of machine Ken Block wouldn't look out of place hooning around in. With the huge rear body section removed, you really appreciate the craftsmanship needed to achieve a project like this. I don't think they could physically mount the power unit any lower. Clearly embossed on the rear gearbox casing is the Brabham logo with

the Alfa Romeo script underneath. No disguising this car's DNA.

The cabin is dominated by a huge carbon transmission tunnel, reminiscent of the Maserati Barchetta's. The carbon weave is starting to look a bit yellow in places, but overall looks ready to hop in and slap around Monza for a few laps. I've never noticed before but the Procar is actually right-hand drive! The gear shifter is a stubby thing located to the right of the driver and behind the shiny chassis plate, which proudly bears the digits '001'. The dash is very bare: just a small LCD display and an odd-looking rev counter with 11,000rpm indicated.

I think one day we will see this car in action again, even if it's just for a demo up that chap's driveway near Chichester. If I were involved in the project, I would sell the second chassis to fund the rebuild of the first. Now would that be a sight – two 164 Procars entering Parabolica! – **Michael Ward**



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Ferrari Finali Mondiali

Mugello provided a perfect, patriotic backdrop for Ferrari's season-ending race weekend

Story by Chris Rees
Images by Michael Ward

We certainly had the right build-up to 2019's Ferrari Finali Mondiali – by driving from Maranello to Mugello (see page 14 for that story). So when we arrived at the track in the ours-for-the-day 488 Pista Spider, we were 100% in Prancing Horse mood.

It's hard not to be. If you've never been to Ferrari's season-ending weekend of racing, nothing can prepare you for the tidal wave of enthusiasm you're about to experience. The fact that this year's finals took place at Mugello – the Ferrari-owned track in the Tuscan hills – gave the event the atmosphere of a religious pilgrimage, rather than a race meeting.

Those clichéd stories about passionate *tifosi* in Italy are all true, and then some. The stadia were absolutely full, gigantic flags draping the stands and heavily-branded crowds cheering every slice of action. Ferrari says that record crowds attended this year: over 43,000 people during the four-day event, peaking at 28,000 on the last day.

What the Finali Mondiali are really all about is deciding the champions of the year's various one-make race series. These are broadly split into two categories: Trofeo Pirelli (for experienced racing hands) and Coppa Shell (for the less experienced – although there are no hard-and-fast rules). Each of these has a 'Pro' class and an 'Am' class.

Despite the fact it was late October, temperatures were so high that it was T-shirt weather. Not at the start of the crucial racing day, though, when thick fog delayed proceedings.

First off, the races to decide the three regional titles: Europe, North America and Asia. After these was the undoubted climax of the weekend: the world championship races, pitching drivers from all three world series against each other in one season-ending spectacular. These races are always fun, with bumps and spills guaranteed, and this year didn't disappoint.

Adam Carroll (driving for Ferrari Budapest) won the Trofeo Pirelli, less than half a second ahead of Bjorn Grossmann. In Trofeo Pirelli Am, Emanuele Maria Tabacchi (of Team Rossocorsa) concluded his debut season in perfect form with victory, following a collision and a superb comeback.

American driver James Weiland (who I'm personally very fond of, having caddied a ride in his FXX-K at Spa last year – thanks James!) was the only driver to have competed in all three international series, and was a popular and deserved winner in Coppa Shell.

Meanwhile Ingvar Mattsson confirmed his position as world number one in Coppa Shell Am, repeating the title he won in 2018.

Racing aside, the highlight for many spectators was seeing the F1 Clienti and XX Programmes cars in action. I have to admit, it was my highlight, too. The sound of classic F1 Ferraris at full chat around Mugello is something very special indeed – in particular the V12 cars. I got to chat with Brian Kaminsky, who owns Michael Schumacher's 2003 championship car, and it was clear he was having an absolute ball barrelling down the main straight, then blapping down from seventh gear to second within milliseconds for turn one. Lucky chap!

As for Ferrari's XX track-only cars – no fewer than 40 of which were in attendance – each one has its own character, from the raw FXX to the lairy 599XX.





However my favourite has to be the FXX-K Evo. Based on the LaFerrari, these 1050hp monsters outpaced everything this side of an F1 car at Mugello and looked and sounded incredible.

Ferrari chose this event to unveil its new 'Evo' racers for 2020: the 488 Challenge Evo and 488 GT3 Evo. These were revealed in a gigantic temporary structure in the paddock – I hesitate to call it a 'tent' because it was the size of a small village. In this covered area was also one of the most valuable collections of Ferraris ever assembled in one place. Dozens of rare, often unique, cars celebrated the 70th anniversary of Ferrari's first victory at the 24 Hours of Le Mans and 90 years of Scuderia Ferrari. Everything was here, from early Grand Prix racers to endurance stars like the 250 GTO and 250 LM. On Saturday night, a lavish award ceremony took place among these invaluable machines, when Yas Marina circuit in Abu Dhabi was announced as the venue for next season's Finali Mondiali in November 2020.

On Sunday came the traditional Ferrari Show, which kicked off with a Carabinieri helicopter flying along the main straight below stand height, flying the Italian flag, while the Italian Air Force performed aerobatics above. The 2019 24 Hours of Le Mans trophy was presented to winners, James Calado, Alessandro Pier Guidi and Daniel Serra. These drivers then drove 488 GTEs around the track, followed by a virtuoso driving display in the F60 F1 car by Giancarlo Fisichella, Andrea Bertolini, Olivier Beretta and Davide Rigon.

What I loved most about the Finali was how every member of the public was able to roam freely around the paddock area, interacting with drivers, mechanics and Ferrari people – as well as taking in sights like a row of 10 Monza SP1/SP2 cars, lines of Challenge racers warming up for the track, podium ceremonies... I could go on, but there's always next year.

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Padova Auto Moto d'Epoca

Italy's number one classic car show delivered once again

Story & images by Chris Rees



Padova proved once again it's the biggest classic car show in Italy, notching up another record-breaking performance this year. No fewer than 130,000 visitors packed into 2019's event, more than ever, and somewhat against the grain for international car shows.

The exhibition space was the biggest it's ever been. Across 15 halls and outdoor spaces, over 5000 classics were here to see, from everyday classics to the most exotic Ferraris and Maseratis.

This being Padova, most of the cars on show were also for sale. The organisers said there were "very positive results" among dealers but I detected fewer 'venduta' ('sold') signs in the windscreens of cars this year, even though for the most part prices seemed much more reasonable. We were pleased to see a first-time appearance from Max Girardo, who brought along two Lancia 037 Rally cars (as featured in last month's issue of *Auto Italia*), plus a 1972 Alfa Romeo 33 TT 3, the very last Alfa to have taken part in Le Mans.

This year there definitely were more of what the Italians call 'Youngtimers' (modern classics to us), with quite a few models from the 1980s and 1990s. As ever, the halls devoted to spare parts and automobilia were among the most entrancing (and expensive for yours truly).

A notable absentee this year was FCA Heritage, but the National Car Museum of Turin (MAUTO) was present, bringing along the legendary 1907 Itala 35/45HP Peking-to-Paris racer from its collection.

Padova remains a primarily Italian event but we met all sorts of people from throughout Europe, plus Canada and the USA, and even Australia, New Zealand, South Africa and Brazil.

FANTASTIC FIATS

I'd never seen a Fiat 500 Sport – the ultra-rare fixed-roof sporty version of the Nuova 500 – in the metal before, so it was a treat to admire the red-striped livery of a 1959 model. Several Steyr-Puch 500s were on sale,

OPPOSITE PAGE, CLOCKWISE: Fiat 500 Sport, Steyr 500s, electric Multipla, 125S Rally, Canta Fiat 1100, race SZ, Tjaarda 124 Targa, Castagna 500 estate, Moretti 500



too, including a rare estate. Bargain of the show for me was a 1967 Moretti Fiat 500 coupe. Even a regular 500 is probably worth as much as the €15,000 being asked for the concours-quality little coachbuilt coupe. Ruote da Sogno, meanwhile, showed two cute electric Fiat conversions: a classic 500 and a 600 Multipla.

Fiat is set to launch a Giardinera estate version of its all-new 500 in 2020, but we got a glimpse of what it might look like via Castagna's conversion of the current 500. Not sure Fiat's version will share its 'woody' look though!

Among Mille Miglia-eligible Fiats were an 508S Berlinetta Aerodinamica from 1936 and a lovely Stanguellini Fiat 1500 6C Sport barchetta from 1949. We also loved the Fiat 131 Panorama 'Abarth Corse' service vehicle and a similarly-liveried Fiat 125S 'Rally'.

Some of our favourites from previous years were here, such as the Monviso-bodied Fiat Multipla TV van and Bertone's brilliant 850 VIP six-seater Fiat factory tour bus, plus a very rare bare bodyshell of a Michelotti Fiat 850 Shelette beach car.

