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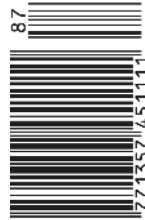
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Here's a remarkable fact. As of November 2019, neither Alfa Romeo nor Maserati have a sports car in their line-ups any more. This is the first time in the entire history of each marque that this has ever happened – that's 119 years for Alfa, 93 for Maserati. 2019 has turned out to be momentous, but absolutely not in a good way.

The closure of Maserati's Modena plant for a refit marks not only the end of the line for the 12-year old GranTurismo, but also Alfa Romeo's 4C, since Maserati also built the Alfa 4C in Modena. So the 4C Spider has now followed the already-defunct 4C Coupe in shuffling off this mortal coil.

In Maserati's case, the dearth of sports cars is a temporary blip. It looks like we will have to wait only until May 2020 for Maserati's all-new sports car, as the company revealed in a cryptic teaser released via email, social media and on its website, featuring the trident logo and the words "Modena, May 2020, MMXX". That can only be a reference to the long-trailed Alfieri supercar (above). Not only that, but Maserati has also said it will be launching all-new versions of the GranTurismo and GranCabrio over the next three years.

What about Alfa Romeo, though? The move away from sports cars here feels more of a sea change. In Alfa's latest product plan, recently unveiled by boss Michael Manley, there were zero mentions of the GTV (Giulia coupe) or 8C (mid-engined supercar), both of which had been trailed back in 2018. Does that mean Alfa is no longer pursuing sports cars, permanently? Or might it be temporary, like Maserati?

I do hope the latter. It may just be a question of being patient. After all, it will have taken over five years for the Alfieri to arrive. There's no question that Fiat Chrysler Automobiles' likely merger with Peugeot (see News pages for more) will have a major bearing on what happens next. Please Alfa, for the sake of all enthusiasts, build cars not just with a sporting heart but a sporting body, too.

Chris Rees
Editor

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ITALIAN CAR NEWS

FIAT TO MERGE WITH PEUGEOT



Fiat Chrysler Automobiles and PSA Group have agreed in principle to merge. In a joint statement, the FCA and PSA boards announced they would work towards a binding agreement "within weeks".

The merger would create the world's fourth-largest car maker with a market value of about \$50 billion. The shareholding will be 50/50 between the two groups, and the joint board will include five members from PSA and five from FCA. Carlos Tavares of PSA will be CEO, while John Elkann will be chairman.

The tie-up brings together the Agnelli/Elkann clan in Italy and the Peugeot family of France, and follows collapsed talks earlier this year with Renault.

The companies say the merger would benefit both entities. FCA would gain access to new platforms (particularly SUVs) and expertise in electrification (such as Peugeot's e-Legend concept car, pictured). PSA in turn could draw on FCA's strong presence in North America. Cost savings of as much as 3.7 billion euros are expected, with no plant closures.



ZÉDA SIGNALS END OF THE LINE FOR GRANTURISMO

Maserati has said goodbye to its GranTurismo model with a last-of-the-line Zéda one-off. Fittingly, Zéda means 'Z' in Modena dialect. The unique model sports a special paint scheme, shifting from a light satin finish at the rear to a deep blue at the front.

Launched in 2007, some 28,805 examples of the GranTurismo have been made in total, with a further 11,715 GranCabrios. As reported in last month's *Auto Italia*, Maserati will launch a new-generation GranTurismo and GranCabrio, but produced in Turin, rather than Modena. The GranTurismo coupe and drop-top GranCabrio will debut in 2021 and 2022 respectively, and Maserati has announced that these will be the first Maseratis ever to adopt 100% electric power.

Maserati is now refitting its Viale Ciro Menotti plant in Modena to tool up for production of the new Alfieri supercar, which is due to be launched in May 2020.



ALFA DITCHES SPORTS CARS FOR SUVs

The refit of Maserati's Modena plant, where the Alfa Romeo 4C has been made, marks the end of line for the 4C. The closure of the site in November 2019 means that the sole remaining 4C model, the 4C Spider, is no longer in production, the 4C Coupe having already been axed in 2018.

The move follows an announcement by Alfa Romeo boss Mike Manley that the company's product portfolio would be "significantly scaled back". In a new product plan unveiled in October, there was no

mention of the GTV coupe and 8C, which had been previewed in Alfa Romeo's five-year plan of 2018. That suggests that these sporting models have also been abandoned, or at least delayed.

Alfa Romeo's withdrawal from the sports car market means it will concentrate on higher-volume models, spearheaded by SUVs. It has confirmed two new SUVs. The first will be the Tonale, due in 2021, which is set to compete with the Audi Q3 and BMW X1, and will be offered with a hybrid powertrain derived from the Jeep Renegade. A new, smaller Alfa SUV will follow in 2022, competing in the Nissan Juke class – the first 'B' segment Alfa since the MiTo.



NEW LAMBO HYPERCAR & ST-X DEBUT

Two new debuts by Lamborghini Squadra Corse have been announced. The first is a new track-only hypercar, the first ever developed by Lamborghini Squadra Corse. The teaser image released by Lamborghini shows an aggressively aerodynamic look, including a large rear wing, roof air scoop and twin air intakes in the front bonnet.

Mechanical tweaks to the 6.5-litre naturally aspirated V12 engine mean it delivers 830hp. The structure is a carbonfibre monocoque with aluminium front frame and a steel rollcage. The six-speed sequential Xtrac transmission is also load-bearing, with suspension directly connected to it. The mechanical differential can be adjusted by the driver.

Like Ferrari's XX cars, it will be for track use only but no races are planned. The unnamed hypercar will debut in 2020 and will be produced in a limited edition.

Meanwhile the Urus ST-X is the new racing version of Lamborghini's SUV. It's lighter than the roadgoing Urus, thanks to carbonfibre bonnet with extra air intakes. At the rear is a carbon wing and racing exhausts.

The cockpit features a tubular rollcage, racing seats and a fire extinguisher. The STX's first race will be at the 2020 World Finals in Misano Adriatico.



DE TOMASO P72 GETS AMERICAN V8 POWER

De Tomaso has revealed that its new P72 supercar will be powered by a supercharged 5.0-litre V8 engine. The De Tomaso-branded V8 is the result of a collaboration with US engineering firm Roush and is based on "a proven Ford foundation". Technical details include dry sump lubrication, Roush Roots-type supercharger. Also revealed is the fact that the V8 will be offered only with a six-speed manual transmission.

The company says its power target is over 700hp and over 825Nm of torque. Peak revs will be "in excess of 7500rpm" and it promises "a unique soundtrack reminiscent of the American Muscle era of the 1960s."

ASPAK OWL DEBUTS

The production version of the Italian-made Aspark Owl has been unveiled. Changes from the 2017 concept include external mirrors, reshaped side glass and an active rear wing.

At only 99cm high, Aspark says it is "probably the lowest road legal electric hypercar in the world".

The Owl is claimed to be the fastest accelerating car in the world, with a 0-60mph time of 1.69 seconds and a top speed of 248mph. It uses four electric motors to produce 2012hp and 2000Nm of torque. The battery pack gives the car a claimed range of 450km (280 miles).

Deliveries will begin in the second quarter of 2020. Only 50 examples of the Owl will be built by Manifattura Automobili Torino in Italy, priced at 2,900,000 euros each.



RARE EXOTICS DEBUT AT AUCTION

A Ferrari FXX K is set to be offered at public auction for the first time ever. The FXX K is a track-only, limited-production model with 1050hp on tap. The 2015 example is set for RM Sotheby's Abu Dhabi sale on 30 November. It has only 250km on the clock and one owner from new, and has a sale estimate of \$4 million to \$4.5 million.

Also up for auction is Zagato's one-off Lamborghini Raptor Concept (*middle pic*). Unveiled at the 1996 Geneva Motor Show, it's based on Diablo VT running gear but is almost 300kg lighter than the donor. Its estimate is \$1m to \$1.4m.

Another one-off at the same auction is the 2006 Lamborghini Concept S (*pictured below*), which debuted at Geneva in 2005. This extreme open-top speedster interpretation of the Gallardo is fully functional and has less than 200km on the clock. The auction estimate is \$1.3m to \$1.6m.



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FERRARI CLASSICHE ACADEMY

Ferrari has launched a new 'Classiche Academy' historic car driving course. Each course is held over two days at the Fiorano Circuit at Maranello. Drivers are taught techniques for driving cars produced in an era before electronics – described as particularly useful for anyone new to historic cars. Various modules give instruction on vehicle dynamics, gearbox use and cornering, among other skills. Conditions include driving in the wet, countersteering and techniques for regularity racing.

Also included are a guided tour of Officine Classiche Ferrari and the company's technical archive, which includes drawings, notebooks and race reports from 1947 onwards. The Classiche Academy programme uses four 308 GTS and GTBi models and a single Mondial 3.2.



F50 PROTOTYPE TO BE SOLD

Worldwide Auctioneers is to sell a prototype Ferrari F50 Berlinetta. The documented provenance of this F50 makes it clear it's the example shown at both the 1995 Geneva and Tokyo motor shows. As the very first production-spec Ferrari F50, it was test-driven in period by Niki Lauda, Gerhard Berger and Jean Alesi. The auctioneer describes it as "without argument, the most significant roadgoing F50 in existence." The car will be sold at the Scottsdale Auction, scheduled for 15 January 2020.



BIZZARRINI TAKES RESTO GONG

A Bizzarrini 5300 GT Strada has won the 'Restoration of the Year' award at the Historic Motoring Awards. Thornley Kelham's full restoration took nearly 4500 hours to complete, 800 of which were on paintwork preparation and spraying.

The Bizzarrini is one of just over 100 examples built. Owner Guy Berryman of the popular band Coldplay demanded originality first and foremost, with uprated Dunlop-style brakes being a rare change to the original specification.

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1899 FIAT COMPLETES LONDON-BRIGHTON

The oldest Fiat in the UK, an 1899 Fiat 3½hp, has completed the London to Brighton Veteran Car Run. The Hyde Park, London to Madeira Drive, Brighton run is 60 miles in total.

The car is owned by FCA UK, but is on permanent display at the National Motor Museum in Beaulieu. Its 697cc flat-twin engine and three-speed gearbox give it a top speed of 21mph.

Fabbrica Italiana Automobili Torino (FIAT) was founded in July 1899 and the very first cars made by Fiat were derived from this prototype.



LAMBORGHINI OPENS NEW LEEDS SHOWROOM

A new Lamborghini dealer has been opened in Leeds, the eleventh UK dealership for the marque. The Leeds showroom is a new-build facility operated by Park's Motor Group. More than 200 guests attended an opening ceremony where the latest Lamborghini Huracán Evo and Evo Spyder were presented.

The UK is one of the top three Lamborghini markets worldwide, and the largest in Europe. Total Lamborghini sales globally in the first six months of 2019 were 4553, while the Europe/Middle East/Africa region grew by 67% to 1826 units.



PANDA POLYBUSHES

Owners of Mk3 Fiat Pandas (2012-on) can now fit uprated polybushes from Powerflex. A range of polyurethane bushes is on offer for the front wishbone, rear axle and anti-roll bars. Powerflex claims these can transform the steering feel into something more positive, precise and fun. Prices start at £16.74 for ARB bushes. More from www.powerflex.co.uk





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All Roads Lead to Roma

Ferrari's fifth newcomer of 2019 takes the GT challenge to Aston Martin, Bentley and Porsche with a subtly-shaped new coupe. We've checked it out at its unveiling in Rome. So what do we make of it?

Story by Chris Rees
Photography by Ferrari/Chris Rees

Aggression. It's the natural stance for any ball-out sports car, usually demonstrated by convoluted aerodynamic aids, angry deportment and flourishes of styling bravado. That's great for some people, but a big turn-off for a lot of others.

Recent Ferraris have erred on the side of aggression. And that, in a nutshell, is the reason why Maranello has unleashed its fifth new model of 2019. The Roma is a car deliberately designed to be understated and subtle, to appeal to drivers who want something less showy.

In one sense, the Roma marks a return to the classically beautiful aesthetics of Ferraris of yore.

Indeed, Maranello stakes inspirational claims to Italy's 'Dolce Vita' era of the 1950s and 1960s, when carefree, booming-economy optimism was in full flow. That's the reason for the name, by the way – it evokes Rome, the 1960s capital of cool.

But I think the real story boils down to this: the likes of Aston Martin and Bentley have been offering subtler aesthetics for years; now Ferrari wants a slice of that cake. Affirming this assertion, the company is targeting a huge 70 per cent conquest sales from rival marques.

I've heard a few people commenting on how the Roma looks like it could easily be an Aston. I don't think that's entirely fair or accurate but whatever your



view, the new Roma is a coupe of exceptional design cleanliness. While Ferrari's head of design, Flavio Manzoni told me, "I don't like the retro approach", he does point to some specific 1960s inspirations for the Roma in the 250 GT Lusso and 250 GTE. Personally, I can see elements of 550 Maranello in there, too.

Although it's based on the Portofino platform and shares the same wheelbase, Ferrari is at pains to point out that this is very much *not* a Portofino

which I've seen the Roma (grey, white and blue). The low-slung rear end has echoes of the 'coda tronca' (Kamm tail) of 1960s Ferraris.

Also helping the sense of a cleaner, softer, lighter overall design are the front Matrix LEDs which form very thin lines of light. The rear lamps are also thin, and move definitely to a new squarish style for Ferrari. To open the doors, you either push in the flush handles or use the new 'Comfort Access'

“ The shape is smooth and sculptural. One detail in particular confirms this: the body-coloured front grille ”

coupe, but a distinct model in its own right. Some 70 per cent of the chassis is new, for instance, and the proportions are quite different because the design team wasn't constrained by having to work around the restrictions of a retractable hardtop. Overall, the Roma is a little longer than the Portofino (4656mm versus 4586mm), as well as slightly wider and lower.

The shape is what Manzoni calls a "monolithic fuselage" – in other words a smooth, single sculpture. One detail in particular confirms this: the body-coloured front grille. This feels quite radical for Ferrari but it works well in all three colours in

function (touching a button next to handle). The 20-inch wheels are yet another interpretation of the classic five-spoke style so beloved of Maranello (when are they going to break new ground here, I wonder?).