An olive green, ex-ministerial Fiat 1100 103 people carrier from 1970 looked wonderfully authentic, if crusty. An 1100 saloon with wire wheels was ideally placed in an evocative mock-up of a classic AGIP petrol station. And an 1100 Allemano coupe from 1954 revelled in transatlantic styling themes.

Padova always throws up things you've never seen before, such as a Canta-bodied 1953 Fiat 1100 (one of the earliest 103 series chassis of all, in fact) – a bit of an unpretty blob, but still, if you want rarity... Likewise a very odd 1966 Fiat 2300-based coupe with 'Zagato Gran Sport' badging, but it looked like a home-made one-off to us. Another one-off was the late Tom Tjaarda's own personal Fiat 124 Targa with a transparent targa top and unique roof treatment.

AMAZING ALFAS & LUSCIOUS LANCIAS

Alfa Romeo fans could glow in the presence of no fewer than three Giulietta Turbos, plus a couple of 75 Turbo Evoluziones and an IMSA-spec racing 75. I was delighted to see an Alfasud Corsa 8 – a special edition marketed in Germany, of which 1000 were made. It looked great with its add-on spoilers, arch extensions and fat seven-inch wheels.

Alfa vans and minibuses continue to rise in popularity. Two of the best at the show sold successfully: a 1970 F12 and a 1960 T10 Romeo 1300, both beautifully restored. I'd also never seen a long-wheelbase ministerial Alfa 1900 by Francis Lombardi, apparently one of four made.

Looking splendid was the Alfa 6C 2300 Platé special, built in 1949 by Luigi 'Gigi' Platé, a friend of Tazio Nuvolari, and which has previously appeared at Pebble Beach. Another 6C 2300 special was the elegant Pescara Spider Zagato, one of two made in 1934. Other special Alfas included an exceedingly rare 1965 TZ2 for sale (we didn't ask the price...), a 4C converted for use by the Carabinieri and a racing Alfa Romeo SZ ES30.

We spotted two Alfa Romeos with preposterous price tags. First up was a 1964 Giulia TI Super, admittedly in splendidly original, concours-standard condition. But €155,000? Ouch. That seemed a bargain next to the 1962 Alfa SZ, famously found in an underground bunker last year (as featured in our August 2019 issue). It remains in absolutely original, unrestored condition and



was being offered at Padova by Dario Belloli of Silvauto for the princely sum of €685,000.

As for Lancias, we appreciated the extremely rare 1960 Vignale Appia Lusso coupe, while an Appia Zagato helped Zagato celebrate its 100th birthday. Very rare was a 1987 Thema limousine, one of just 27 made on the same Borgo San Paolo line as the Thema 8.32.

And one of my stars of the show had to be the 1962 Lancia Jolly van converted as a mobile cinema, complete with original movie reels. You could just imagine this in a little piazza in Dolce Vita Italy, playing *The Bicycle Thief*.

EXOTICA

Top of the list for many visitors had to be Juan Manuel Fangio's Maserati 4CLT racer, painted in the highly distinctive blue-and-yellow racing colours of Argentina. This was far from the only special racing car at the show, but I particularly liked a one-off Lancia B20 Conrero Sport from 1954.

In the never-seen-before category were a Siata-Ford convertible in stunning red-and-black paint, a 1960 Moretti 750 Sport and a Lamborghini Murciélago prototype mock-up. Other Lambos included several tractors (one with very odd tracks fitted onto a three-wheeled chassis) and a huge red glassfibre Lambo bull strapped into the back of an MV truck trike.

Rarities included a lovely 1967 Abarth 1300 OT, a De Tomaso Pantera GTS factory prototype with wild body addenda, a Ghia 1500GT (yours for €85,000) and an ATS Stile50 which looked for all the world like a Ginetta G27, fitted with a 290hp Honda 2.2-litre engine. Not perhaps exotic but certainly very rare was a pair of Austin-era Innocentis: an IM3 (Austin 1100) and an A40.

The new Zagato Aston DB4 GT Continuation



CLOCKWISE FROM TOP LEFT: Alfasud Corsa 8 limited edition, Lancia Jolly cinema, Alfa TZ2, Siata Ford, Fangio's Maserati 4CLT, Lancia 037 in Camel colours

appeared on Ruote Borrani's stand, alongside a wonderful prewar Alfa Romeo 1750. Meanwhile the Italian police brought along its famous Ferrari 250 GTE squad car, as donated by Enzo in 1963 and used on duty in and around Rome for many years.

A special exhibition of eight Ferrari barchettas included the ex-Gianni Agnelli/Olivier Gendebien 1950 166 MM (on loan from MoMA), 340 MM Vignale, 375 MM Pininfarina (one of four 857 S models built), 750 Monza, 500 Mondial, 550 Barchetta and current-day Monza SP.

ITALIAN MICROS

Some of the most charismatic cars on show were Italy's microcars. One really stood out: the Baldi Frog (yes, that's really what it's called). Based on a Fiat 500, it's even smaller, seating just two people in a very basic cabin, with a Fiat 127 front screen and Fiat 500 rear windows turned upside down. Only 80 were ever made, and this restored one was up for sale at €25,000. At the same dealer was a 1973 Baldi Tilly, another Fiat 500-based model, featuring open beach car bodywork.

Two Automirage Pickwick jeeps were at the show, which considering only 59 were ever made is quite something. Based on a Fiat 500, it has a beach car vibe, and could be bought for a fraction the price of a 500 Jolly – one was up for sale at €12,500. We enjoyed a Mivalino (Italian-built Messerschmitt) and no fewer than seven examples of the Ferves Ranger, a Fiat 500-based all-terrain jeep of which only about 600 were made.

AT AUCTION

Finarte was the auctioneer at Padova this year, but sadly, of the 55 lots presented for auction, only 17 sold. Most attention focused on a 'barn find' 1961 Maserati 3500GT. This Touring-bodied coupe, chassis 1011714, was originally driven by Juan Manuel Fangio as his everyday road car when he was in Italy. Andy Heywood, who inspected the car, said, "There were some very odd modifications, especially around the bulkhead area, and lots of bits missing. Not an economic restoration proposition under normal circumstances, it was all about the Fangio effect, but even that wasn't enough on the day." The 3500GT failed to reach its lower estimate of €475,000.

Another rare wreck did sell, though: a Pinin Farina-bodied 1949 Fiat 1100 S Berlinetta, one of just seven survivors, which went for €41,929. Not so lucky was a third wreck, an Alfa 1900C SS Touring, which didn't reach its estimate of €90,000-€100,000. The biggest price of the day was paid for another spectacular Alfa: a glorious 6C 2500 Sport Cabriolet Pinin Farina from 1947, at €639,060. A Zagato-bodied Fiat-Abarth 750 Spyder, believed to be the 1958 Turin Show car and the earliest of only three known cars, was the only one to have fins down the tail. It sold for €81,529.

Kicking yourself for missing this year's show? Put these dates in your diary, then: 22 to 25 October 2020, when Padova opens its gates again.



CLOCKWISE FROM TOP LEFT: Mock-up of Murcielago, MV trike, Ferves, Fangio 3500GT wreck, 250 GT, Automirage, Moretti 750, De Tomaso, Baldi Frog

Autumn Motorsport Day

Auto Italia's annual racing car event at Brooklands was wet and wild

Story by Phil Ward
Images by Michael Ward



Heavy rain certainly didn't stop play at *Auto Italia's* Autumn Motorsport Day at Brooklands, with a full entry of fine motorcars taking to the track over at Mercedes-Benz World. This popular event continues to evolve with an increased entry of exotic machinery, this year featuring three F1 cars and two British GT Lamborghini Huracáns.

Spectators were treated to the sight and sound of a spectacular group of 40 cars being demonstrated around the Mercedes-Benz World test track. 2019 saw the welcome return of John Reaks with his colourful F1 Benetton B190, the actual car that won the 1990 Japanese Grand Prix driven by Nelson Piquet. John was accompanied by Kevin Mason, who this year swapped his Renault-liveried F3000 for a 2006 'F1' Honda RA106. Kevin certainly put up a fine performance

both on and off the track in his car, painted like a Mercedes and bearing Keke Rosberg's name. The third F1 car was the Osella FA1-D owned by Terry Sayles, making his debut at Brooklands with his ex-Jean-Pierre Jarier car, as raced in 1982.

Sharing track time with the F1 cars were two spectacular Barwell Motorsport Lamborghini Huracáns, howling away to set faster and faster laps on the damp circuit, and lapping the F1 cars at times.

An on-track group of Italian cars was made up of Abarths including regular driver Mike Kason's 1000 OT, and Carlo Caccaviello with his ever-popular Alfasud-engined Fiat 500 special. Mark Barnes ran his rare Abarth 500 R3T, believed to be the only rally version of the modern-shape 500 in the UK. Current Alfa Championship and former *Auto Italia* Championship racer 'Rocket' Ron Davidson ran his much-campaigned bright orange Alfa 164

V6, while Ted Pearson entered his immaculate 1.8-litre Alfasud.