Ferrari says that aerodynamic efficiency has been achieved without impacting the non-aggressive design. 'Active' aerodynamics appear for the first time on a front-engined V8 Ferrari, in the form of a black panel under the rear window (actually part of the bootlid) that pops up automatically above 62mph when you're in more dynamic driving modes. It has

Black panel under tail window is an active spoiler. Rear light shapes move away from classic circles





TECHNICAL SPECIFICATIONS

FERRARI ROMA

ENGINE:	3855cc V8-cyl twin-turbo
POWER:	620hp at 5750-7500rpm
TORQUE:	561lb ft (760Nm) at 3000-5750rpm
TRANSMISSION:	8-speed dual-clutch semi-auto, rear-wheel drive
BRAKES:	390mm x 34mm (front), 360mm x 32mm (rear)
TYRES:	245/35 ZR20 (front), 285/35 ZR20 (rear)
DIMENSIONS:	4656mm (L), 1974mm (W), 1301m (H)
WEIGHT:	1472kg (dry), 1570kg (kerb)
MAX SPEED:	200mph
0-62MPH:	3.4 secs
PRICE:	£172,500 (estimated)



three positions: low drag, medium drag and high drag.

Moving inside, there's a great feeling of quality, with some extremely nice materials and excellent workmanship – Ferrari has definitely stepped up a gear here. The Roma is what Ferrari calls a “two-plus” car; in other words, two adults up front and two small people in the rear (if truth be told, only very small children, who can be strapped in using Isofix). The boot is also pretty practical, with a very low load lip and enough space (272 litres) for three suitcases – and even more (345 litres) if you specify optional folding rear seats. One charismatic option for the boot is an umbrella.

The ‘dual cockpit’ is a new departure for the Prancing Horse. Two ‘bubbles’ are separated by a sweeping centre tunnel, effectively embracing the driver and front passenger, and allowing each to share the same feeling of being ‘involved’ in the drive. That’s even more the case if you opt for the extra-cost passenger display.

Something taken pretty much direct from the Ferrari SF90 Stradale is the curved 16-inch digital display. This is superbly clear and can be configured

to show a variety of different things. There’s also an 8.4-inch central display for info on the air conditioning; this is the only bit of the cabin that doesn’t really work for me, looking a bit like a tacked-on iPad.

The key fob is another nice little feature: it incorporates the Prancing Horse logo on one side and Roma script on the other, and from a design standpoint, ‘completes’ the car when you put in its specific nacelle in the centre console. There’s a huge level of personalisation on offer, too, from interior materials to seats to carbonfibre bits. Among the options we noted were carbon diffusers and spoilers, a sports exhaust, and active headlamps.

So what about performance? The Roma doesn’t lack in this department. A revised version of the Portofino’s 3.9-litre V8 twin-turbo engine develops 620hp (20hp more than the ‘fino), making it the most powerful front-engined V8 car Ferrari has ever made. The extra power comes courtesy of uprated intake and exhaust systems, higher-lift cams and a new sensor in the turbo.

With a class-leading power-to-weight ratio of



421hp per tonne (if you use Ferrari's preferred 'dry' weight measurement of 1472kg – the kerb weight is actually 1570kg), Ferrari quotes 0-62mph in 3.4 seconds (some 0.1 second faster than the Portofino). However, the really telling figure is the 0-124mph time of 9.3 seconds – fully 1.5 second faster than its drop-top sister.

The eight-speed dual-clutch automatic gearbox is borrowed from the SF90 Stradale. Not only is this 6kg lighter than the Portofino's seven-speed 'box, Ferrari says it also offers faster, more comfortable changes. Also shared with the SF90 Stradale is the retro-look *cancelletto* (gear lever gate) which uses micro-switches to work the automatic transmission.

The steering wheel *manettino* has – and this is novelty for a Ferrari GT car – five positions. These are: Wet, Comfort, Sport, Race and ESC Off. Cool and calm the Roma may look from the outside, but you can opt

to pummel it with a much more aggressive set of parameters than the Portofino has. Since the Roma also has a lower centre of gravity than the Portofino, as well as Ferrari's Side Slip Control and 'Dynamic Enhancer' (again a first in a Ferrari GT), it should be pretty keen around the bends. Magneride suspension is likely to be standard in the UK.

UK pricing has yet to be confirmed, but in Italy the Roma costs 4000 euros more than the Portofino. That would suggest a UK price of around £172,500, but we'll have to see when the car arrives here in summer 2020.

The new Roma has the potential to do really well, I think. Its subtle style should appeal to a younger and, dare I say, more female audience. It's reasonably practical yet is set to be a faster, more focused steed to drive than the Portofino. Should Aston Martin be worried? That's putting it lightly. 🇮🇹

ABOVE: 'Dual cockpit' envelops front passengers
BELOW: Design chief Flavio Manzoni heralds a new era of 'subtle' design for Ferrari



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Engine of Evolution

Lamborghini's V10 powerplant continues to evolve. The latest Huracán Evo gets the Performante's 640hp engine, plus new aero and chassis control systems

Story by Phil Ward
Photography by Michael Ward



There was a period between the Miura and the Gallardo when Lamborghinis were, shall we say, inconsistent in various respects. Ferrari ruled the roost. Today, under Audi's ownership, Lamborghini has evolved, in particular the V10-engined cars. The Huracán has been a game changer and just gets better and better. The Italian supercar gap is narrower – for the time being at least.

Part of the Huracán's success is its naturally aspirated power unit, developed from the Gallardo's. In its original 2014 Huracán guise (the four-wheel drive LP610-4), the V10 had 610hp. In 2016 came the two-wheel drive LP580-2 with power reduced to 580hp, while the LP640-4 Performante of 2017 boosted power to 640hp. Now we have the new Huracán Evo, which borrows the

Performante's power unit and tweaks it to include titanium intake valves and a new lightweight exhaust system.

While Ferrari is fully committed to turbocharging its V8s, Lamborghini has avoided going down this route with its V10, but for how much longer? It doesn't matter what the engineers do to concoct a decent sound from a turbocharged engine, the naturally aspirated engine still has the aural edge.

Visually the Evo differs from its siblings by having a reprofiled front bumper to improve aerodynamics and cooling. At the rear, the spoiler is now slotted to benefit hot air extraction from the engine compartment and the flow of exhaust gases from new, higher-mounted pipes. A new diffuser design increases downforce, while out of sight underneath the car are new deflectors that

also increase downforce. Lamborghini claims that downforce has been improved sevenfold compared with the original Huracán.

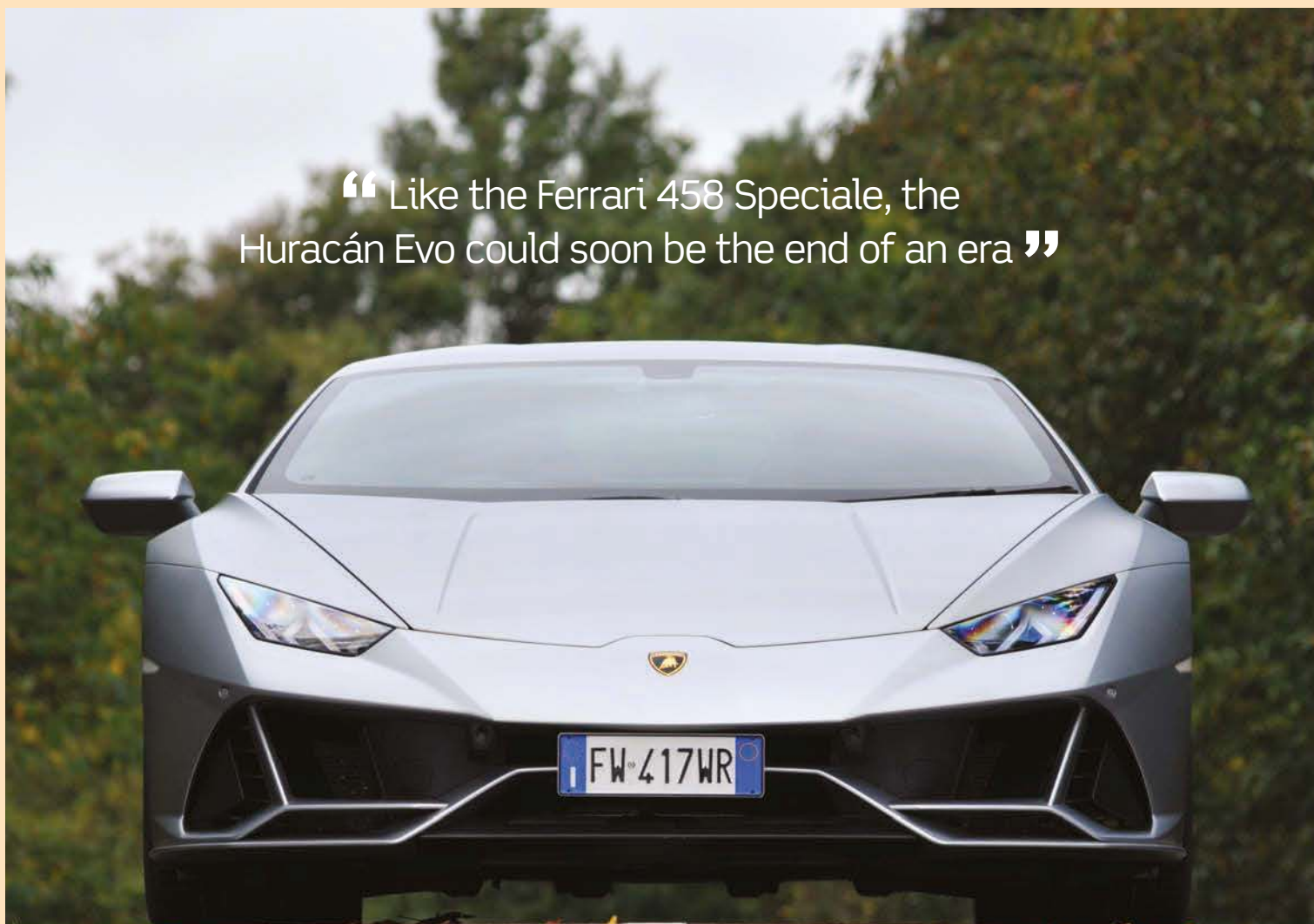
THE TECHNOLOGY

The major qualifying aspect of the 'Evo' title is the four-wheel steering and torque vectoring, and the all-new Lamborghini Dynamic Vehicle Integration (LDVI) system. The driver is oblivious to the LDVI, which operates in the background and constantly adjusts the car's chassis settings. Lamborghini even claims that LDVI can set the car up to anticipate the driver's next move.

Accurate real-time updates of the car's behaviour are constantly fed back, with dynamics managed by magnetorheological suspension, a steering system that engages all four wheels via all-wheel steering,



“ Like the Ferrari 458 Speciale, the Huracán Evo could soon be the end of an era ”



traction control, torque vectoring and constant distribution of the torque between the two axles (this is a four-wheel drive machine, with a 30/70 front/rear bias).

DRIVING THE EVO

The drama begins with the initial start-up when the engine explodes into life but quickly settles down as it comes up to temperature. On the road, the Huracán's V10 is just superb and in Sport and Corsa mode it sounds just glorious. The crackle between the explosive gear changes adds to the excitement and is super-grinworthy all the way up to the 8000rpm red line.

There are three driving modes – Strada, Sport and Corsa – which are selected via a conveniently located illuminated switch at the base of the steering wheel. Strada mode is best for real world driving and has the most comfortable suspension setting for relaxed motoring. The smooth-changing seven-speed dual-clutch transmission will trickle along in top gear at just 40mph. However, don't expect fireworks to happen if you give the accelerator a quick squirt at low speed. Best to click the down paddle for the desired response.

Sport is the option to select if you like some oversteer. While previous Huracáns had a tendency to understeer (difficult to engineer out of all-wheel drive cars), the Evo is much sharper on turn-in. That's a result of a combination of increased downforce at the front, new-generation Pirelli P Zero tyres and the torque vectoring system. There is a very fast off-camber sweeper on our test track, and if you lift off mid-corner in a lesser car, you can easily provoke lift-off oversteer;

however, the Huracán detects the issue and remains planted and safely on course.

Corsa mode is essentially for track day fast laps, offering maximum traction and accuracy. The grip is simply phenomenal and the corresponding g-forces really require full seat harnesses to keep the driver pinned down. Whatever mode you choose, the car sounds great, looks fabulous, and is very easy to drive quickly and hugely entertaining. It instils confidence and flatters the driver.

THE INSIDE STORY

The Huracán scores big points with me in its cabin layout. All the ancillary switches are lined up in easy reach and well labelled. The stop/start system is very easy to override and there is a very useful front ride height switch to avoid grounding. Daylight running lights come on as soon as the engine starts, however its worth a mention that, in common with many other cars, only the front lights illuminate and not the rears, which are essential in poor weather/low light conditions. Illuminated switches in the footwell open the front boot and engine compartment, but for some reason you can't open the engine cover unless the engine is running. The Strada/Sport/Corsa selector is also conveniently placed at the bottom of the wheel. The instrument cluster carries everything important you need to know in the same eye-line and in one display.

The Evo has a new 8.4-inch portrait infotainment system in the centre console, with Apple CarPlay as standard. I found some basic functions difficult to find instantly, diverting my attention from the road, in particular the heating and radio

TECHNICAL SPECIFICATIONS

LAMBORGHINI HURACÁN EVO

ENGINE:	5204cc V10
BORE X STROKE:	84.5mm x 92.8mm
COMPRESSION RATIO:	12.7:1
POWER:	640hp at 8000rpm
TORQUE:	600Nm (443lb ft) at 6500rpm
TRANSMISSION:	7-speed dual-clutch, all-wheel drive
SUSPENSION:	Double wishbones, magnetic dampers
BRAKES:	380mm x 38mm (front) 356mm x 32mm (rear)
TYRES:	245/30 R20 (front) 305/30 R20 (rear)
DIMENSIONS:	4520mm/1933mm/1165mm
WEIGHT:	1422kg
MAX SPEED:	202mph
0-62MPH:	2.9sec
PRICE:	£198,307

volume controls. The audio system is superfluous beyond town driving speeds, since the exhaust note and tyre noise soon take over, but then it's a very nice soundtrack to listen to.