Surely the star Italian car had to be Ewen Sergison's 1936 Maserati 6CM, driven by Nigel Griffiths. Nigel kept us highly entertained with much sideways action in a group that also included retired Brooklands Museum Director Allan Winn in the museum's monster Napier Railton, Julian Grimwade's Frazer Nash and Martin Overington's Blower Bentley.

Among the rumbling V8s were Bob Searles driving his Aston DBS and Richard Evans with his rare Attila CanAm. The four slick-shod NASCARs managed to stay on the track, while the off-roaders and Grant White's rally-prepped Dacia Duster were in their element here.

Auto Italia's control cars this year were a Ferrari 488 Pista and a Lamborghini Huracán, while Joe Macari provided a very rapid Dallara Stradale (as featured in the Jan 2020 issue).





ROOSTER-TAIL LAMBOS

Story by Mike Rysiecki
Images by Michael Ward

First-time Autumn Motorsport Day attendees, Barwell Motorsport, brought along a pair of Lamborghini Huracán GT3 Evo race cars. Regular *Auto Italia* readers will know that we have been following Barwell's success in the British GT Championship, and that it has recently added more silverware to its trophy cabinet.

Modern Lamborghinis have earned themselves a well-deserved reputation for reliability and robustness and the two Barwell cars are testament to the on-track toughness of the latest generation of competition cars. As well as competing in two championships (European Blancpain and

British GT), these two cars have each won a gruelling 24-hour race during the 2019 season. With quick changeover bodywork and livery, the cars brought by the team alternate between the two championship programmes, with a couple of Creventic 24H Series races thrown in for good measure.

The consummately professional team demonstrated how a top team goes about its set-up, preparations and warm-up procedures. Even the well-rehearsed loading and unloading of the race truck drew an audience.

The lunchtime track demo was run under damp conditions, with full-tread wet tyres required. The free-running F1 and Lamborghini GT3 car drivers were able to stretch their legs as much as their confidence allowed. While the F1 cars struggled to get enough heat into their tyres on the tight and twisty

track, it was a different story for the Lamborghinis. Pro driver Sandy Mitchell was one of the Barwell team who won a Spa 24-hour race in the rain, so he quickly set a blistering pace. Barwell's Team Principal, Mark Lemmer – himself an accomplished racer – had never previously tried one of his team's Lamborghinis 'in anger', so he grasped the chance to make some noise. The pair of Huracán GT3 Evos circulated the Mercedes-Benz World test track in unison, lapping the F1 cars several times and throwing up near vertical rooster tails of spray on the straight as the unsilenced 5.2-litre V10s echoed off the Brooklands hotel building.

Their high-speed demonstration laps illustrated the superb wet handling capabilities of this latest evolution of the Lamborghini Huracán race cars and showed just why it has been so successful.



Cars and Coffee at the Castle

Auto Italia dips a toe into chilly Northern waters

Report and images by Michael Ward



Readers in the north of England have been asking for an *Auto Italia* event in their part of the UK for years now. While we've put our Stanford Hall event back on the calendar (put 20 September 2020 in your diary), junction 19 of the M1 in Leicestershire can't really be considered the far north, can it? Well, we responded to the request and decided to put on a small event at one of our favourite haunts in lovely Northumberland: Chillingham Castle.

Why Chillingham? We've been staying and shooting

cars there for years and, well, it's a castle! It has easy access from the A1 and plenty of space to park lots of yummy Italian cars.

We chose to promote the new event on social media as well as in the magazine but it was already quite late in the year when the venue was confirmed. Positive responses from local traders and nearby Italian car owners boosted confidence and the reach stats on Facebook looked promising.

The event actually reached 26,000 people and garnered over 1000 positives responses. The reality of





the situation was clear to see on the day. Only about 100 people showed up on a rather dull, wet and cold day in Northumberland. Even though we knew the weather was going to improve, the early rain was quite literally a dampener.

The bulk of those intrepid attendees who did make the effort were about 60 strong from the North East Abarth Owners Club. They were so keen on supporting the event we had to let them all in early, before they caused a traffic jam on the road outside! Their enthusiasm and friendly attitude was infectious and very well received. They brought along a superb selection of Abarth 500/595/695 and 124 models, all of which were all parked neatly, dutifully cleaned and detailed. A massive thank you from all at *Auto Italia* to Ben, Ross and their admin team, to members and to Just Car Care and TuningArt UK, who supplied goody bags.

Abarths aside, we also had a varied selection of modern and classic Alfa Romeos, ranging from a brace of 4Cs to a truly stunning Giulia, a local 75 and 147/156 GTAs. Walkers Garage came up from Northallerton to support the event and brought along Steve Smith's own elegant white Lancia Fulvia HF, as well as the mean-looking Martini-liveried Lancia Delta integrale hillclimb car (as featured in our August 2019 issue).

Looking back at the event, it's clear the weather did us no favours. The venue itself also proved to be a bit small. While we had access to the cosy tea room and the castle itself, once the driveway was filled it would have been difficult to park additional cars on the front lawn, essentially splitting the event in two. Needless to say we are looking at another venue for 2020, one with much more room, as well being earlier in the year. Watch this space!



MiTo Register Track Day

Reporting from the AROC driving day at Curborough

Report by David Faithful

Images by Michael Ward



It is not a surprise that the MiTo Register is one of the fastest growing UK model registers within the Alfa Romeo Owners Club (AROC). There are still a good volume on the roads and owners are an eclectic mix of first-time drivers, young owners and seasoned Italian car lovers, often owning one or more special Alfa Romeos stored under cover until show season, whilst using their MiTo as an everyday car throughout the year.

But one thing that brings all owners out is the chance to take the MiTo on a track and see what the cars are capable of. The MiTo is an agile little thing, fast into corners and stable at speed. It can be thrown around a track by an amateur, then driven home ready for the commute the next day.

2019 witnessed AROC's first MiTo MultiAir compete in the Alfa Romeo Championship, racing at Silverstone, Brands Hatch, Croft and other major circuits. Many members of the

MiTo Register spectated and followed the successes (and setbacks) throughout the season, creating a sense of shared pride and frustration in equal measure. But finishing fourth in class overall was a good first season, and seeing a MiTo in motorsport certainly encouraged members to try their own MiTo on a track.

AROC uses Curborough Sprint Course in Lichfield several times a year for smaller member events, and on 4 July 2019, it was the turn of the annual MiTo gathering, this year appropriately titled Independence Day.

MiTo's come in many power outputs, and the cars present were representative of that spectrum, as well as a wide range of owners. There were almost-new 170bhp Veloces, a highly-tuned hillclimb and sprint car, 1.3 diesel, 0.9 TwinAir and normally aspirated 1.4 petrol cars alongside modified and completely standard road cars. We even had

the UK's only Rosso Competizione MiTo.

Speed is relative. If your daily drudge involves commuting to work in a diesel MiTo, then hurtling around a track in that same car for a few hours among friends can induce unique feelings of joy and confidence in yourself and your car, regardless of the actual speed. The MiTo may not be a precision-engineered racing car, but it is stable, nimble and fun, and that inspires the driver with every new lap.

Overwhelmingly, everyone who attends a track day in a MiTo wants to do more. The MiTo Register has booked Curborough again for 2020, but the event has become in very high demand – a sign of a thriving Model Register and the growing appetite among owners. We may need to look at bigger tracks in future, but for the time being Curborough has become an annual pilgrimage for MiTo owners to have fun.



Fiat Barchetta International Meeting

Story by David Ullathorne
Images by Colin Metcalfe



After virtually a year of meticulous planning, the eagerly awaited Barchetta UK Owners' Club First International Meeting commenced on 22 August at Stoke by Nayland in Suffolk. A record-breaking 'heat wave' bank holiday weekend saw unbroken blue skies – perfect for Barchetta motoring and a sun tan.

A total of 64 cars attended with their proud owners. About half were from the UK and the rest from Germany, Holland, Belgium, Norway, France, Switzerland, Ireland and Japan.

A steady flow of Barchettas started to arrive from 12.30pm on Thursday, welcomed with a 'goody' bag containing two bottles of Suffolk cider, a windscreen sticker and club lapel badges. The bar terraces were quickly found, with the Dutch contingent taking the lead in having fun (and continuing to do so every day!).

After the opening night dinner, Martin welcomed everyone and announced the various awards:

Kyoko and Masami from Japan – Furthest

Travelled (though not all the way by Barchetta)

Jarle and Anne from Norway – Furthest Driven
'Big' Dave from UK – Highest Mileage car
Jorg (President BCD) – Highest Km car
Rosemary – Longest single Barchetta ownership

On Friday, three groups of around 21 cars formed for the drive. Each group left in quick succession, arriving at our first stop in Lavenham after a 15-mile scenic route through Suffolk lanes, passing cider orchards en route. Upon arrival, we were treated to a surprise organ recital by Ross in the stunning Lavenham Church.

Next was a short drive to Kentwell Hall for another surprise – a time tunnel, at the end of were folk speaking in Olde English and totally immersed in their various Tudor characters. Back at the hotel later with Chris DJ Pearce, there was a very professional show by Susan and Eric from Switzerland.

On Saturday came some longer drives. The first took us to Sutton Hoo, comprising numerous burial mounds and an Anglo Saxon

king's long ship site. The convoy of 64 Barchettas next descended upon picturesque Aldeburgh, where fish and chips on the beach awaited for many, with beers in the pub and crab sandwiches for others.

That evening, an English seaside-themed gala dinner included a Fawlty Towers comedy show. Speeches and thanks by Martin Jorg, President of BCD (Germany), Tanja, President of BCN (Holland), and Jarle from Norway followed the meal and show. Generous exchanges of gifts and mementos included a commemorative plaque from Club Netherlands, special Barchetta watches and wine from Club Deutschland and Aquavit from Norway. The Dutch and German clubs also kindly invited all UK members to their joint 25th anniversary meeting next year.

On Sunday, we met in the car park for a group photograph by Colin, followed by fond farewells, with all looking forward to next year's adventures. The organisers and contributors made this an amazing and successful international meeting for the UK club, made possible by all of those who travelled from near and far – thank you.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

LANCIA DELTA INTEGRALE 16V

STORY BY JAMES WHITTAKER

FOLLOWING THOSE CONTINENTAL DREAMS

Walt Disney once said: “All our dreams can come true, if we have the courage to pursue them”. I doubt he was talking about taking a 1991 Lancia Delta integrale for a 2000-mile jaunt around Europe, but in my younger years I replicated the battles of Alén and Kankkunen on our living room carpet, one day longing to come somewhere close to doing it for real someday.

This dream became a reality in early 2019 when I purchased a very tidy, useable 16v integrale. They say you should never drive the cars of your dreams but with every mile ticked off, the Delta felt better and better. This started a thought process about maybe one day taking it on some of the best roads that Europe has to offer. Being a rally man through and through, two of my specified



roads were the Rallye Monte Carlo staples, Col de Turini and Sisteron, as well as famous passes such as Stelvio and San Bernardino.

So in early August, the pilgrimage began. Through the Eurotunnel, a stop off at the magnificently preserved Circuit de Reims-Gueux is a must, and special mention must be made to the fantastic D944, the first of several accidental discoveries over the next week and a half.

Day two took us on the long drive eastbound and into the land of cheese with holes in. A road rather ominously numbered '13' near the Liechtenstein border (a country with some incredible pub quiz

stats, check them out, seriously) then climbs all the way up to 1460m.

Day three was the one where we properly started hitting the big roads. First to be ticked off, the San Bernardino pass. There is something about these winding black-topped old thoroughfares in the mountains that stir the emotions of a born and bred petrolhead. San Bernardino didn't disappoint. Even the expected drop in performance of the turbocharged Delta and subsequent higher engine temperatures couldn't detract from the pure joy of that particular morning. A quick stop at Verzasca Dam, further living the mid-'90s James Bond dream, was followed by





the short drive to Lake Como.

Monday 5 August was Stelvio Pass day. Arriving in Bormio nice and early, we began the ascent up through the treeline, exchanging knowing glances with other road-trippers in cars of a similar ilk. Climbing and climbing all the way up through the tunnels and seemingly endless hairpins, engine temperatures rose and power dropped again. The very special decent down to Gomagoi was followed by another of those accidental roads. Taking the SS41 west, it becomes the '28' at the Swiss border. Not that you need signage to tell you that you are there, as the perfectly manicured fields and smooth roads do that for you. What followed, from Santa Maria Val Müstair to Zernez through Parc Nazional Svizzer, was one of the most enjoyable couple of hours of driving I have ever experienced. Passo Stelvio is amazing, but mostly for its superb views rather than the actual act of driving it. For me, the '28' encapsulated everything about driving that

you want. Racetrack smooth surface, flowing sections, switchbacks that aren't too tight, gradual climbs and steady descents.

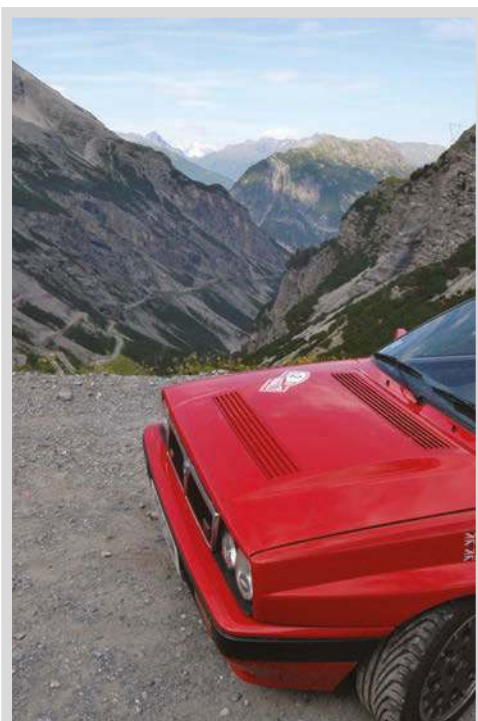
We departed the Alpine region and made for the French Riviera and the holy grail of rally territory, the area north of Monaco. On a stiflingly hot day, we gently began the drive towards to top of the Col de Turini. This is where the Lancia came into its own. This piece of road seemed to fit the Delta like a glove. Fast, narrow sections interspersed with wide-entry hairpins, the car coming more and more alive as the tyres warmed, along with the brakes. Left-foot braking with the throttle slightly depressed to keep the turbo spinning, minimising the effect of turbo lag. I was in my element. Arriving at the top physically shaking from the adrenaline, this was a colossal length of asphalt, quite simply the best road of the trip.

The next day heralded our final planned road: another Monte classic, Sisteron. It's clear why it's used on the WRC opener. The

direction we traversed it, it starts quite tight and technical but once at the top, opens out to a fast and flowing section before a number of hairpins on the descent into Sisteron.

The remaining two days of our pan-European journey were spent covering the 1000km or so back to Calais and home. This 10-day journey really tested the resolve of the supposedly fragile Lancia Delta integrale, but in the end the car performed near faultlessly. Only a bit of tracking adjustment was required in Italy, and a noisy wheel bearing made its announcement when driving off the Eurotunnel train at Folkestone.

Whether it's long motorway slogs or pushing up an Alpine pass, this little Italian hatchback never failed to put a smile on my face. Added to that, the fanfare it received all along the way from people of all nationalities – and even all its little nuances – added to the experience. Early plans are already in place for a UK-based road trip next year. I can hardly wait. Avanti!





Jaguar XK 120 Supersonic by Ghia
 By Richard Heseltine
 Porter Press International
 £35

Subjects don't get much more esoteric than the Ghia-built Jaguar XK 120 Supersonic. This is one of Porter Press's volumes devoted to a single chassis number (in this case 679768). In fact, two further examples were made in 1954, while the Supersonic was actually born as a one-off GT to contest the Mille Miglia.

The first 23 pages are devoted to Steven Snoep's superb studio photography of 679768. Then there's a chunky chapter on Ghia, detailing the Virgil Exner/Chrysler designs executed by the Italian *carrozzeria* that led to the Supersonic, as well as later cars that were

inspired by it, such as the Dodge Firearrow and De Soto Adventurer II.

The portrait of Giovanni Savonuzzi, Ghia's brilliant designer is superbly told, and we can but revel in his other designs, such as the Cisitalia 202. Tuner Conrero's role in the Supersonic has its own chapter, too, as does Ghia's entrepreneurial boss, Luigi Segre.

The background of the Supersonic is told via predecessors such as the Fiat 8V, and completed with other Supersonics in the series, which were based on the 8V, Aston Martin DB2/4 and Shelby Cobra. Since the subject of this book is the Jaguar XK 120-based Supersonic, there's a good slug devoted to William Lyons' masterpiece, too, and a welcome chapter on other Italian coachbuilt Jaguar XKs. The final

chapter is given over to chassis number 679768.

As is typical of Heseltine's work, this is an extremely well researched story. The 100-plus illustrations – rich, varied and beautifully reproduced for the most part – give this book an air of real quality. Even though it's only 108 pages long, it feels jam-packed.



Speciale.

Throughout, Xavier de Nombel's photography is superb, working through the challenges of shooting in different locations to create a great consistency of feel through all 442 published images. Author Christian Descombes, who is well known for his work for the French magazine *Automobiles Classiques*, writes with admirable detail about each of the cars, his words being well translated into English.

The book has a fascinating introduction by Giorgetto Giugiaro, who discusses his early designs. Some of his colour sketches (the Bertone Maserati 5000, Corvair Testudo, Alfa Canguro and Bizzarrini Manta) are beautifully reproduced on opaque paper. These are absolutely wonderful – but would surely have been even better had the background behind them been plain white, rather than book text.