The seats are superbly adjustable and quite comfortable. On our test car they were trimmed in blue to match the vibrant brake callipers. The choice of matt grey body colour was a talking point but it does give the Huracán a sinister stealth fighter appearance – at least you would never need to polish it. Rear vision is an issue, especially in rain as the see-through engine cover does not clear very well.

If you're in the market for a car in this class and prefer a pure aural experience, then the Huracán Evo is an excellent choice. Buy one while stocks last, as like the Ferrari 458 Speciale, the Huracán could soon be the end of an era.

New Evo gets more power, better aerodynamics and an improved cabin. Still sounds incredible at full chat





Evo Spyder

The open-top Evo Spyder heightens the drama – but there are drawbacks, as we discover

By Tim Pitt

Rear-wheel steering. Brake-assisted torque vectoring. A downforce-boosting ducktail. Gesture control. Apple CarPlay. All these updates, to a greater or lesser extent, make the Huracán Evo a more complete car. Yet once the titanium-valved exhausts have cooled and your pulse resumes its resting rate, you won't be left thinking about the tighter turning circle or how to stream Spotify. What you'll remember is the noise of Lamborghini's V10: primal, peacocking and outrageously intense. Days and weeks later, you'll still make involuntary

'bwaaaaarp!' noises while pottering in your Punto.

Unfettered by forced induction, this free-breathing 5.2-litre V10 is one of the great road car engines. And retracting the Spyder's fabric roof, which takes 17 seconds at up to 31mph, only amplifies the excitement. At idle, it sounds brooding and fretful: a metronomic throb that makes curtains twitch and dogs back away nervously. In the mid-range, it swells to a hard-edged snarl, punctuated by distended detonations from the tailpipes (now mounted higher and thus closer to your ears). Then, closing on the 8000rpm redline – 500rpm lower than the Performante – its blood-and-thunder bellow becomes utterly all-consuming.

An extra 120kg of structural reinforcement makes the Spyder two tenths slower to 62mph than the coupe (3.1sec versus 2.9sec), but you're unlikely to notice the difference. If anything, the augmented soundtrack and greater sense of occasion make it feel faster, while both cars have an identical 202mph top speed. Interestingly, Lamborghini quotes the same 1542kg kerb weight as the outgoing (non-Evo) Huracán Spyder, despite the addition of rear-steer.

The drop-top looks more dramatic, too, its steeply raked windscreen arcing

towards two voluptuous buttresses behind the seats. Even with the roof up, the wedgy silhouette of the Huracán is maintained, now all the more angular and aggressive with the new front splitter and integrated rear spoiler.

Sadly, the need to stow the roof beneath the rear deck means you don't get to see the V10 as you do beneath the coupe's louvred glass.

You won't need to perch on the sill, Countach-style, to parallel-park a Huracán – a reversing camera comes as standard – but it's worth noting that both rear three-quarter and over-the-shoulder visibility are abysmal with the roof up, and turning right onto a fast-flowing road can be stressful. The cabin also feels more cramped than the coupe's, although the well-padded seats are a stark contrast to the back-breaking fixed buckets of the Performante Spyder.

The Huracán has grown markedly more expensive during its five years on sale and going topless adds a further £20,000 to the bill. Nonetheless, it's still cheaper than drop-top versions of the Ferrari F8 and McLaren 720S, while the naturally aspirated engine remains a compelling USP. The next baby Lamborghini may be hybrid or even fully electric, so enjoy this high watermark of internal combustion while you can – ideally with the wind in your hair and V10 thunder in your ears. **||**

TECHNICAL SPECIFICATIONS

HURACÁN EVO SPYDER

ENGINE:	5204cc V10
BORE X STROKE:	84.5mm x 92.8mm
COMPRESSION RATIO:	12.7:1
POWER:	640hp at 8000rpm
TORQUE:	600Nm (443lb ft) at 6500rpm
TRANSMISSION:	7-speed dual-clutch, all-wheel drive
SUSPENSION:	Double wishbones, magnetic dampers
BRAKES:	380mm x 38mm (front) 356mm x 32mm (rear)
TYRES:	245/30 R20 (front) 305/30 R20 (rear)
DIMENSIONS:	4520mm/1933mm/1180mm
WEIGHT:	1542kg
MAX SPEED:	202mph
0-62MPH:	3.1sec
PRICE:	£218,137





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Hit the Road, Giampaolo

Racing drivers know the Dallara name, but never before has the Italian racing car maker built a road car. The new Stradale addresses that in spectacular style, as we discover in our UK road test

Story by Chris Rees
Photography by Michael Ward





Honestly, I lost count of the number of times people asked me, “What’s the car?”. Saying, “It’s a Dallara” rarely elicited a scintilla of recognition. You really have to know your motorsport to recognise the badge – but what a badge it is. As well as an illustrious history in Formula 1, the Italian constructor is currently the sole supplier for Indycar, F2, F3, GP3 and Super Formula championships, as well as making cars for Formula E, WEC and others. Quite some CV.

Not that Dallara is restricted to building racing cars. It’s been the go-to brand for supercar makers when they want expertise in carbonfibre and aerodynamics, and Dallara has partnered up with all sorts of big names in recent years, including Alfa Romeo (helping out developing the 8C and 4C), Bugatti (Veyron and Chiron), Maserati (MC12), Ferrari, Lamborghini, KTM and others.

Frankly, the fact that Dallara has never made its own road car is a surprise. It’s a natural progression but it’s been a very long time coming. Giampaolo Dallara founded his company almost 50 years ago. He cites Colin Chapman, and particularly the Lotus Seven, as his inspiration, and he thinks Chapman would have approved of his Dallara Stradale (which simply means ‘road car’). I think so, too. Like Lotuses, the Stradale is all about focus: going fast and delivering the best possible driver feedback.

Aesthetics are perhaps secondary. Frankly, this isn’t the prettiest supercar in the world, but that’s not really the point. I do think it looks much more effective in the flesh than in photos. The design is by Lowie Vermeersch’s Granstudio. In its basic form, it’s a classic doorless barchetta. As tested, it’s in ‘roadster’ configuration with the addition of a polycarbonate windscreen. You can also add a carbon T-Frame to turn it into a targa, and then additionally opt for gullwing ‘doors’ (effectively upward-opening windows), transforming it into a coupe. The whole LMP-style canopy weighs a mere 35kg.

Aerodynamics play a big role in how the Dallara performs. Unlike most road cars, the aero is a significant part of the driving experience, already clearly discernable at quite low speeds (as little as 50mph). The carbonfibre underfloor is perfectly flat except for its deep venturi tunnels, while a front diffuser offers aerodynamic balance. ‘Our’ car comes with the optional – and huge – rear wing, which is claimed to add “exceptional levels of downforce” for the track. It’s easily removable if you want, which you might wish to do to boost top speed (this rises from 165mph with the wing to 174mph without it).

Getting into the Stradale is an art form, but easily learnt. Swing your leg over the doorless side and aim your foot at the aircraft-inspired ‘Step Here’ indentation in the middle of the seat. Then swing your other leg over and hunker down. Once in position, you arrive in a fabulous legs-out driving position with a four-point harness pinning you in place – all very redolent of racing practice. The sparsely padded seats don’t move, but the pedal box does: you can adjust it fore and aft by pulling a lever tucked neatly away to your left.

Letting you know that a huge percentage of the car, from the chassis tub to the bodywork, is made of carbonfibre, exposed carbon is on view pretty much everywhere in the cabin. The quality is superb – this

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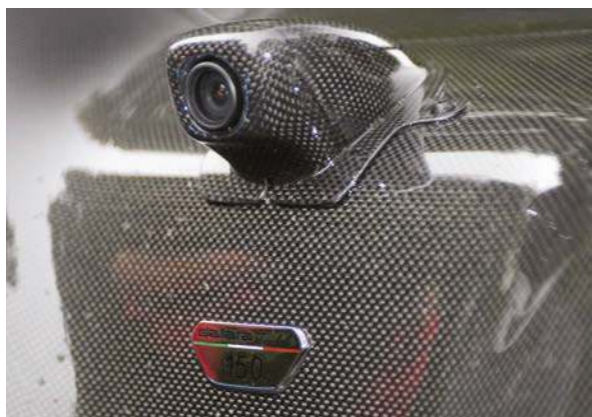
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TECHNICAL SPECIFICATIONS

DALLARA STRADALE

ENGINE:	2300cc 4-cyl turbo
POWER:	400hp at 6200rpm
TORQUE:	500Nm (369lb ft) at 3000rpm
DIMENSIONS:	4185mm/1875mm/1041mm
WEIGHT:	855kg
FUEL CONSUMPTION:	37.2mpg
CO ₂ :	210g/km
MAX SPEED:	174mph
0-62MPH:	3.25sec
PRICE:	£143,500



feels every inch the manicured supercar. When gripping the steering wheel (which is generously adjustable for reach), you note the racing centre marker and admire the Group C-style single central wiper. Instrumentation is sparse but focused: just a simple carbon-rimmed digital display.

The Stradale is a pretty wide car but mounting the mirrors on the wings means it's not as wide as most supercars. Its vertical sides make it pretty easy to judge in traffic, except for the huge blind spot raised by the head fairing, which makes exiting diagonal junctions a nightmare.

The most common question I was asked during my test was, what engine lies under the lid? Surely an Italian thoroughbred powerplant – Alfa V6, perhaps, or Ferrari V8? Nope. You might be surprised to hear it's Ford, in the form of an EcoBoost unit. But it has been heroically breathed upon – for instance, using its own special turbo and single-mass flywheel – making it far more 'boost' than 'eco'. It delivers its peak of 400hp at 6200rpm, with plenty of torque from low revs. When you start the car up, it actually defaults to 300hp and you have to pump the 'HP' button on the steering wheel to turn the wick up to the full-beans 400. I really don't know why Dallara doesn't just keep it in its high power setting as a default; 400hp proves perfectly usable on ordinary roads.

You certainly know the Dallara is mostly carbonfibre, as it's on show almost everywhere, including the HD camera

“ In the wet, full beans in a straight line causes the tail to snake and full-on circumspection is required around bends ”



Enormous rear wing is an optional extra, boosting downforce at the expense of top speed. You can feel the aero working at 50mph

The only exception is launching the car off the line, which does require circumspection, but once the car is rolling, it just races away. Really races. Torque is everywhere and there's zero discernable turbo lag, while the extreme light weight makes performance in any gear utterly intoxicating. Considering the engine has only four cylinders, it sounds pretty good, too, with an exhaust that crackles deliciously on the overrun. But in the aural department, a Lamborghini V10 it ain't.

Self-shifting fans will be pleased to hear that the gearbox is a six-speed manual. Unfortunately the gear lever – taken straight from a Ford Focus, I think – has a long shank and a slower, notchier change than you'd expect of a car like this. A faster change with a snappier shift would definitely suit it better. There's an optional paddle-shift robotised gearbox with Normal, Sport and manual settings, but this adds weight. Delicious change-up lights on the dashboard display illuminate in sequence and then flash to let you know when the rev limit is being reached and you need to shift up a gear. The final drive ratio is surprisingly lofty, equating to 27mph at 1000rpm – I was expecting lower gearing to maximise acceleration. One thing you won't fail to notice is the mechanical whine of the differential at low speeds.

Sadly, the desperately damp conditions of our road

test meant we didn't get to test out grip on a dry surface, which I suspect would be awesome on the Pirelli Trofeo R tyres fitted (Dallara claims lateral acceleration of more than 2g). Let's just say that the semi-slick black circles proved, ahem, extremely feisty in the wet: full beans even in a straight line caused the tail to snake, while full-on circumspection is called for through the corners. Bosch ESP stability control is fitted, but again we never felt brave enough to deactivate it due to the appalling weather.

Dallara claims that downforce is among the best of any road car, maxing out at more than 820kg at the car's top speed of 174mph. Our test car was fitted with adjustable dampers, which can be toggled between Road and Track, the latter lowering the suspension by 20mm (and thus not really recommended for roads with sleeping policemen). I was constantly surprised by how good the ride quality is.

So let's come to one of the main reasons why you'd want to buy a Dallara: its steering. With so little weight over the front end, it doesn't need power assistance, and the system is ultra-direct and as feelsome as a racer. It's also free from deflection caused by bumps in the road, something that often afflicts lightweight cars, and that gives you great confidence to attack. And when the tail does break



away, it all feels very benign and neutral.

The brakes are awesomely powerful, too. It takes a short while to adjust to their instantaneous bite but once dialled in, you can lean on the middle pedal with absolute assurance.

Useful storage bays can be accessed by folding the (lockable) seat backs forward – each one can fit a helmet in it. And what's the little stubby thing between the head fairings? It's a camera that comes with the optional GPS/HD kit, perfect for recording those record-breaking laps. There's even a mini 'tent' to keep the cockpit dry when it rains, and guess what – we used it a lot!

The Stradale is on sale now in the UK, priced

from £143,500, via the UK agent, Joe Macari of London. A few cars have already been delivered to British customers but you may need to move fast to get one, since Dallara has set a firm limit of only 600 units worldwide.

So what to make of this Italian race track escapee? Most all-new low-volume road cars feel somewhat half-baked. Absolutely not the Dallara. It's fabulously accomplished. As you'd expect of an outfit whose daily business is making top-notch race cars, Dallara's first ever road car feels like a raw, barely tamed driver's machine, while also being brilliantly conceived and superbly made. Respect is due. 🇮🇹

ABOVE: We followed Dallara at last year's Best Of Italy. BELOW: Ultra-focused drive features super-sharp steering and mighty brakes



The Dallara Stradale is available in the UK from Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8877 0157. Web: joemacari.com

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GOLD STANDARD

Alfa has upgraded its Model Year 2020 Giulia and Stelvio with new tech, new materials and new colours – including gold. What improvements do the changes bring?

Story by Chris Rees





It would be fair to say that the Stelvio and, in particular, the Giulia have not been the runaway sales successes that Alfa had hoped for. The Giulia's weak sales are segment-related: the whole big saloon class is in major decline. Since the main benefactor of defecting saloon customers is SUVs, you might expect the Stelvio to be cashing in but sadly it's also going slowly. From January to September 2019, Europe-wide Stelvio sales were a mere 19,990, or a third of the number of Audi Q5 sold in the same period.