Overall, this is a superb volume that runs to fully 320 pages and is presented in its own slipcase. It rewards both a casual thumb-through and a more thorough reading.

Alfa Romeo 2000 & 2600: The Complete Story
 By Tony Bagnall
 Crowood Press
 £25

This new book fills a real gap in the publishing



Berlinetta '60s: Exceptional Italian Coupés of the 1960s
 By Xavier De Nombel and Christian Descombes
 English Translation by Julian Parish
 £75

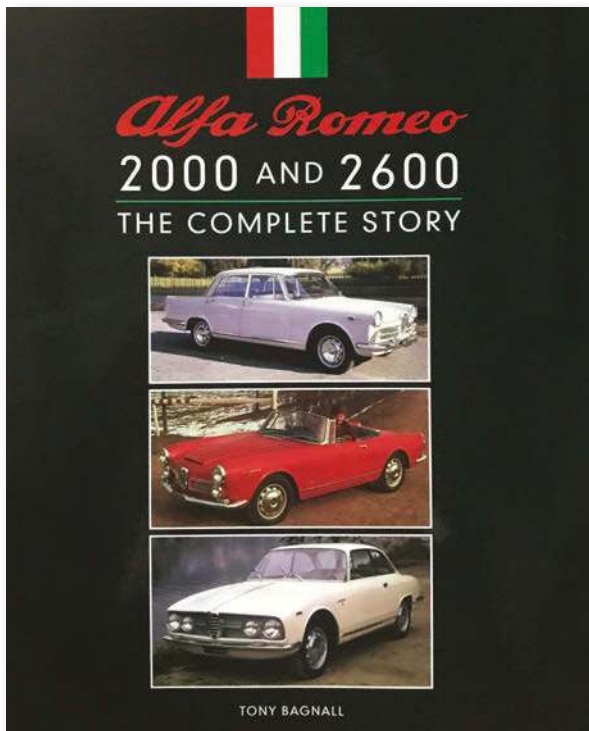
This is the second volume from the French pairing of photographer Xavier De Nombel and wordsmith Christian Descombes. Following their 2017 exploration of Italian coupes of the 1950s, their attention now turns to the 1960s – an absolute golden era for Italian car design.

This is not an exhaustive work on coupes made by mainstream

manufacturers and coachbuilders, but intended as more of a personal selection of the authors' favourites.

They've tracked down superb examples of each chosen car from all over the world for this book. It's an eclectic mix, from the predictable (Maserati Ghibli, Ferrari 250 GT, Lamborghini Miura) to the downright obscure (Aguzzoli Condor, Vignale Samantha, Lombardi Abarth Scorpione). Along the way, we meet the likes of the Alfa Romeo Giulia TZ, Lancia Flavia Sport Zagato and Bizzarrini GT 5300, as well as concept cars like the Bertone Alfa Carabo and Pininfarina Alfa 33





market, since a volume devoted to Alfa's 2000 and 2600 models has been lacking to date. The reason is probably that these models never sold in huge numbers: between 1957 and 1966, only 18,540 of all types were made. Another reason is that once the 2600 had had its day, there was no direct replacement in Alfa's range.

So after being ignored for many years, it's nice to see the significance of these large Alfas being celebrated, particularly the Spider and Sprint coupe models. Launched in 1957, the 2000 marked Alfa's break into the luxury/executive class in the 'Dolce Vita' era of Italian prosperity. The

four-cylinder 2000 was followed in 1962 by the six-cylinder 2600.

The book is surprisingly chunky at 192 pages, but then it covers a lot of ground that isn't specifically about the 2000/2600. For instance, there are 34 pages turned over to the general history of Alfa Romeo before the 2000 is even introduced to the reader, while further sections are devoted to modern Alfa saloons and the Alfa Romeo Owners Club.

The heart of the book are of course the 2000 and 2600 models: Berlina saloon, Spider convertible and Sprint coupe. In addition, there's a history of the SZ Sprint Zagato, as well as prototypes and

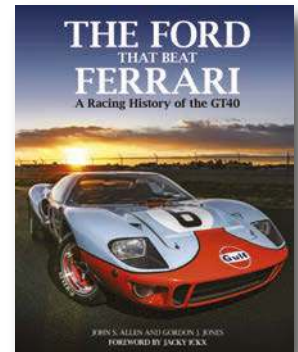
coachbuilt specials. There's plenty of information here, including specifications, colours and production numbers. A full history of each variant is joined by competition exploits and a section about owning these big Alfas.

This is a well-written book that's profusely illustrated with over 200 images. We recommend it highly, especially as it represents such excellent value.

helm.

Let's be up front here. This is very much a Hollywood drama, so anyone expecting a documentary such as *Senna* will be disappointed. Sticklers for historical accuracy will also find plenty of facts have been, ahem, 'altered' to make a better story.

Best to leave your 'well, that never happened!' mind-set at the cinema door, and just relax and enjoy an expertly told



romp through 1960s racing life. Christian Bale is, wayward Brummy accent aside, superb as the talented but difficult Ken Miles, while Matt Damon plays Carroll Shelby with deft ease.

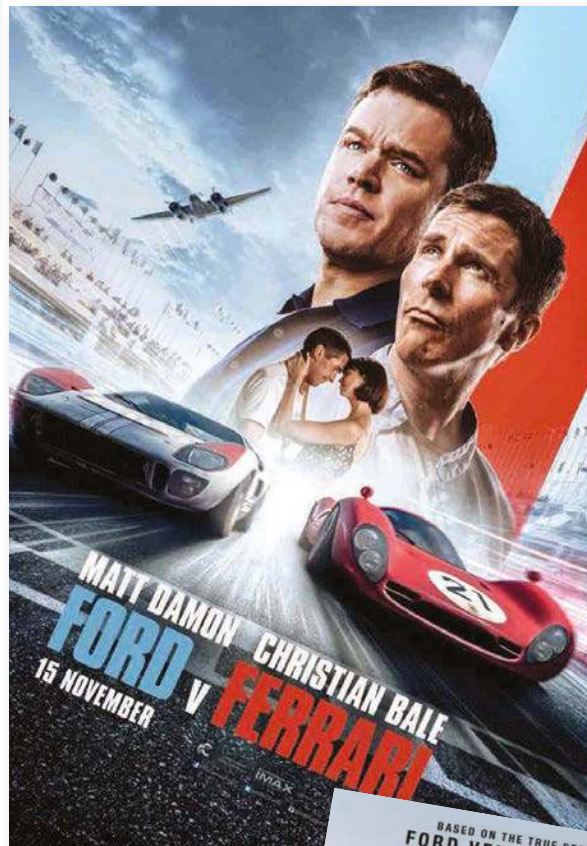
The most memorable line of the movie is, "If this was a beauty contest, we've just lost", which Bale utters as a Ferrari 330 P3 rolls past. Most *Auto Italia* readers will probably share his view: the Ferraris do outshine the Fords throughout.

Having seen the film, it was fascinating to read the book, *The Ford That Beat Ferrari*, the new third edition of the racing history of the GT40. This was originally published in 1985, then redone in 2005, and now with the movie in full swing, it's back with further revisions to keep all the information up-to-date.

The joy of the book is its remarkable richness of illustrations: over 850

period photographs, many of them in colour.

Despite the Ferrari brand name featuring on the cover, make no mistake: this is a book devoted to the GT40; Ferrari is hardly mentioned at all, still less pictured. But the detail is amazing: this is a serious work that's worth every penny of its £10 asking price.



FILM REVIEW:
Le Mans '66
One of the most eagerly awaited movies of 2019

The US title of this movie – *Ford v Ferrari* – perhaps sums up the subject matter more accurately, for this is the story of how, when Ford failed in its bid to buy Ferrari, it decided to go to Le Mans and beat the Prancing Horse, with British racer Ken Miles at the



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Lancia Motor Club GB

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membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

Club LanciaSport

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Stratos Enthusiasts Club

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Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2020

**January 30-February 2****Automotoretro**

Lingotto, Turin

www.automotoretro.it

February 20-23**London Classic Car Show**

Excel London

www.thelondonclassiccarshow.co.uk

February 21-23**Race Retro**

Stoneleigh Park, Warks

www.raceretro.com

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

Essen, Germany

www.siha.de

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

NEC Birmingham

www.necrestorationshow.com

April 6-7**Goodwood Members' Meeting**

Goodwood Circuit, Sussex

www.goodwood.com

April 16-19**Terre di Canossa Rally**

Salsomaggiore Terme (Parma)

www.canossa.com

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

Lancashire

www.lancia.myzen.co.uk

**May 2****Auto Italia, Italian Car Day**

Brooklands Museum, Surrey

www.auto-italia.co.uk

May 13-16**1000 Miglia**

Brescia, Italy

1000miglia.it

May 16-17**Beaulieu Spring Autojumble**

National Motor Museum

www.beaulieu.co.uk

May 21-24**3ma20 - International Fiat 131**

Owners Meeting

The Netherlands

131mirafiori.com

May 21-26**Sliding Pillar Rally**

(Lancia Motor Club)

Scottish Islands and Lochs

www.lancia.myzen.co.uk

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

Lake Como, Italy

concorsodeleganzavilladeste.com

**May 30****Club Lancia Sport**

London-Brighton Run

clublanciasport.wixsite.com/lanciasport

June 2-7**Modena Cento Ore**

Modena, Italy

www.modenacentooreclassic.it

June 26-28**Stella Alpina Rally**

Trentino, Italy

www.stellaalpinastorica.it

July 19**Auto Italia Supercar Day**

Brooklands Museum, Surrey

www.auto-italia.co.uk

September 20**Auto Italia, Italian Car Day**

Stanford Hall, Leics

www.auto-italia.co.uk

September 25-27**FFFEAR2020 (Lancia Motor Club)**

www.lancia.myzen.co.uk

October 11**Auto Italia, Motorsport Day**

Brooklands Museum, Surrey

www.auto-italia.co.uk

SAVE THE DATES!