So to give its twins a boost, Alfa Romeo has revised both the Giulia and Stelvio – which share the same 'Giorgio' platform and have a lot else in common, too – with a model year (MY2020) upgrade. Frankly, though, it's a pretty minor upgrade – the big mid-life refresh is due in 2021. There are no mechanical changes, nor is there a styling facelift; MY2020 hardly amounts to more than a light moisturising.

For both cars, the single biggest improvement – and honestly, this isn't a joke, I'm being genuine – is the gearknob. Up until now, the knob has looked and felt far too cheap for a car of this class, with a nasty sharp edge on its rear face. The new gearknob is leather, not plastic – hooray! – and feels so much better to use. Adding what Alfa Romeo calls "more Italianity" (!), there's a little Italian *tricolore* flag at the base of the gear lever.

The weakest point of both Giulia and Stelvio has always been their central digital display. So when I got wind that this has been improved, I was excited, especially discovering it's now a touchscreen – or strictly speaking, it can now be operated by touch as well as by old-style rotary dial. It allows you to drag and drop new 'widgets' (intuitive graphic components) around the screen using touch, to suit your layout preferences. But – isn't there always a but? – one thing that hasn't changed is the size of the screen, at 8.8 inches across, and the thin letterbox format that still makes it feel too small. At least Alfa has moved the menu bar from across the bottom of the screen to the side, so that it impinges less on available space.

Also new is a seven-inch TFT screen in the instrument cluster, between the twin cowled dials. This has a new layout with more information on display, and a more logical set-up. New Alfa Connected Services, meanwhile, boost on-board connectivity. For instance, you have an SOS call option in case of an accident; you can use remote control to unlock the



doors via your smartphone; and there's wi-fi for up to eight on-board devices.

One of the biggest advances has to be the cabin, which is clearly improved in terms of quality. The central console is new, restyled to boost storage space and to offer a new wireless phone charger. The rotary knob that controls the infotainment has a nicer feel, too, while the steering wheel has been reconfigured to accommodate new autonomous driving features.

Speaking of which, MY2020 also marks the debut of a full set of Advanced Driver Assistance Systems (ADAS), which will be standard on all UK cars, at least at the outset. ADAS features 'level 2' autonomous driving. You what? Basically, the driver can let the car control the accelerator, braking and steering in certain conditions. So for instance, Lane Keeping Assist and Active Blind Spot Assist can nudge the steering to avoid a collision, while Traffic Jam Assist and Highway Assist alter speed and steering according to traffic conditions. Active Cruise Control automatically adjusts your speed to maintain a set distance from other vehicles. There's also Traffic Sign Recognition and Driver Attention Assist.

What else has changed? The range structure is new, and is now common to both Giulia and Stelvio. In the UK it consists of Super (entry-level), Sprint (sporty), Lusso Ti (luxury and comfort) and Veloce (flagship performance). So that means the old Giulia Speciale is gone, while the Sprint becomes a new model in the Giulia range. Meanwhile, the 'Veloce' badge appears on the Stelvio for the first time.

Exact UK specs had yet to be confirmed at the time of writing, but what we do know is that all versions will come with sat nav for the touchscreen, connected services, Apple CarPlay/Android Auto, bi-xenon headlights and, for the Stelvio, rear parking camera.

The Europe-spec models I drove had new fabrics for the interior, new alloy wheels, either wooden or technical trim inserts and aluminium pedals. The new Sprint trim, which is designed to be sporty, has leather-and-fabric-upholstery, aluminium trim inserts and 'Dark Miron' details, while the top-spec Veloce has specific sporty leather seats.

There are new colours, too, grouped into four categories. Competizione is 'sporty' (Trofeo White and Competizione Red); Metal is 'dynamic' (including a new

Centre console is new, with far nicer gear lever and control knob. Centre screen is now a touchscreen





New trim levels include Sprint and Lusso Ti. Overall spec and cabin quality are much improved

Visconti Green for the Giulia); Solid (low-cost white, red and black); and easily the most interesting, the Old Timer range, evoking Alfa's heritage, which will arrive in the second half of 2020. One of these colours is wonderful: Villa d'Este 6C Red, a deeply lustrous dark red; the other is a tad questionable: Junior GT Ochre, which I fully expected to be a replica of the glorious 1960s 105 Series ochre, but is instead a yellowy gold metallic of rather eye-popping gaudiness, as you can see from the pics.

What hasn't changed at all is the way the cars drive. Frankly, they didn't need any improvement in this area: both can beat anything else in their class on the road in terms of handling ability and steering feel. There's the same choice of four powerplants, too: 2.0 petrol (200hp, or 280hp for the Veloce) and 2.2 diesel (190hp or 210hp for the Veloce) with eight-speed automatic transmission. All UK Giulias are rear-wheel drive, and all Stelvios are 4x4 except the base Super, which is rear-drive. The petrol engines in particular are superb: super-smooth, great-sounding (especially in Dynamic mode) and boasting effortless mid-range pull, with peak torque at just 2250rpm. They're fast, too.

Pricing has yet to be announced but it will be higher than the outgoing range (currently £33,205 to £46,005), although Alfa Romeo says this rise will be more than offset by the specification enhancements. **||**



WHAT ABOUT THE QUADRIFOGLIO?

Neither the Giulia Quadrifoglio nor Stelvio Quadrifoglio have been updated as part of the MY2020 upgrades – we'll have to wait until the March 2020 Geneva Show to see the new QVs. Expect the same interior improvements as the lesser models, including all the tech upgrades. 'Dark Miron' trim details will also feature inside and out. There will be fresh customisation options, too, and a secret new colour – there's no word on what it will be, but we can say that it *won't* be the eye-popping lime green (*pic above*) in which the Giulia QV is liveried for the new movie, *6 Underground*, starring Ryan Reynolds (due out in December 2019). Oh, and please Alfa, give us the chance to hear that amazing full-on QV exhaust without having to switch to Race mode.

ROBERTO GIOLITO

Heritage Hero

IN HIS 30TH YEAR WITH FIAT, DESIGNER ROBERTO GIOLITO SPEAKS WITH US FROM HIS BRAINCHILD - THE FCA HERITAGE HUB AT MIRAFIORI

Story by Chris Rees
Images by Michael Ward



“ I was so drunk I could hardly speak when the Multipla won its *Top Gear* award. I slurred, well now you know why it looks like it does! ”

We need no excuse to return to Fiat's Heritage Hub, the magnificent temple devoted to FCA's heritage vehicles. Located at 'Officina 81' inside Fiat's sprawling Mirafiori plant, it's an immense indoor site that preserves its vintage industrial soul intact, all mustard-and-green paint and metal over concrete.

Awe-struck as we are, once again surveying the serried ranks of priceless classics, our level of awe is about to rise still further, because Roberto Giolito has just ambled over to say hello. Gentle, friendly and seemingly perpetually quietly amused, this design star, all-round good guy and father of the Hub is happy to chat with us about anything we want.

Having designed some of Fiat's boldest cars of recent times, including the Fiat 500 and Multipla, he's now Head of FCA Heritage, in charge of all historic aspects of the Alfa Romeo, Fiat, Lancia and Abarth brands. He describes the Heritage Hub as his "3D archive".

This jazz bassist-turned-designer originally studied industrial design. He then won a competition to secure a place within Fiat's design

department - Centro Stile - in 1989. That means he's just celebrated his 30th year at the company, a remarkable achievement.

Of his early years, Giolito recalls: "At the age of 27, I was meeting all the greats - Giugiaro, Pininfarina, Zagato - because I was basically competing with them in terms of creating designs. I knew Lorenzo Ramaciotti [of Pininfarina] long before he became my boss at Fiat in 2007."

Giolito's speciality became 'eco' prototypes, all of which are on show at the Hub. These include the Zic (1994), Downtown (2003) and Ecobasic (2000), which informed the shape of the Panda Mk2. He also designed two production cars, both utterly remarkable in their own ways: the Fiat Multipla and 500.

The 1998 Fiat Multipla is, depending on your viewpoint, either the ugliest car ever, or a work of utter genius. Firmly in the latter category are the Museum of Modern Art in New York (which acquired a Multipla for its collection) and *Top Gear* magazine (which named the Multipla its Car of the Year in 1999).

"I remember attending the *Top Gear* awards at The Ivy in London," Giolito tells us, "and when they

announced the winner, I really wasn't expecting it. I'd got so drunk that I could hardly speak, and when asked to give a speech, I just slurred, well now you know why it looks like it does!"

He has an interesting Multipla snippet for us: "Originally the Multipla was designed with high-mounted headlamps only, which were taken from the Fiat Brava. The lower pair of headlamps was a last-minute afterthought because in foggy conditions the light dispersed too much."

The Multipla was designed under the direction of Peter Davis but Giolito admits to being inspired by Chris Bangle's Fiat Coupé of 1996. "The Coupé was completely independent of the design trends and influences of the time. In style and character it marked a complete break, and its bold design really influenced my imagination."

Then there's his 21st century Fiat 500, a car which owes its name, and some styling inspiration, to the original 500 of 1957. "The Fiat 500 is the icon to end all icons," he remarks. "It motorised the country, it was an automotive 'suffragette'. It was an absolute icon of creativity - the very emblem of Fiat and Italianness."





Giolito's new 500 of 2007 started life as the Trepino concept of 2004 (pic on opening page), designed under the supervision of Frank Stephenson. "After the Trepino, I did a project with the Royal College of Art, where I met the British designer, Peter Stevens. He'd recently done a doorless, roofless speedster version of the Fiat 500 called the Barchetta, which I liked very much, and we discussed the new Fiat 500 a lot.

"I derived the new 500 shape from carefully studying Fiat's design

language. It had to be recognisable worldwide as an Italian car, as well as offering affordability and usability." It certainly worked: the Fiat 500 was voted Car of the Year in 2008 and World Car

At that point he became head of FCA Heritage, although he continued to have input at the design department right up until 2017.

The 270-strong Hub's main draw is without

icons and pioneers of new ideas. For me, the most important cars, because they were so revolutionary, are the Lancia Aurelia, Aprilia and Lambda, and the Fiat Topolino.

Multipla and Ecobasic were two highly original Giolito designs for Fiat. He cites Chris Bangle's Fiat Coupé (above) as inspiration

“ I like simple machines. We are currently rescuing Fiat Campagnolas for the Hub ”

"Giugiaro's Fiat Panda was also a true prototype of rationality and good design, still unmatched.

It was a car free of social status and contributed a lot to the evolution of taste and the understanding of beauty, which is the true mission of design.

"The most recent of the Archistars is the Fiat Uno. We are still missing an early Series 1 car to

Design of the Year in 2009, and remains a global best-seller.

The 500 catapulted Giolito up the design echelon. In 2007, he was promoted to become Fiat's head of design for Europe. He remained here until his boss, Lorenzo Ramaciotti, left in 2015.

question the central themed zones containing 64 cars. Which are Giolito's favourites? "Of course, I should point to Lancia's jewels, the D50 and D25 – such unique and important cars. But my favourite part of the exhibition is 'Archistars' – cars that are functional





display. I would definitely like more modern examples here, too – I think the Multipla deserves a place.


“In general, I like simple machines. The Jeep Wrangler is our best project, I think, because it is so usable. The Ram 1500 is more sophisticated but remains authentic. We

are currently rescuing Fiat Campagnolas, which I love for their honesty, to display at the Hub. And I’m a huge fan of early Land Rovers. I own two currently, an 88” and a 110”. I’ve fitted one with blue seats borrowed from a Fiat Spider to make it more comfortable!”

Giolito now wanders

over to an exhibition of engines and points out what looks like an ancient motor on a plinth, but rubber belts show it to be relatively modern. “It’s a two-cylinder steam engine developed for the Fiat 124,” says Giolito, to our great surprise. “It was a potential way to achieve low emissions in the USA

– in fact, it had zero tailpipe emissions, way ahead of its time.”

We just have time for one final question. What car would you like most in your dream garage? “Of course, I would have a Fiat 500D, and I already have two Land Rovers. But top of the list would have to be an Alfa Romeo Giulietta Sprint.” 

ABOVE: Prototype of a two-cylinder steam engine earmarked for US Fiat 124
BELOW: Lancia racers are a big draw at Heritage Hub





Spirit of '63

At FCA's Heritage department at Mirafiori, we get behind the wheel of a Fiat 500 fitted with the new Abarth 595 Classiche tuning kit

Story by Chris Rees
Photography by Michael Ward

In a shadow-dappled back alley at Fiat's historic Mirafiori factory, I'm pedal to the metal in one of the smallest performance cars ever made. It's buzzing at maximum revs and feels fit to burst, but the speedo isn't troubling the 'red zone'. This is the definition of modest velocity thrills.

I'm driving FCA Heritage's official recreation of the famous tuning kit that Carlo Abarth offered for the Fiat 500. Offered from 1963, the original kit transformed the baby Fiat into a Fiat-Abarth 595 – not exactly fire-breathing but certainly with a bit of ginger up its exhaust pipe.

Giovanni Forte, product planning and project manager at FCA Heritage, is at pains to point out that this isn't a replica, more of a factory upgrade for your classic Fiat that uses official parts. What you're buying is called an 'Abarth Classiche 595 engine tuning kit', which comes in a beautiful wooden box (*cassetta di trasformazione* in Italian), inspired by Carlo's original. As a result, the car

officially remains a Fiat 500, not an Abarth.

It's essentially an engine upgrade for the classic Fiat 500, as per the 1963 original, but you can equally use it to replace worn-out mechanicals of a genuine Fiat-Abarth 595. It is an exact replica of a genuine Abarth engine, although the parts are a mix of original and modern-day repro items. For instance, the carburettor is an off-the-shelf Weber 28 IMB 5/250 item, but the pistons are a new design by Pistal Racing, based in Asti. Tecnostramissioni is a licensed technical partner for this project.

So what exactly comes in the 'Abarth Classiche' wooden box? You get two pistons and cylinders (with the bore enlarged to 73.5mm), valve springs, head gasket, camshaft, Weber 28 carburettor, upgraded oil sump, manifold baffle and a full Record Monza exhaust system with brackets. You also get an 'Approved' certificate with Abarth Classiche branding.

The development car – a 1974 Fiat 500

converted by FCA Heritage – certainly looks aggressive with its racy Abarth add-ons, including alloy wheels, 'SS' badging on the bonnet, Abarth front 'moustache', chromed bullet mirrors, parallelogram wipers, rubber tie-downs and engine lid stilts. But it doesn't look exactly like an original 595 since it's very much not meant to be a 'Sanction Two' replica. That doesn't mean the Fiat isn't looking at doing more parts for the 500, though, hinting that future repro items could include wheels, badges and more.

This test car took part in the 2018 Targa Florio Classic. In fact, the 230-mile event provided this car's very first shakedown test, with racing driver Eris Tondelli at the wheel. This racer was Carlo Abarth's main man when it came to road testing, and he helped develop the original 595 at Abarth in the 1960s. It's a rather lovely fact that he tested the first Abarth 595s on the very same Sicilian roads in period.

Tondelli also told a story of testing the



original Fiat-Abarth 595 on the Turin-Aosta motorway, and being chased by the police in an Alfa Romeo Giulietta. They apparently couldn't believe that a Fiat 500 was capable of going so fast!

So what's it like to drive? On start-up, the engine is surprisingly smooth for a two-cylinder unit, and proves very happy to rev. The noise is pretty loud, but in a nice way, with a fruity rasp emerging from the Record Monza exhaust.

I'm told that, when this little Fiat was given full beans on its Targa Florio, it overtook the team driving FCA's superb 1964 Abarth 2400 Allemano coupe, which gave them a surprise! Eris Tondelli apparently recorded a top speed exceeding 80mph at one point. We didn't get remotely close to that during our brief drive but we had enough of a feel of the conversion to know that it's got real heart. The original Abarth 595 kit raised the 500's power output from 22hp to 27hp, so it's not exactly a fire breather, but we were genuinely surprised at how keen its turn of speed was.

On sale since May 2019, the kit is priced at 2000 euros plus tax, although a 20% discount is currently being offered. You'll need homologation to fit this kit in Italy, but no such problems exist if you want to do it in the UK – just fit it and off you go, with a broad smile on your face. 🇮🇹



OFFICINE HERITAGE

We were lucky enough to be given a tour of the Officine Heritage facility (FCA's Classiche 'works' department) by service manager, Raffaele Consoli. This is where Abarth, Alfa Romeo, Fiat and Lancia classics come to receive official restoration work by factory experts.

Among the cars in for fettling when we visited were two Fiat 124 Spiders, a Lancia

Fulvia HF, Alfa Giulietta Spider, Alfa 147 GTA and Delta integrale. All the cars were being restored in some way, mechanically and/or bodily. The integrale, for instance, is in for a full beans restoration. As well as restorative work, the garage also conducts Classiche certification and general maintenance.

"Our unique selling point is that we are 'a regola di arte' [to the highest professional standards], using people at Mirafiori with direct experience of these cars," says

Raffaele. "It's a small operation for now – consisting of a mechanical garage, paint shop and prototype shop for making new parts – but we have plans to grow."

For instance, a huge spare parts programme is being planned. "We've started with the integrale," explains Raffaele, "offering body parts like bumpers, as well as mechanical items. Next we're planning on expanding with Alfa Romeo, offering parts for the Giulietta and Giulia."





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SS STARSHIP

Abarth has relaunched its 'esseesse' badge with the new 595 esseesse. How does drive on UK roads?

Story by Chris Rees
Photography by Vaidas Gerikas

Abarth's famous 'SS' badge – or as the Italians charmingly spell it, esseesse – is back. Why Abarth ever deleted the esseesse in the first place is baffling, but let's not dwell on that. The new esseesse is a cause for celebration.

Unlike the esseesse kit that you used to be able to order as an optional extra, beautifully delivered in a crate, the new 595 esseesse comes ready-built at the factory. So sorry, no crate now. The esseesse sits very much at the top of the regular range (only the special edition 695 70th, tested last month, is loftier). That means you get the full beans in terms of power (180hp), courtesy of ECU changes and a BMC air filter, and therefore 0-62mph in 6.7 seconds and a top whack of 140mph.

One great thing about the esseesse is its standard carbon-tipped Akrapovic exhaust.

This is the nicest exhaust Abarth fits – crackling on upshifts and booming when you press the Sport button to open up the exhaust valve – even if it's actually not all that different from Abarth's Record Monza system. Pressing the Sport button, by the way, also boosts your torque, beefs up the power steering and sharpens throttle response.

The other big benefit of the esseesse spec is the Koni FSD (Frequency Selective Damping) suspension. While it's non-adjustable, it does result in a very flat cornering posture, and doesn't affect the ride quality too much. The esseesse feels easily the most planted Abarth model through corners. It's helped by a standard mechanical limited slip differential, which comes into its own when powering hard on corner exits, eliminating torque steer. However, you still get a whiff of torque steer

TECHNICAL SPECIFICATIONS

ABARTH 595 ESSEESSE

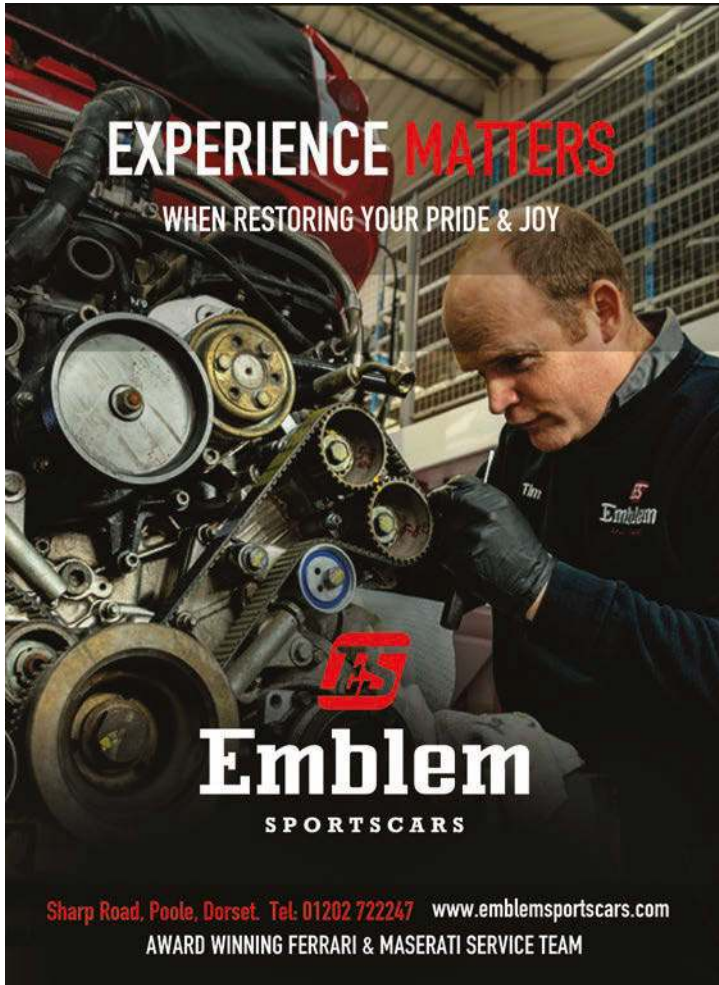
ENGINE:	1368cc DOHC turbo
POWER:	180hp @ 5500rpm
TORQUE:	250Nm (184lb ft) @ 3000rpm
TRANSMISSION:	5-speed manual
SUSPENSION:	MacPherson strut (front), torsion beam (rear), Koni FSDs, anti-roll bars
BRAKES:	Drilled and ventilated discs (front), drilled discs (rear)
DIMENSIONS:	3660mm/1627mm/1490mm
WEIGHT:	1045kg
FUEL CONSUMPTION:	36.7mpg
TOP SPEED:	140mph
0-62MPH:	6.7sec
PRICE:	£25,485

if the steering wheel is only lightly turned. The beefy 305mm Brembo perforated and ventilated discs up front have great bite and natty red callipers.

The esseesse comes with 17-inch Supersport alloys in Racing White, plus white side stripes, mirror caps and bumper inserts. Inside, the Sabell '70' carbon shell seats are very narrow indeed – wide-hipped drivers should look elsewhere – and they lack height adjustment, but they do provide fantastic support when cornering. A smattering of carbon also adorns the steering wheel and pedals; our test car also came with the optional (£1750) carbon pack.

The 595 esseesse isn't cheap (£25,485 in hatchback form, £28,910 as tested, and £1800 more if you go for the 595C convertible) but it is the most fun model that Abarth has ever made, short of a Biposto. 🇮🇹


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Alfa Beta: Omega

Italian compact executive saloons really ruled the roost in the 1970s. The Lancia Beta and Alfa Alfetta go about their business in very different ways. Can Alfa beat Beta?

Story by Simon Charlesworth
Photography by Michael Ward





These Italian *berline* come from a time when it was really only BMW that could compete with Alfa Romeo and Lancia. Long before Audi turned sexy and aspirational in the flame-spitting afterglow of the Quattro, when Mercedes engineered cars like bank vaults and had all the sparkle of cold porridge, when Porsche built sports cars with their engines located anywhere you wouldn't expect to find them.

The Alfa Romeo Alfetta and Lancia Beta – both alumni of 1972 – symbolised a sea change for their respective marques. One represented the beginning of the slow end of its manufacturer's independence, while the other represented the end of an era's beginning under new ownership.

The Tipo 116 Alfetta replaced the 1750 Berlina and should have been launched in 1971, but delays occurred because of its avant-garde mechanical configuration and the massive undertaking that was the Alfasud. The Alfetta started in 1967 under Orazio Satta, with Giuseppe Busso overseeing the car's ambitious mechanical layout, which included an alloy-cased five-speed transaxle, de Dion rear tube, all round disc brakes, double wishbone front suspension, and rack-and-pinion steering.

In original *scudo stretto* (narrow grille) guise, the Alfetta was a handsome design. Penned by Ivo Colucci, its appearance represented an evolution of the Tipo 105 Giulia Super, retaining many of its signature touches. The model upped the technical battle with BMW. Its pioneering use of a transaxle in a family car endowed the Alfetta with far better weight distribution and less understeer than its predecessor, whilst also improving the car's friendly trustworthiness at the extremities of grip. Indeed, Porsche would end up benchmarking the Alfetta during the development of its transaxle-toting 924.

A gentle aesthetic tickle in 1975 saw the creation of the *scudo largo* (wide grille) Alfetta 1.8 – to coincide with the entry-model single-headlamp Alfetta 1.6 and the Alfetta GT coupe. In 1977, more significant changes were introduced with the Alfetta 2000, which replaced the 2000 *berlina* and moved the Alfetta range further upmarket. This benefited from a new sharply tailored suit, while its sporting nature was slightly toned down in favour of greater refinement and sophistication.

Now let's move from Milan to Turin, and Lancia's Project Y1: the Beta. This was the first all-new Fiat-era Lancia – and in resetting the Greek alphabet for its



badging, Fiat wisely skipped 'Alpha'. A stunning piece of modernist design, the Beta not only managed to make its Fulvia predecessor look practically Neolithic, but it had a similar effect on its 1972 classmates such as the E12 BMW 5-series, Fiat 132, Ford Granada and even the Alfetta. The droop-snoot fastback design was subcontracted to Fiat Centro Stile under Gian Paolo Boano, because consultant Pietro Castagnero and Lancia's team under Aldo Castagno were already busy on the Beta Coupe.

Lancia retained much of its engineering independence for the Beta. The death of the company's former technical director, Antonia Fessia, in August 1968 had left a void at Lancia. Sergio Camuffo would only take over the role, along with responsibility for the Beta project, after the Fiat acquisition. Time was tight, the project was instigated in 1970 and had to be ready by 1972. Romeo Romanini was placed in charge of chassis design, Ettore Zaccone Mina adapted Fiat's Lampredi DOHC four-cylinder, with testing input from Giuseppe Gillio and Mario Bencini. The development of the Beta's front-wheel drive transmission was boosted by Fiat's brief partnership with Citroën.

While the Beta spawned several sporty siblings and the three-box Trevi, the *berlina* was refreshed in 1975 (Series II) and again in 1978 (Series III). It was available with a range of engines from 1300cc to 2000cc, but the 1600cc is regarded as the Beta's sweet spot. The Beta saloon was dropped in 1981, with the last of family built in 1984. Coincidentally, the same year the Alfetta Gold Cloverleaf ceased production, to be replaced by the short-lived Alfa 90.

Self-proclaimed experts continue to quip about how these two cars represented Italy's moment of peak ferrous oxide, but to be fair many cars of the 1960s and '70s knew how to turn crisp and flaky. Dubious Soviet steel was certainly a problem, but UK media hype did so much damage that Lancia never truly

recovered in its most important export market.

Both models are now an incredibly rare sight on the UK's roads, and the fact that these two-owner UK cars have survived is down to the foresight of their original owners. The Beta owner has asked for his modesty to be respected, so we won't be naming him – but he is responsible for returning this glorious 1977 Bangkok Yellow 1600 Series II to its former glory.

"I first had a Trevi," he says, "purely because I remember them when I was a child. I looked at the dash and thought, 'Oh my gosh, that's like something from outer space!' One then popped up on eBay at a point when I was very poor – a student. I bid on it and won it. Let's just say I had an interesting time with the Trevi, but something about it stuck with me. About five or six years passed – I'd met Andy Collins through the Trevi – and bumped into him at a car show. He'd been contacted through someone at the Lancia Motor Club. There was a guy aged 82 or 83 who was getting rid of all his cars. After a lot of alcohol, it seemed like a good idea to go and see them."

Two Betas greeted him. Neither were runners and he felt the vendor was being ambitious with his prices, so he walked away – only to return a few months later with a ridiculous offer which was accepted. Both cars were then stored with Andy Collins. The original owner had saved the Betas by storing them carefully, and religiously painted them with a mix of motorbike grease and oil; a treatment which would prove quite a challenge to remove for restoration.

"I went down every weekend trying to get the fuel system cleaned out. This was in the winter, and the fuel pump was trying to suck stale 13 year-old fuel through a plastic pipe in the snow! I remember thinking, 'What on earth am I doing?' To cut a long story short, we got it up and running in 2012. At that point the car had done 32,000 miles, it was drivable and useable and it could have been left as it was. But it was starting to show problems, so we left it for two or three years

Superb specimens have both had two owners from new. Each drives in its own very distinct way

ALFA ROMEO ALFETTA V LANCIA BETA

knowing that we would have to take the plunge at some point. In November 2017, we put it into this guy Matthew Crisell in Colchester because he'd worked on two others and came very highly recommended. Having seen his work on other cars, it was how it should be – he didn't overdo it, he was empathetic to the car.”