AUTO ITALIA EVENTS 2020

ITALIAN CAR DAY AT BROOKLANDS MUSEUM

SATURDAY MAY 2



SUPERCAR SUNDAY

BROOKLANDS MUSEUM JULY 19



ITALIAN CAR DAY AT STANFORD HALL

SUNDAY SEPT 20



AUTUMN MOTORSPORT FESTIVAL

BROOKLANDS MUSEUM SUNDAY OCT 11

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Some features may appear in a later issue

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F430 by Novitec	116	803 Corsa	44	128 5 car test	163	Punto MK2 Group test	120	500 3 car test	214
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F430 Challenge Corse Clienti	125	503 Spider	188	128 3P Buyers' Guide	177	Modified Punto GT Turbos	39/64	500 Buyers' Guide	181
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F430 Buyers' Guide.	242	2800 State Phaeton	115	132 + Argenta VX	127	Punto HGT Fleet report (M.Ward)	210	500x Vs Renegade on Snow	232
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599 GTB Fiorano	120/142	2300S Coupe	235	X1/9 Best Buy	33	Punto/Seicento Abarth	60	500 MY2015	236/237
599 vs Daytona	150	Balilla 508S	26	X1/9 Buyers' Guide (Soper)	106	Punto Facelifted	83	500 Anniversario	260
599 Drive Story	156	Balilla Taxi	131	X1/9 Buyers' Guide (Dredge)	287	Punto Facelifted Driven (Berry)	85	500 Collezione	275
599 HGTE	159/166	Topolino (Hotrod)	75	X1/9 Buyers' Guide	157	Punto GT/ HGT/ Scorpione	276	500 on the North Coast	500
599 Hybrid	172	Topolino Variations (Sparrow)	69	X1/9 (Modified)	41	Grande Punto Launch	112	Multipla + Vignale Gamine	130
599 GTO	178	Topolinos	80	X1/9 x 2 (Modified)	150	Grande Punto UK Launch	116	Multipla	36/44
599 Tribute Mille Miglia	188	Topolino 500B	106	X1/9 Dallara (Val Savioire)	103	Grande Punto Sporting (1.9).	117	Multipla Eco versions	45
599 XX	217	Topolino Mare	204	X1/9 Abarth Prototipo (Rep)	104	Grande Punto Sporting Novitec	125	Multipla 1.9 JTD	50/66
599 Buyers' Guide	245	500 (Modified)	27	X1/9 Club Racer	115	Grande Punto 120 Eleganza	123	Multipla 1.9 JTD (Modified)	79
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458 Italia Sebring 12h.	187	500 Ferves Ranger	259	BMW V8 Strada Cabrio	63	Coupe 16v Buyers' Guide	30	Marea Weekend 2.4 Team Cars	124
458 Spa 24h (2015).	238	500 (EV)	281	Strada (Time Machine)	197	Coupe 16v vs integrale	68	Marea Buyers' Guide	115
458 by Oakley Design.	184	600 (Modified)	18	Strada 130TC/Tip16v/Bravo	285	Coupe 16v Turbo Prototype	259	Importing Italian Cars	40
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ALFA ROMEO



1990 Alfa Romeo Spider S4. 95,000 miles, black, with current owner for over 15 years. Well taken care of, garaged, no body rust, alloys (perfect), 5 speed manual, electric windows and mirrors, power steering, 1962cc injection, Nardi steering wheel, excellent black hood, hard top with storage trolley, MOT to July 2020. Tel: 07545 085567. Email: bobbstm@gmail.com. A288/032



1966 Alfa Giulia Spider. Red, one of 400 RHD cars registered in the UK. Original green registration document and original owner's manual, also with original hardtop. Same owner since 1983, FSH, £70,000, featured in AROC magazine in June 1985. Currently car in my native country, Cyprus. Why not combine viewing with a holiday in the sun! and if interested, shipping back to UK can be arranged. Also available wide range of spares. Tel: Nicholas Meletiou, 07711 704554. Email: nicholas.m@ncmae.net. A288/031



1967 Alfa Giulia Sprint GT Veloce Step front. Ochre, good opportunity to own this increasingly rare unfinished project early stepfront. A very original and unmolested car, before a very complete and comprehensive professional mediablasing and panel replacement welding programme by John Holden. Lots of photographs and receipts available as proof, car is complete apart from the original engine block which is missing. Interior and exterior trim in good condition, some new and reconditioned parts included in sale, £22,000. For full details contact Robert, 07976 400824. A288/033



Alfa Romeo 147 2.0 TS Lusso. 2004, 92,600 miles, black. MOT May 2020, SS Ragazzo exhaust, Wax treatment 2016, cam belt at 82K miles, battery 2018, rear discs and pads in 2018, £875. Tel: 07747 652686. Email: howiejones20@btinternet.com. A288/009



Alfa Romeo 156 2.5 V6. 112,000 miles, red, manual, 98 plate, 6 speed, no rust, Waxoyled. In dry storage, run every week, 2 owners in the same family from new with traceable history. New oil, plugs etc, some paint lacquer needs attention, currently SORN, no MOT, car just needs a handbrake cable and a headlight readjustment to get through MOT, new brake pads fitted all round. There is a massive list of spares included, any viewing welcome, car is in store in Northwich, £1950. Tel: Philip, 07555 050121. A288/006



Alfa Romeo 159 Sportwagon Lusso 1.9 JDtm. 2009, 97,268 miles, grey metallic, MOT to 30 April 2020, currently SORN, 2 keys. Clutch, flywheel etc 60K; glowplugs 70K; front discs 76K; rear springs etc 86K; cambelt etc 91K. Tyres new replacing (by new owner), 50mpg+, great car, I have another 159 Sportwagon but no space, £2700. Tel: John, 01635 868518. Email: ajbedford@hotmail.com (Thatcham, Berkshire). A288/011



Alfa Romeo 156 Selespeed. 84,212 miles, red, first registered on 14th July 2000. Owned by a doctor who meticulously cared for her with no expense spared, during his ownership he spent £8196.46 on care, servicing and maintenance with every receipt with complete comprehensive documentation. This car was bequeathed to his nephew who was unable to insure the car owing to his age, the mileage was then 65,268. I acquired the car on 29th June 2011. Since my ownership I have cherished her with the same love and enthusiasm she so deserved, this included a total strip down and full body restoration at Stocks of Canterbury (taken over 7 months) with comprehensive photos taken at each stage of the restoration, at a cost of £7661.15. Every receipt of servicing and repairs and every MOT all with no advisories, full service and cam belt change at 82,999, last MOT on 21st October 2019 with no advisories. Car has only covered 1161 miles in the last 8 years mostly to Alfa club shows, my expenditure maintaining and servicing to date is £10,807.12. Please telephone to discuss sensible offers on price. Tel: Peter Lampe, 07881 341480. A288/008



Alfa GTV for sale. 2001, black with 71,000 miles on the clock. Black leather interior, grey carpets with over carpets in same colour. Rear spoiler plus teledials, new rear tyres 2000 miles ago. Very good condition and probably one of the best for this mileage and age, MOT until 6/03/20, £5000 ono. Tel: 07714 275222 to view (High Wycombe). A288/002



Alfa Romeo 159. This car has been lovingly cared for since 2010 when it was purchased, a lot has been spent and replaced on the car in the last year. Cambelt, tensioner and water pump replaced in October 2019, bottom suspension arms, wheel bearing, new rear brake pads, wheel disc. Complete fluid change in October, plus regular servicing by Alfa specialist, two new tyres on the front, MOT until October 2020, £4159. Email: Roy Mottram-Smale, winspa2013@aol.com. A288/010



2000 Alfa Romeo GTV 3.0 V6 24V. 94,000 miles, reluctant sale of my V6 GTV as two cars have to become one. Just under 94K with good history, owner's club car, having just had service and timing belt (water pump not needed). Vela Blue with tan interior, recently had all calipers refurbished with new discs and pads also. Always puts a smile on your face, but if you're reading this then you already know that, £4000 ovno, MOT June 2020. Happy to answer any questions on 07947 652940. A288/026