The 15-month restoration was completed in January 2019 when, as a nice touch, on its way home, the Beta popped by the original owner, who clearly was still quite attached to the car. His other Beta, a 1300, had been MOT'd and sold on.

Modesty is something which can't conceal the owner of the Alfetta because, well, it's me. I bought this 1978 2000 five years ago from James Wheeler's Black & White Garage. My late father had one when I was in short trousers and I'd more or less given up finding one of these forgotten Alfas. Again, the Alfa was sourced from its original owner who had painstakingly restored the car he'd bought new from Bell & Colville. A one-time Alfa Romeo Owners' Club concours winner, its mileage since restoration indicated little use – but a Midas maintenance touch and summer mileage have ended

its sulking. It's now in rude rorty health.

So it's time for an enjoyable blast around Somerset, testing both cars and my objectivity. Both *berline* have great outward visibility from their distinctively stylish cabins. The Beta's instruments continue the theme of Lancias of yore, but the over-engineering has gone. Meanwhile the Alfetta 2000 turns its back on the Giulia-like trim of the 1.8, merely retaining blue-faced instruments. The Beta's driving position is also less contorted than the Alfa's, which has its pedals offset to the left.

Fed by a single twin-choke carburettor, the Beta's 1600 twin-cam barks into life. Its gearchange is heavier than the Alfa's and there is a slight rubbery texture to its operation. It may be a little stiff across the gate but, with the exception of second and fifth, it generally engages cleanly and without baulking. The Lancia twink is a free-revving honey with a 6000rpm redline – and thanks to an extrovert stainless exhaust, it paints a grin all over your face. After the second choke has kicked in at around 3500rpm, the 1600 starts to feel a bit breathless north of 4500rpm. It is busy and it does



“ The Lancia is a free-revving honey that paints a grin all over your face ”



TECHNICAL SPECIFICATIONS

LANCIA BETA 1600 SERIES II		ALFA ROMEO ALFETTA 2000	
ENGINE:	1585cc 4-cyl DOHC	ENGINE:	1962cc 4-cyl DOHC
POWER:	100hp @ 5800rpm	POWER:	140hp @ 5300rpm
TORQUE:	134Nm (99lb ft) @ 3000rpm	TORQUE:	175Nm (129lb ft) @ 4000rpm
TRANSMISSION:	5-speed manual, front-wheel drive	TRANSMISSION:	5-speed manual transaxle, rear-wheel drive
SUSPENSION:	Independent via coil springs and MacPherson struts all around	SUSPENSION:	Independent by double wishbones, torsion bars (front), de Dion tube, coil springs, Watt linkage (rear), anti-roll bars front/rear
BRAKES:	Discs all round	BRAKES:	Discs all round, inboard at rear
TYRES:	175 R14	TYRES:	165 HR14
DIMENSIONS:	4320mm (L) 1710mm (W) 1400mm (H)	DIMENSIONS:	4385mm (L) 1640mm (W) 1430mm (H)
WEIGHT:	1145kg	WEIGHT:	1140kg
MAX SPEED:	105mph	MAX SPEED:	115mph
FUEL CONSUMPTION:	29mpg	FUEL CONSUMPTION:	27mpg
0-60MPH:	11.8sec	0-60MPH:	10.1secs
PRICE IN 1978:	£3825	PRICE IN 1978:	£4799



buzz, but it's also remarkably smooth.

The Lancia's ride is on the firm side, but the pay-offs are handling characteristics which communicate with you far better than most modern cars. The manual steering is nicely judged in weight, tactility and gearing. There's plenty of grip, minimal roll and a front end that feels far more responsive than most 1970s cars. The Beta mixes grippy front-wheel drive mannerisms with great involvement. You can see why these cars were so popular in period.

As you'd expect, the Alfetta's rear-drive dynamics are very different. There's none of the Beta's late turn-in chuckability – it's more slow-in, fast-out. The steering is lighter and lower geared, although it does load up with more body roll than the Lancia. Slicing through corners, the lesser-shod Alfetta is wonderfully benign and stable thanks to its even weight distribution and high polar moment of inertia. The ride quality is gentler, but the single-action dampers do engender the Alfa with float on the rebound. Its brakes are also less effective, too, but they do work well for a transaxle Alfa.

Also confounding its reputation is the remote gearchange. It isn't merely shorter, lighter and sharper than the Beta's, it's certainly one of the more approachable transaxle gearboxes – just as long as second gear is warm. All of which makes playing with the Alfa's forte – that glorious chain-driven, twin double-choked twin-cam – all the more addictive. It merrily zings to 5000rpm, only straining as it nears the 5800rpm redline. Admittedly in 1962cc form, it's less willing to rev than its smaller sisters, but its greater muscle and lungs really give it an edge over the Beta; not merely in performance but in so many other ways – sights, sounds and, yes, even smells. Nothing exudes quite such a sexy, oily scent as Alfa's twin-cam.

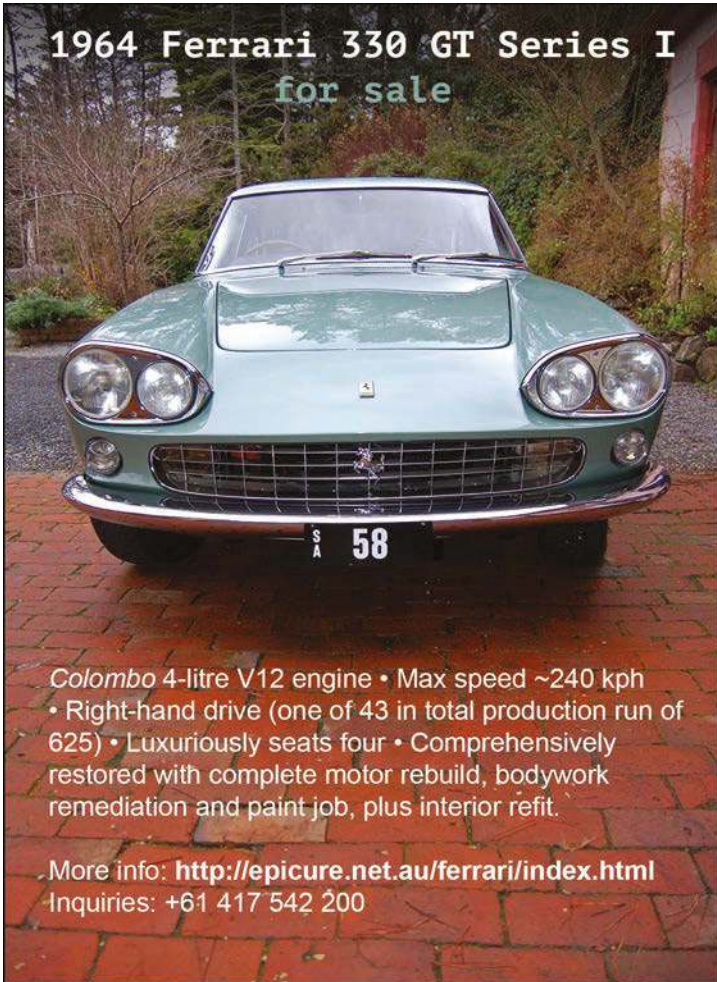
Picking a winner is a bit pointless, because I made my decision five years ago. What really surprises, though, is the depth of capability in these two superb, yet frequently maligned, machines. Cars born in the same year and country, yet each with their own very distinct and charismatic personalities. I wish I had more gear space. 🇮🇹

THANKS

Many thanks to our unnamed Lancia owner, and to John Bower and BetaBoyz



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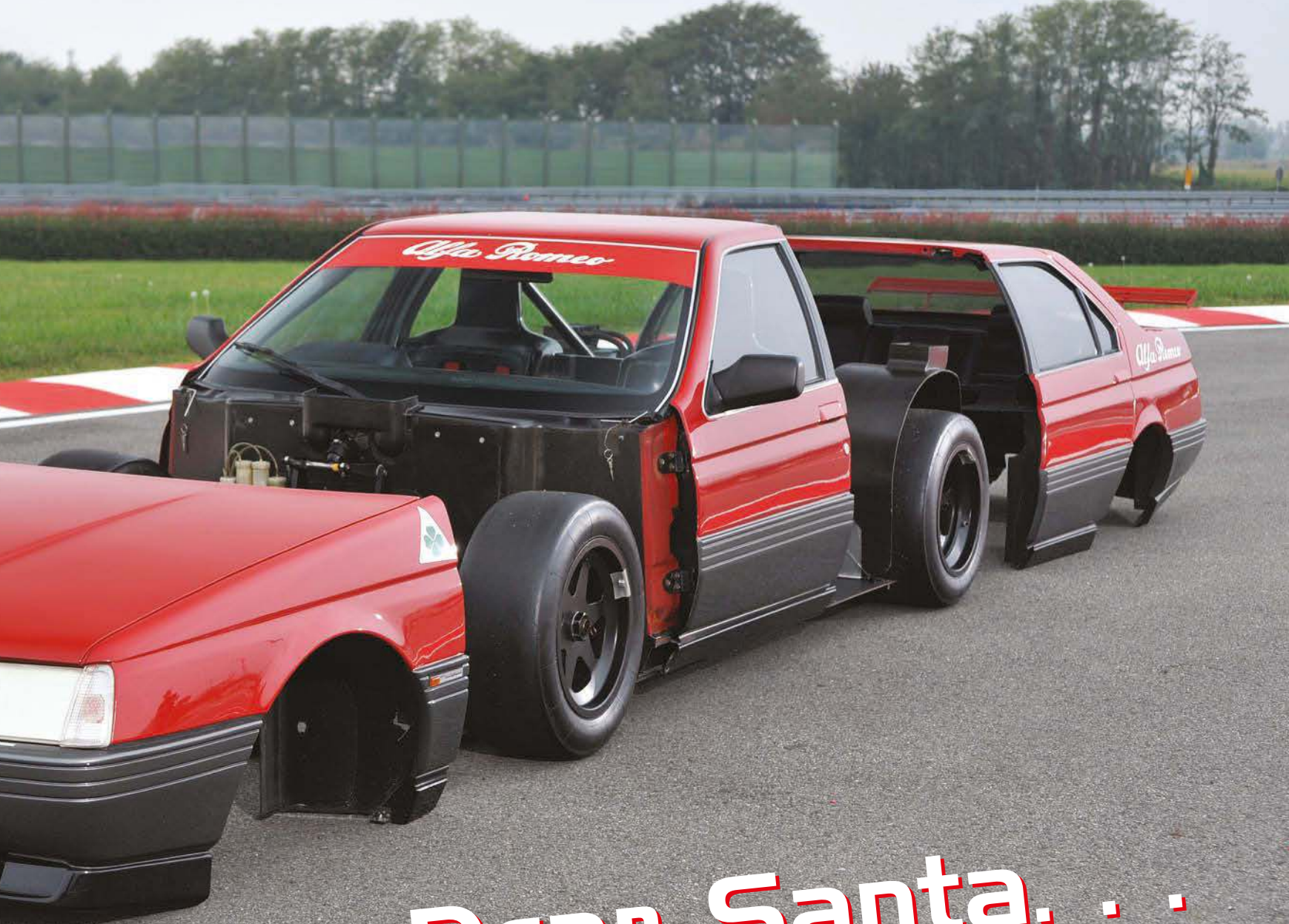
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TWIN TRACKED

We join two friends – Max Girardo and Daniele Turrisi – in a track duel behind the wheel of two racing Lancia 037s in iconic Martini and Olio Fiat liveries. Which is quicker?

Story by Gaetano Derosa/Ruoteclassiche
Photography by Massimiliano Serra





They may be friends; they may be business partners; but they're as competitive as they come. Max Girardo and Daniele Turrisi are well-known figures in the classic car world. A few months ago they decided to join forces by establishing Girardo & Co Italia, dealing in classic cars.

These two great enthusiasts are also great friends. Max was born in Melbourne, Australia in 1977, and has a long background in international auctioneering. Daniele, meanwhile, is from Bergamo in Italy, and at 48 years old is one of the most celebrated experts in tracking down high-level 'barn finds' around the world, and a trusted figure in setting market valuations.

But their role today is purely as enthusiasts. They have brought along two ex-works Lancia 037 racers in superb condition,

all ready to tackle the sizzling tarmac of our Vairano test track. The challenge will be sometimes serious, sometimes jovial, providing an excellent opportunity to display their driving skills.