1999 Alfa Romeo 916 GTV 3.0 V6 Lusso. 71,000 miles, Series II model, RHD, 3.0 V6 Busso. In Grigio with full red Lusso interior, 3 owners from new, in present ownership for the past 4 years. Factory fitted electric sunroof, 17" teledials in good condition, cambelt, water pump, head gasket and brake discs and pads all round just replaced. Delivered with a full service and current MOT, £7000. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A288/030

CLASSIFIEDS ITALIAN CARS FOR SALE



2006 Alfa Romeo 159 3.2 Q4 Lusso. 73,000 miles, grey, well maintained very tidy Alfa, £5000, contact me if interested. Email: anthonymorton7@yahoo.com. A288/035



Alfa Romeo 166 Lusso. Metallic Grigio, elegant (Alfa Romeo badge embossed) Nero leather upholstery, 5-speed manual gearbox. 37,500 miles from new, ice cold air conditioning and fitted with the Integrated Control System. A difficult car to fault and a genuine joy to drive, a gentle London life and generally immaculate. Comes with full V5, complete owners book-pack wallet and two Alfa Romeo remote fob keys, deserving of a good home. Tel: 07795 054854 (Surrey). A288/028



2007 Alfa Romeo 159 2.4 diesel. 55,000 miles, silver. Service history, new cambelt and water pump fitted February 2018, 4 new springs, Michelin tyres all round. Air conditioning service June 2019, last service February 2019, MOT until February 2020. Digital radio and CD with Bluetooth, full leather interior, full set of 19-inch Ti alloys refurbed with new badges, new Hancock tyres included in sale, £3250 ovno, private registration plates not for sale. Email: paolopmori@outlook.com. A288/034



2006 Alfa Romeo Brera SV JTS. 62,300 miles, dark grey metallic, low mileage one owner example, panoramic roof, red leather seats, 18-inch wire spoke type alloys, garaged, MOT end Sept 2020, £3200. Tel: Steve, 07765 254573. A288/025



Lovely Alfa Romeo GT 3.2 for sale. 2004, it has a full service history with a new cam belt in 2018, the car has done 90,000 miles and will come with a year's MOT. We have maintained it regardless of cost for the last two owners and the car's condition reflects that care. The car is also in the lower car tax bracket, more photos are available if you email me, £5250 ono. Tel: Jamie, 01763 244441. Email: jamie@alfaworkshop.co.uk. A288/001



2005 Alfa Romeo 916 GTV 1970cc JTS Lusso. 49,000 miles, Grigio Chiaro, black leather. Cambelt, pump, variator changed at 48,000 miles, Pirelli tyres, all original keys and code card. MOT to mid June 2020, will need ongoing tlc to underbody per advisories, £1350. Tel: 01460 220211 or text 07543 351060 (SO05 FWZ). A288/029



2001 Alfa Romeo GTV Cup No. 73 V6. 40,365 miles, red. I have decided to sell my GTV Cup, no 73. She is a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts where possible. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate. Please contact me for details and photos, £19,995, offers. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A288/027



1993 Alfa Romeo RZ ES-30. 16,218 miles, yellow, serial no.211. Black interior, Compomotive split rim wheels, excellent condition, MOT and tax, £60,000 ono. Please contact Dave Weavers: 01502 569698. A288/036

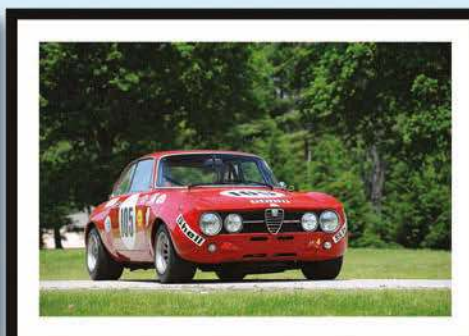
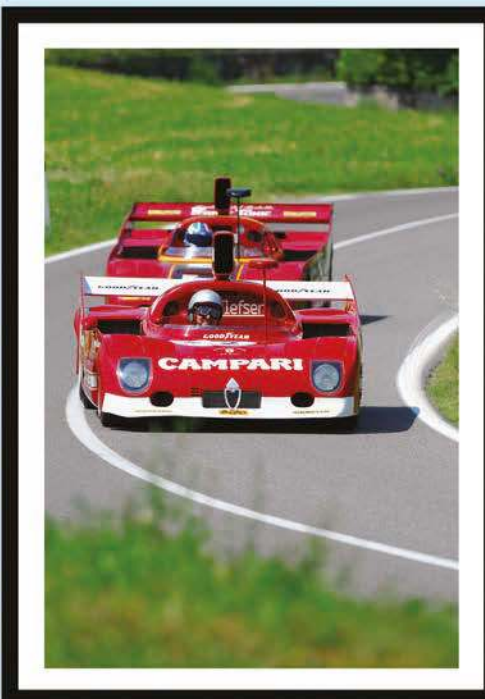
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ITALIAN CARS FOR SALE CLASSIFIEDS



Alfa Romeo 916 Spider 2.0 TS. Phase two, MY 2000, black with tan leather interior, only 60,000 miles, 15,000 in last 5 years during the summer months only. Full service history, mostly by myself for the last 5 years and Alfa specialists when required. Fantastic condition inside and out with numerous additions and preventative maintenance carried out in my ownership. A full list is available on request but includes suspension rebuild, cooling system replacements, full CSC SS exhaust, new original alloys. Cam belts last replaced in October 2017 at 57,380 by Jamie Porter. There has been no expense spared to keep this car in top condition, £4500 ono, only selling as I have two other convertibles and need something more practical so an Alfa GT has just arrived! I am passionate about Alfas and an AROC member. Tel: 07711 732844. A288/007



Alfa Romeo 916 Spider 3.0 V6 24V Lusso. 2001, 86,000 miles, rare example of the 916 3.0 (2959) V6 24V spider in Lusso Proteo Red with black leather interior. 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, Alphas 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. £7995 ovno. Tel: Peter, 07740 172173 (Surrey). A288/013



2017 Alfa Romeo Giulia Quadrifoglio. 15,423 miles, Competizione Red, with yellow calipers, black leather/grey Alcantara interior with convenience pack. Recently fitted (less than 500 miles ago) with 4 new Goodyear ASM3 tyres, new front OEM disks and new OEM brake pads all round (£1850). Originally UK supplied and VAT paid, excellent condition throughout, please contact me for details and photos, £40,995 ono. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A288/052

Alfa Romeo S4 Spider. 1990, Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/garaged, £9995. Tel: 020 8997 2039. Email: donegantony38@gmail.com. A288/037



2015 Alfa Romeo 4C Coupe. 1825 miles, Competizione Red, with red calipers, black leather interior with sports suspension and sports exhaust. Completely original, garaged, originally Guernsey supplied (no VAT paid), one previous owner and in excellent condition throughout. Please contact me for details and photos, £32,500. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A288/053

FERRARI

Ferrari 458 Challenge. Gary Culver offers for sale his immaculate 458 Challenge Race Car. Upgraded Aero by FF Corse, CCM discs, fully prepared and presented by RnR Performance Cars. Includes two spare tyres/wheel sets with fresh Dunlop slicks. Ready to race or a fantastic track day car, asking £145K, trailer also available. Tel: Gary, 07710 465518. A288/038



TDF Blu manual Ferrari 360 Spider 2002. Dark blue hood, Crema leather interior with blue stitching, Crema roll hoops, carbon fibre racing seats, refurbished 19-inch Challenge Stradale alloys fitted with Bridgestone Potenzas, 360 Tubi factory exhaust, Red calipers, rare spare space saving wheel, fitted trickle charge point. 45,000 miles, cambelt service 2018, recent Brembo brake service- discs, EBC pads, fluid. All tools, books, service records, owned for over 6 years. Email: leightonhockin@gmail.com. A288/048



Ferrari 355GTS. 1995 RHD manual with 2.7 Motronic engine management. Extremely rare colour combination, verified as 1 of 2 by the Maranello Concessionaires archive. Stunning condition with huge history file and superb service history to match the care and attention this car has received whilst covering 63K in 24 years. A properly loved car, £69K, no timewasters, scammers or chancers please. Email: jj1231234@hotmail.com. A288/049



Ferrari F430 Spider F1. 2008, FFSH, Maranello service since new, 11K miles, 2 prior owners. Rosso Corsa, Nero carpet, carbon ceramics, red calipers, Giallo rev counter, Scuderia shields, Rosso stitching, aluminium dash inserts, parking sensors. Had major service/MOT inc belt changes this July. Ceramic coating to body inc engine bay, wheels, diffuser, Vodafone Connect & Protect S5+ (CAT5) to June 2020. Ferrari fire extinguisher and trickle charger. Cherished plate specific to the F430 optional. Email: aneelsharma@gmail.com. A288/066