Both are huge fans of Lancia's Group B machine, codenamed SE037. Approved in March 1980, the 037 was formally announced in November 1981, ahead of the 1982 World Rally Championship. Its technical spec featured a 2.1-litre supercharged, longitudinally-mounted, four-cylinder, 16-valve engine. The 037 was designed for Group B WRC, in which it extremely successful: it triumphed in five World Rally events in 1983, en route to winning the Constructors' Championship that year. The 037 also secured three consecutive European Rally Championship titles from 1983 to 1985, two Italian Championship titles in 1983 and

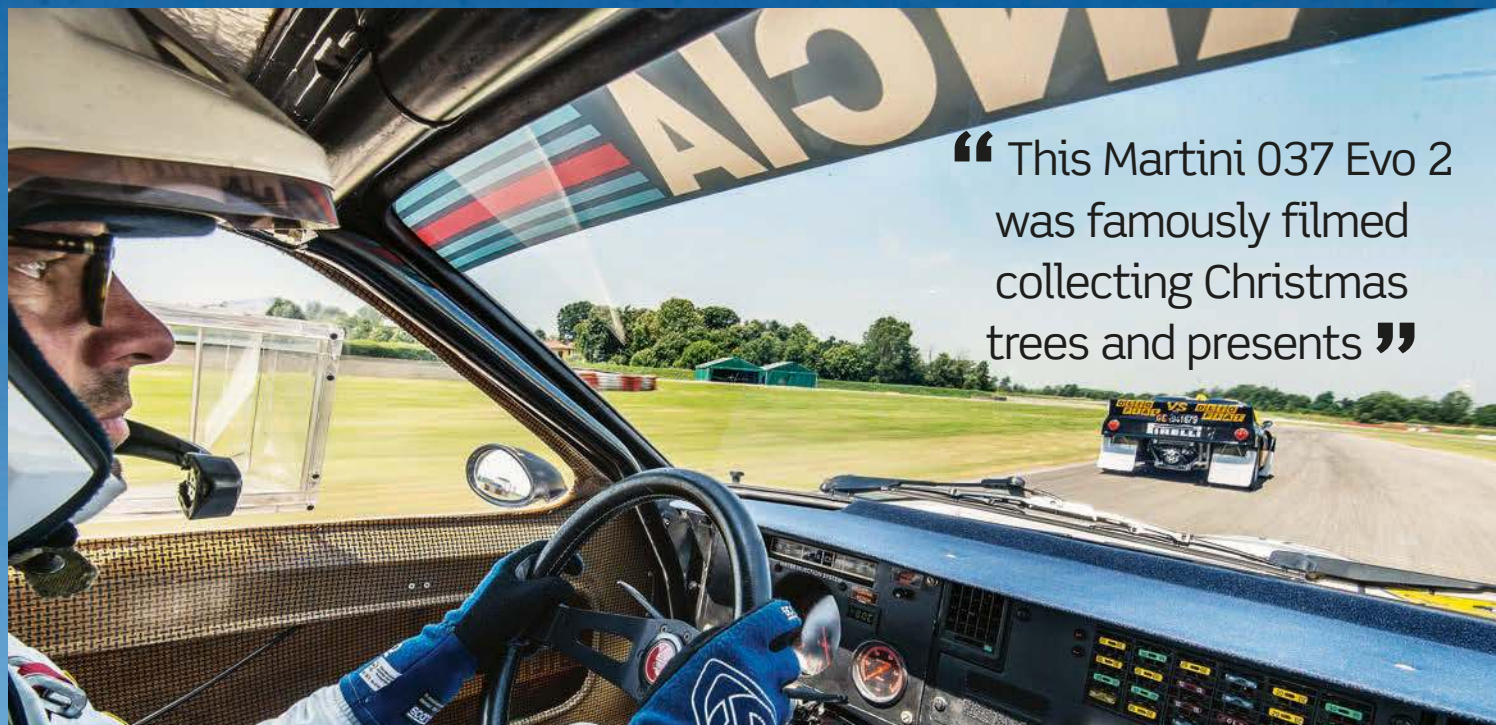
1985, and one Open title in 1984. Some 53 examples of the Lancia 037 Rally were built for racing, in three different evolutions (22, 14 and 17 examples respectively).

The two examples we have here are outstanding indeed. Max Girardo has brought along an Evo 2 (chassis number 00408), a car that was raced by Henri Toivonen and Juha Piironen in the 1984 World Championship. Meanwhile Daniele Turrisi is in a 1983 Group B car, chassis number 00178.

Let's start with chassis 178, which was built in late 1982 and first registered in January 1983. It was assigned to the Jolly Club racing team, and finished in its livery of white with green-and-orange stripes, mimicking Martini's livery. This car was one of four 037s to make their competition debut on the 1983 Targa Florio. Soon-to-be European Rally Champion, Carlo Capone, was driving,



“ This Martini 037 Evo 2 was famously filmed collecting Christmas trees and presents ”



Luigi Pirolo was navigating. Three 037s finished in first, second and third places, 178 coming second behind Franco Cunico's car.

Then followed the Costa Smeralda rally in Sardinia. Nine Lancia 037s were entered here, and Capone drove 178 to fourth overall. He also ran in the 1983 Rally Internazionale della Lana, taking victory over the sister Jolly Club 037 driven by Miki Biason.

178 next competed in the 1983 World Rally Championship at the Rally Sanremo, with a 22-year old Andrea Zanussi making his WRC debut. New sponsorship saw Jolly Club stripes replaced by white-and-red R6 cigarette branding. Eight Lancia 037s entered this event, but unfortunately 178 retired after stage 33. Lancia clinched the WRC at Sanremo, the very last time a rear-

wheel drive car would win the WRC.

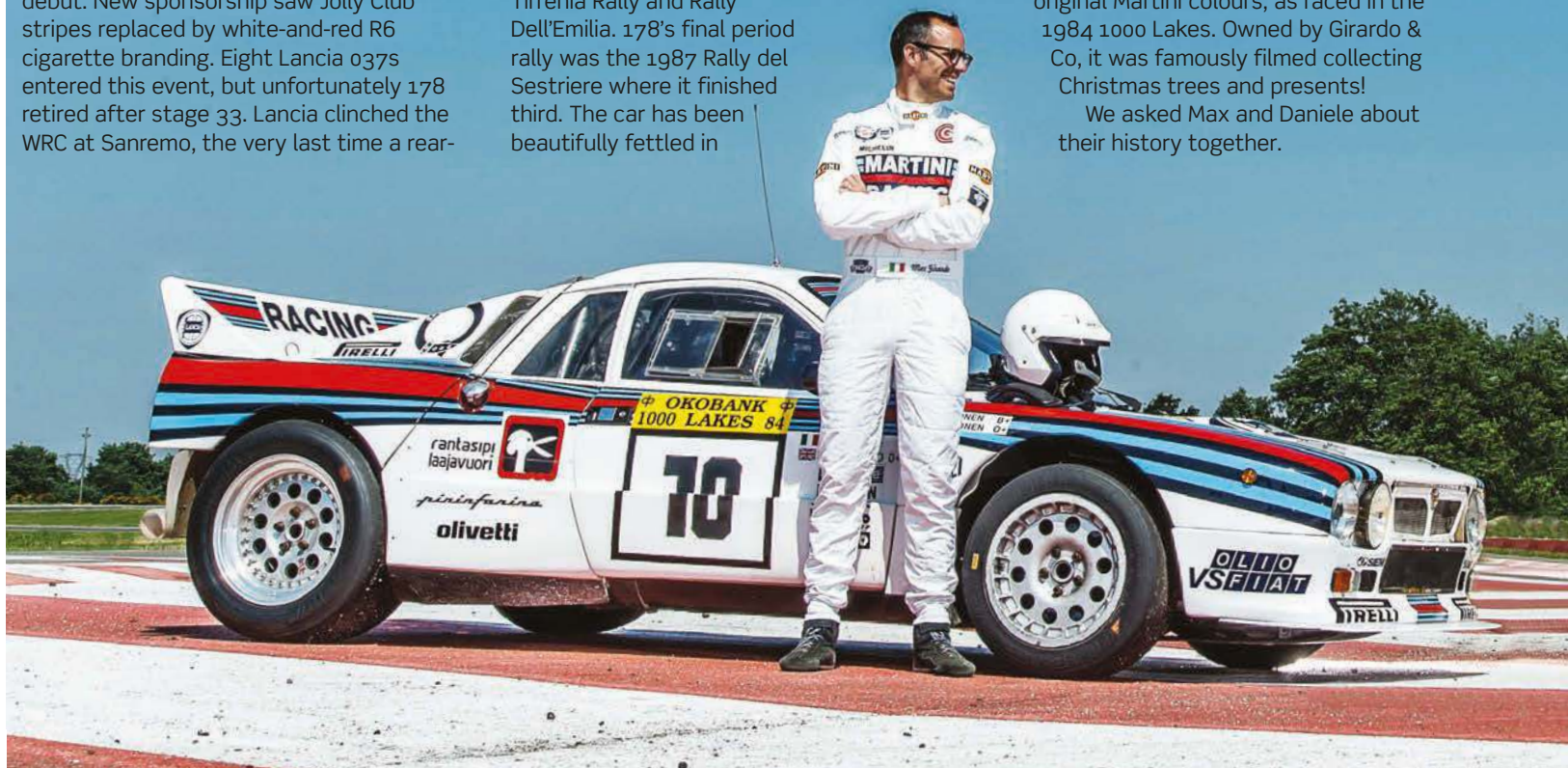
In 1984, chassis 178 was sold to HF Grifone and repainted in blue-and-yellow Olio Fiat livery. It returned to Sanremo for the 1984 WRC event, driven by Fabrizio Tabaton and Luciano Tedeschini, the 19-year old Tabaton finishing fourth overall. He would later claim the 1985 Italian Rally Championship aboard an 037.

In 1985, 178 was regularly raced in the Italian championship and in 1986 finished second overall at the Tirrenia Rally and Rally Dell'Emilia. 178's final period rally was the 1987 Rally del Sestriere where it finished third. The car has been beautifully fettled in

Turin by the famous Baldi twins, who have returned the car to its 1984 Rally Sanremo Olio Fiat livery.

Meanwhile, chassis 408 is an Evo 2 car built by Abarth for the 1984 WRC. With Henri Toivonen at the wheel, it debuted at the 1000 Lakes Rally, where it finished third overall, behind teammate Markku Alen. This was in fact the only time that 408 raced in WRC. For 1985, Volta rented it out to various drivers in European events, scoring several podiums. It's now been restored to its original Martini colours, as raced in the 1984 1000 Lakes. Owned by Girardo & Co, it was famously filmed collecting Christmas trees and presents!

We asked Max and Daniele about their history together.





“ Chassis 178 raced in many WRC events and is currently in its 1984 Olio Fiat livery ”

What was your childhood dream car?

Max: "My father raced in rallies, in a Fiat 500 and 850 Coupe, then a Renault 8 Gordini. Unfortunately he broke his leg in a road accident and was forced to quit racing. I owe him my passion for rally cars. I was lucky enough to realise my dream with this 037."

Daniele: "The Lancia Stratos Alitalia was my generation. According to my father, I went crazy whenever I saw an orange Porsche 911. The first important car I sat in as a child was a Ferrari 365 GTB/4. However, I was never that crazy about the Prancing Horse; I've always dreamt about the Alfa Giulia 1600 TI Super and 1750 GTV."

The first car you ever drove?

Max: "A 1977 Suzuki Jimny with right-hand drive, when I was only 10 years old. My father had his feet on the pedals and let me turn the steering wheel."

Daniele: "I clearly remember that it was a Capodimonte white Alfasud. The mad guy I was sitting next to in the car was completely drunk and asked me to drive, as a 12-year old child! I grabbed the wheel and drove all the way from the Milano East Ring Road to the Dalmine service station, on the motorway."

Is there a car you envy each other?

Max: "As a great fan of Lancia and rallying, I long for his Delta rally car, which was raced by Miki Biasion at the Sanremo Rally. But I also envy the service van he uses to

transport cars – it's really nice."

Daniele: "One of my favourites is the Stratos that he often uses for racing, plus the pearl white Delta he had when we first met at Monza."

What is the top speed you ever reached on track?

Max: "At Le Mans Classic last year, I was driving a 2000 Dallara LMP1 with a Judd V10 engine. On the Mulsanne straight, I reached 330km/h [205mph]. In an open car without a windscreen, that was really exciting."

Daniele: "Behind the wheel of a Ferrari Berlinetta Boxer racer at Monza, the speedometer read 330km/h [205mph], but in historic cars, measurements aren't normally terribly accurate!"



What is the event you enjoy most?

Max: "The Modena Cento Ore. It takes place in Italy and I love this country. It's also a real race, and I like to race. Five days spent between track races and special tests on closed roads is a very interesting formula."

Daniele: "The Vernasca Silver Flag. It's not a race, more of an elegant competition for historic race cars that gathers wonderful fans and participants from all over the world."

It's been one of my regular events for years and the gala dinner on the central square in Castell'Arquato is a unique experience."

So who drives the 037 better? Try to be honest!

Max: "Daniele is certainly better at road driving. His delicacy, precision and quick gearchanges are really impressive. But I know the 037 very well. I've done a lot of testing in the example I own, not to

mention hairpin bends and roundabouts with the handbrake pulled. So I will be the winner of this race!"

Daniele: "Max is faster, for sure. He knows the 037 very well, but he would be better than me in any car. I don't have much time to devote to racing, but no excuses, Max is faster. That doesn't necessarily mean he drives better, though – when we're out and about, he always asks me to drive!" 🇮🇹

TECHNICAL SPECIFICATIONS

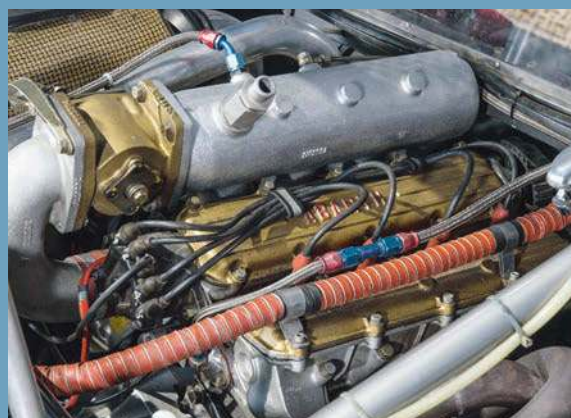
LANCIA RALLY 037

ENGINE:	2111cc 4-cyl DOHC supercharged 16V
BORE X STROKE:	85mm x 93mm
COMPRESSION RATIO:	11.0:1
INDUCTION:	Indirect Kugelfischer injection
POWER:	305hp at 8000rpm
TORQUE:	206Nm (152lb ft) @ 3000rpm
TRANSMISSION:	5-speed manual
TYRES:	205/55 VR16 (front), 225/60 VR16 (rear)
SUSPENSION:	Independent by transverse arms, slanted connecting rod, coil springs, anti-roll bars, hydraulic dampers
BRAKES:	Vented discs
DIMENSIONS:	Length/Width 3915mm/1850mm
WEIGHT:	960kg
MAX SPEED:	143mph

RESULTS

MAX VERSUS DANIELE

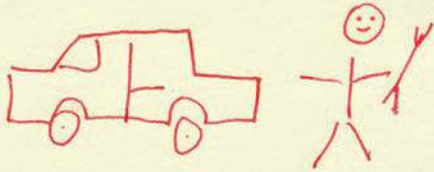
MAX SPEED:	Max's 037 Martini - 167.94km/h Daniel's 037 Olio Fiat - 151.30km/h
LAP TIME:	Max's 037 Martini - 1min 20.135sec Daniel's 037 Olio Fiat - 1min 25.683sec
AVERAGE SPEED:	Max's 037 Martini - 115.01km/h Daniel's 037 Olio Fiat - 107.56km/h



Max Girardo (left) and Daniele Turrisi (right) next to the spectacular Iveco Daily service van that's still equipped with all the original equipment used by the Lancia Racing team to support official cars in the early 1980s



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RACE TO THE STARTING RAMP

To create a world-beating rally car, Abarth and Lancia had to homologate a road-going version. Here's the story of the 037 Stradale

Story by Peter Collins
Photography by Michael Ward

In April 1980, Sergio Limone completed some sketches of how he envisaged the new Lancia 037 – the Fiat Group's proposed Group B rally car – would look. Together with the discussion paper with alternative proposals, these were signed off by new Abarth technical director, Pier Paolo Messori, who had arrived from Fiat after being in charge of the development of US versions of Fiat road cars, as well as the Campagnola 4x4 for the Italian army.