Ferrari 308GT4. December 1975, 11,854, owned since 1997. History file, recent glass out body restoration, very little mileage last 20 years. Heads checked, stainless system and manifolds, 4 pot calipers front, poly bushed, comes with some spares and private plate. Email: graham@waughandmusgrave.co.uk. A288/050



Nov 2003 Ferrari 360 F1 Spider. In Rosso/Crema, the classic combination. 45K miles. Great sounding and lightweight Nouvulari exhaust system. Rosso calipers, Rosso carpets, Challenge grille, F1 gearbox. Fully documented service history, cover, toolkit, battery conditioner, 2 keys and leather wallets included. Great value for a well maintained classic at £72,500. Leave a message for Franco on 07528 520564. Email: admin@inviso.org. A288/065



Ferrari 1989 328GTS. Argento, red and black interior. I bought this car new and driven only occasionally on summer sunny days hence, 9699 miles. Last MOT in 2008 with 9632 miles! Garaged, since, with her big brother, the 355! I could say the price to be negotiated, but I won't. The asking price is £200,000. A Ferrarista for over 50 years and a FOC member for circa 25, 30 years ago a well-known dealership paid £120,000 before passing the deeds to me! Email: orzaben@aol.com. A288/051



Ferrari 348 TS. In Rosso Corsa with Crema hide, 1993. Full service history, delivered upon first registration by HR Owen London. Purchased by me in March 2018 and kept garaged and in a Carcoon throughout this time. Serviced (including cam belts) 2017, MOT till 21 March 2020. For further details please call, sold as seen, no time wasters please, smoke free, 5+ owners, £60,000. Email: sam@westsyke.co.uk. A285/022



2009 Ferrari California 4.3 2+2 Convertible. Bodywork and interior exquisite, serviced last month and 11 months MOT, Rosso/Cream leather interior. Loaded with an impressive list of optional extras including, diamond cut 20" wheels, Red brake calipers, Yellow speedo fully electric front seats. 17,000 miles with full service history. Complete with 2 original keys, all the factory supplied books, tool kits. I also have genuine Ferrari wind breaker, red California branded garage cover and winter trickle charger. For more information email: dean.ambridge2@gmail.com. Tel: 07860 255046. A288/046

FIAT



Fiat Croma Super IE. 2lt, automatic, 1989, red, 52K miles, excellent condition, upholstery as new, towbar, offers. Tel: 07831 816771. Email: julieyoung222@btinternet.com (Fife). A288/045



Fiat 124 AC Sports. This car is in excellent condition, is right-hand drive, has never been welded, has low miles, please contact me for more details, £8500. Tel: 07970 960912. Email: armitti@outlook.com (Cardiff). A288/047



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Lancia Integra 16V. With Evo look, please contact me for more details, £20,000. Tel: 07970 960912 (Cardiff). A288/062



1976 Lancia Beta Spyder 1600. By Zagato, white with brown interior. True barn find, unused 35 years but requiring only light recommissioning. Starts and drives, mostly superficial corrosion, time warp example in many respects that was only ten years old when it was dry stored by Lancia enthusiast who moved on to other things. Comes with many spares, good interior with repairs only required to driver's seat, hood was new in 1986! 83,000 miles, £4250. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A288/061

MASERATI



Maserati GranSport V8 4.2L. 2005 in Blu Mediterraneo with full service history, stunning example in the most desirable colour with low mileage (43,800 miles). In the GranSport, Maserati created a critically acclaimed (including TopGear) prestige sports tourer. A luxurious all-leather and carbon fibre cabin combines with a fantastic Ferrari engine (V8 4200cc 400bhp and 0-60 in 4.5 seconds), noted for superb sporty handling but with the practicality of 4 seats. Full automatic and Cambiocorsa paddle shift gearbox options, other features include the red brake calipers, sat nav, Xenon lights, air con, full service history, maintained by Maserati franchised dealers. New clutch fitted at 36,400 miles, four brand new Michelin Pilot S tyres (August 2019), MOT to Aug 2020 (no advisories), professionally detailed inside and out inc refreshed alloys at a cost of over £1500 (Aug 2019). Garaged (exterior summer cover available in addition), two previous private owners, produced in low numbers in RHD and excellent condition examples like this are tipped to appreciate in value, £25,700. Email: jenkinsvs@btinternet.com. A288/056



Maserati GranSport Spyder. 2007, the last GranSport Spyder of only 26 examples in the UK. One owner from new and full Maserati service history, 39,000 miles. Well known Maserati Club car and *Auto Italia* featured. Lovely specification and great condition, £38,500. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A288/063



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Maserati Ghibli SS. 1971, right-hand drive 4.9 litre SS manual gearbox, immaculate in Verde Gemma with tan leather. Totally restored by McGrath Maserati to Concours winning condition. As good as they get and fantastic to drive as well, available to view at McGrath Maserati. Please contact Andy Heywood for more details on 01438 832161. Email: andy@mcgrathmaserati.co.uk. A288/057



2014 Maserati Ghibli 410 S. The rare high power model in the classic Emozione Blue/cream leather combination with 20" alloys, 55K miles, full history (serviced at 51K), £24,950, Tel: 07904 114414. Email: JBailey121@aol.com. A288/055

PARTS

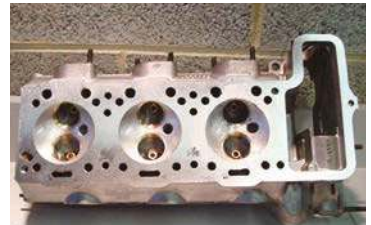
Lancia Dedra rear mud flaps. Original genuine Lancia parts, still in Lancia packaging, brand new, £40 plus postage. Email: ianbell24@hotmail.co.uk (Glasgow). A288/005

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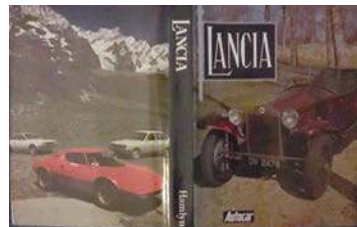
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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Michelotti Fiat 128 Pulsar

GIOVANNI MICHELOTTI'S FIAT 128 REBODY OF 1971 WAS NOT ONLY STYLISH BUT SAFE, TOO

Story by Chris Rees

Early 1970s car designers were absolutely obsessed with the idea of safety. That may seem a bit odd in an age before seat belts were even mandatory, but it was very much the 'big thing' back then. That obsession did not pass by the most prolific car designer of all time (probably): Giovanni Michelotti.

In 1971 he created a concept car called the Pulsar, based on one of Fiat's best ever small cars, the 128. The Pulsar's platform was 100% Fiat 128, including its unaltered 2448mm wheelbase. But it was quite a lot longer, mainly because of its safety-related extended front and rear overhangs: the car measured 4198mm long, versus the 128 saloon's 3876mm. The Pulsar was also 140mm lower than the 128 saloon (at 1250mm tall).

So how did Michelotti's design espouse safety? The main arena was the bumpers, in particular the rear one, which was made of a special plastic designed to deflect low-speed impacts. The boot area was also beefed up inside by a steel substructure, while rubber strips protected



the body sides (and added a styling frisson).

The low-slung front end featured a small black lip spoiler and pop-up headlamps, plus a black-painted chrome bumper. Since the front air intake was small, black grilles in the bonnet provided additional engine cooling. The car's bright yellow paint scheme was touted as another safety boon, for the simple reason it was more visible than 1970s beige.

The interior seated 2+2 passengers, while practicality

was boosted by a hatchback – something of a novel idea for 1971. One of very few cars on the market at the time to feature a hatchback was BMW's 1600/2002 Touring – as designed in 1971 by a certain Mr Michelotti, and no doubt from which he drew inspiration for the Pulsar.

The cabin used various elements taken from the 128 saloon but the dashboard was all new, with a full-width wooden plank enveloped by soft rubberised strips above and below, no doubt chiming with the safety car theme. There was also a centre console just ahead of the gear lever and a deeply dished two-spoke steering wheel.

According to one source, the engine fitted for the car's 1971 Turin debut was a Fiat 128 Rally unit – 1290cc and 67hp. By the time of the car's next appearance at the Geneva Show in 1972, the engine had apparently been

swapped for a Giannini-tuned 1118cc Fiat 128 unit with 85hp at 7000rpm. With its extra safety gear and metalwork, the Pulsar weighed in at a relatively portly 930kg (some 110kg more than the base Fiat 128), so the company's quoted top speed of 112mph was not bad but hardly the stuff of sporting dreams.

Giannini announced that it would enter production with the Pulsar, bearing Giannini badges and sold through its national dealer network, intending to offer the car with a larger 1584cc engine. These plans never came to fruition, however. One of the main reasons was the fact that Fiat had launched, at the very same 1971 Turin Show, its own 128 Coupe model. Its shorter wheelbase would also doubtless have given it a dynamic edge. Michelotti's show car remained a one-off, its bright yellow paint later changed to red.





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