"The SE037 [final decision] was mine," said Sergio. "Pier Paolo Messori approved of my choice of a Montecarlo-based car using two subframes. We started to draw the chassis in July. Remarkably quickly, a mock-up of the new car, consisting of a Montecarlo modified with the addition of front enlarged wings and an additional rear part, was completed at CBC, a company in Turin.

"The philosophy of the project was very simple in every detail, because this was the only way to stay inside the strict time limit set by the homologation dates. The car had to be ready for the beginning of

common 2.0-litre Fiat Group item as used in the Fiat 132 and Lancia Beta. The cylinder head was the same as that used on the Fiat 131 Abarth Rally. The crankshaft and the flywheel were of Fiat origin, the rods with enlarged 11mm bolts instead of the normal 10mm. It was fitted longitudinally so that the long double wishbone suspension had enough space, and it also allowed easy access to the gearbox during rally service. It could be replaced in 12 minutes.

"Lubrication was a dry sump



“The philosophy was very simple. It was a collection of well-proven, existing parts”

the 1982 season. So it was a collection of well-proven, existing parts.

International rallying was being reorganised around new Groups A and B. The former would be for cars with four seats and at least 5000 examples built in 12 months, while Group B required only 200 units and two seats.

Sergio described the 037's technical side thus: "Starting with the engine, as fitted to the 200 production homologation cars, the block was the

conversion designed by Abarth for two reasons: firstly good oil feed under all rally conditions and secondly allowing a low position in the engine bay.

"We used an Abarth R10 type Roots supercharger, assembled at Abarth from parts machined by external subcontractors. The carburettor was a twin-choke Weber, chosen to achieve easily the emission limits required for road cars, and allowing us to complete the project in time. Injection could come later; at that time, electronically controlled injection was still relatively





unknown. The exhaust used a typical Abarth tubular steel manifold and two Abarth silencers. Between the exhaust manifold flange and the head we added a plate with two rods bolted through to the main block to help relieve the stresses on the cylinder head bolts on the 'hot' side of the head. Water injection, homologated as an 'option variant' was planned for some cars destined for countries that required more stringent anti-pollution devices.

"Ignition was by a production-based Marelli unit, but in the competition cars we used a special ECU with a proper distributor. The clutch was a simple Valeo hydraulic single-plate unit, based on that used in the Fiat Campagnola. The gearbox was the ZF 5DS25 unit, the same as in a lot of big GT cars such as De Tomaso Pantera, BMW M1 and Maserati Bora; the reason for the choice was its production availability for the 200 cars in a synchromesh version and its reliability in competition, mainly due to the big size of the component parts. At Abarth, we knew this unit well as we had used it in SE031 and SE035.

"Suspension: the decision was strongly in favour of double wishbones all round. These allowed us longer vertical movement, less friction, better control of camber and the possibility of adjustment according to the type of tyres being used (which could be tarmac or gravel, and radial or cross-ply).

"At the front was a conventional system. The lower

arm was a steel forging, while the upright was a cast-iron unit. The dampers were Bilstein combined with coil springs. The rear suspension was an original idea with the help of Mario Colucci, a previous technical director of Abarth, who had returned in the 1980s as a consultant. It involved a unique coil spring between the upright and the rear subframe, with two dampers to improve the handling by reducing the severity of the settings on each and thus the risk of overheating. This also helped the mechanic's hands when removing old parts at service points!

"For a rally car the idea was original, but we were later surprised to find that a similar suspension idea had been used by Iveco for an armoured car. After all, the target – namely to travel fast over rough roads – was the same in both cases.

"At the rear, the uprights were cast in aluminium alloy and the bearings front and back were of the SNR type as used on the Citroen CX. Both front and rear arms were mounted on Unibal bearings that were noisy but guaranteed accurate wheel travel and excellent handling on the road, in conjunction with Pirelli P7 tyres.

"The steering was rack-and-pinion without a servo but with a damper to reduce shocks through the steering wheel. This unit had to be built at Abarth because no suitable parts were available on the market at the time.

Montecarlo origin is clear. Engine was based on the Lancia Beta 2.0-litre block but using supercharging





Rubber fuel tanks were positioned on each side of the car. Front/rear wheels were different diameters

"All 200 cars were equipped with two Pirelli-Sekur FT3 rubber fuel tanks, with an electric pump feeding the carburettor. The choice of safety tanks was due to the rather vulnerable position of the tanks themselves, one on each side of the car, covered only by a glassfibre body panel.

"Brakes were twin-pot cast aluminium Brembo callipers acting on cast-iron discs, operated from a tandem pump in the cockpit in the same way as on the Montecarlo. To improve the bite of the brakes, we fitted a Benditalia hydrovac booster, the same as in the Autobianchi A112 Abarth. The handbrake was cable-operated with a Brembo independent mechanical calliper. The Speedline 16-inch three-piece wheels had different sizes front and rear. For competition on loose surfaces, we used one-piece cast rims, also by Speedline."

A car was sent to Pininfarina to be put in its wind tunnel. Leonardo Fioravanti took one look at it and said it was "horrible"! The most obvious deficiencies were found at the rear end, the car needing alterations so that the body closed in around the tail. At the same time various different front and rear spoilers were tried.

Sergio continues: "The structure of the car was based on a central cockpit unit from the Lancia Beta Montecarlo Spyder, as produced by Pininfarina. Inside was a homologated rollcage in 35mm steel tube with door bars. This was integrated with the two

subframes, which were designed at Abarth but built at three different locations (Marchesi in Modena and Cecomp and Abarth in Turin). The subframes were made of 25CD4 round steel tubing with some square tube and sheet metal reinforcement, and welded to the main centre cockpit unit. The front carried the suspension mountings and oil and water radiators while the rear carried suspension mountings and also the fuel tank supports.

"The bodywork was developed by Pininfarina and constructed in glassfibre by Viberti, a respected company in Turin with much experience with cars, trucks and trams. The shape was obviously rally-inspired; we had two big removable parts so as to give easy access during rally service. The front 'bonnet' had a supplementary opening in the middle allowing the jack and spare wheel to be removed quickly. There was a 'hunchback' on this lid, very similar to the Fiat 131 Diesel, in order to fit the large-diameter gravel tyre. In the production version we fitted a Minispare, as used in the Ferrari 308, and we also fitted a container should anybody ever want to take some luggage.

"The roof was also in glassfibre and had two bubbles, just like a Fiat Abarth Zagato 750, in order to fit tall drivers. The Stradale doors were the original Montecarlo units, including glass. On the rear bonnet, we had two side air intakes, adjustable to two positions, to flow air into the rear engine bay. Internally





a simple dashboard was fitted, covered with basic scuba rubber suit tissue!"

At this stage, the SE037 was still something of an orphan, the extant cars being badged as Abarths, a company that, as far as Fiat was concerned, no longer existed as a car producer. This situation had arisen because no one in the huge corporate structure of the company could make up their mind or commit to giving the car an official model name.

The whole 037 project moved ahead quickly. Abarth rented space in La Falchera, Turin, because 200 bodysells had been built and there was nowhere to store them. Stradale engine dynamometer tests had been carried out with carburetors to ease pollution problems. Chassis 006 was completed as the first pre-production road car although it wasn't until late September 1981 that chassis 003 appeared at La Mandria with a new bodysell looking much more like a 'proper' 037 Stradale. Top speed is not necessarily the most important feature of a rally car, but to make sure, a car was taken to Marene and timed at 226km/h (140mph) in October.

At last, team manager Cesare Fiorio confirmed that the car was to be officially called the Lancia 037 Rally, although some added 'Abarth Martini' to that. Crash homologation was successfully completed on 8 January 1982 and soon the Pininfarina production line was up and running. With the specification for the production engines frozen, the first car was ready by the end of the month. Pininfarina received the front and rear subframes from the subcontractors and welded them to central

Montecarlo sections already built, then painted and finished them. The finishing production line was at Lancia's Filiale plant in Via Caraglio in Turin. Here, all the mechanical parts were received from Abarth, the chassis were brought in and the cars were completed. This particular plant was later used to make the Lancia Delta S4 and Thema 8.32.

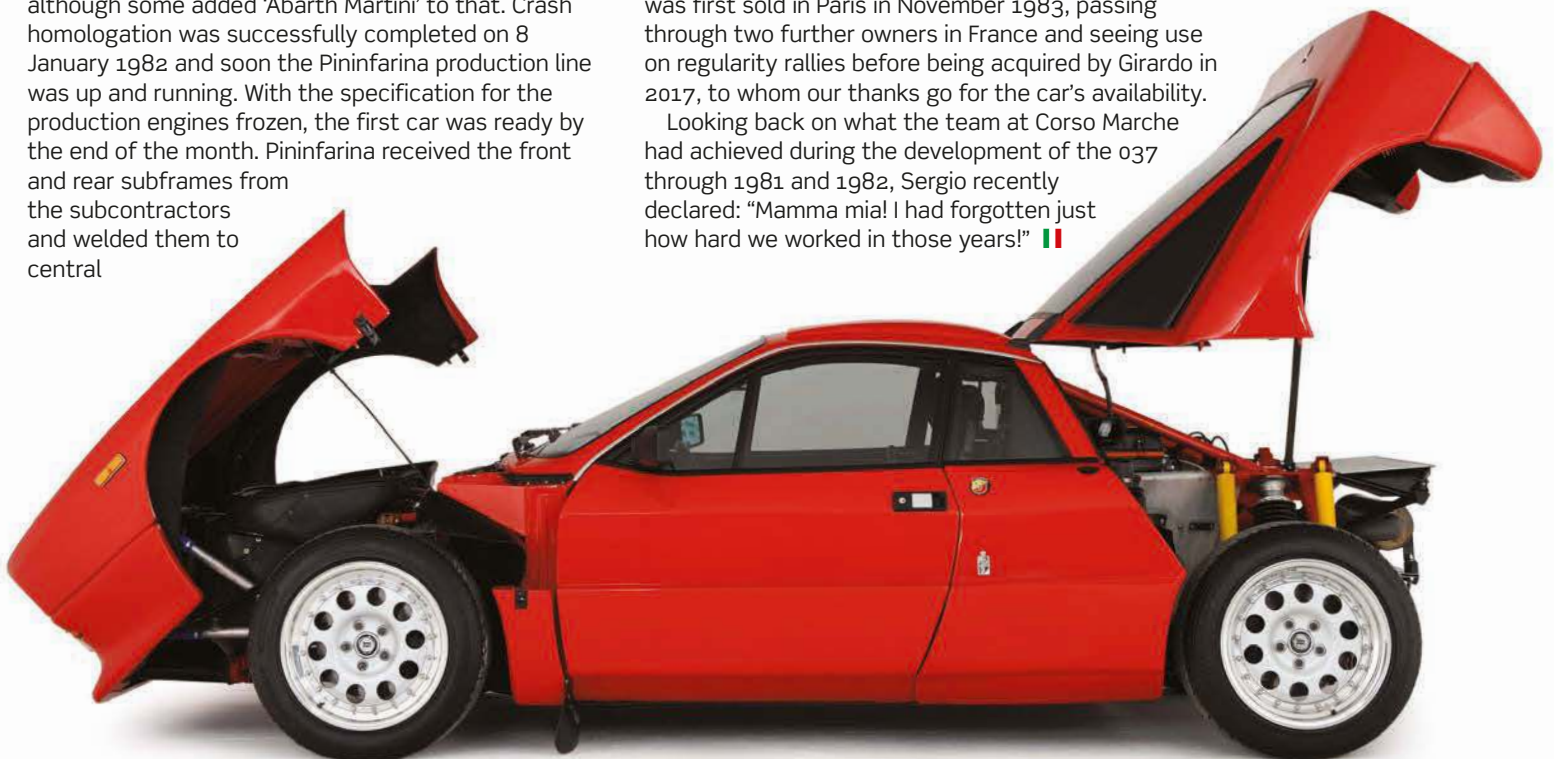
The total number of cars built was 207 when FISA arrived to homologate the 037 from 1 April. It was reported that there was a stock of cars from which the public could purchase examples. Cesare Fiorio said: "I think the road car will sell for about 40 million lire [about £18,000] but if you want a rally car, that will be 53 million lire before tax."

With two days to go before the car's competition debut, the deadline had been met and the car was legally accepted for Group B rallying. Sergio: "A last minute addition was the huge rear spoiler made of glassfibre. At the FISA inspection for homologation, not all the cars were fitted with this, so a second inspection was required only a few days before 1 April."

The car featured on these pages was recently sold by Girardo & Co, having been comprehensively serviced and with all possible problems eliminated. Chassis 111 was first sold in Paris in November 1983, passing through two further owners in France and seeing use on regularity rallies before being acquired by Girardo in 2017, to whom our thanks go for the car's availability.

Looking back on what the team at Corso Marche had achieved during the development of the 037 through 1981 and 1982, Sergio recently declared: "Mamma mia! I had forgotten just how hard we worked in those years!" 🇮🇹

This is chassis 111 of only 207 cars made, in a convoluted production process involving Lancia, Abarth and Pininfarina





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Mid-Life Crush

One of the world's pioneering mid-engined sports cars, the Fiat X1/g has handling delicacy and low-speed thrills in its favour. But what do you need to check for when buying?

Story by Richard Dredge
Photography by Michael Ward

Until the wraps were taken off the Fiat X1/g in 1972, mid-engined sports cars were generally exotic and unattainable. While this sporting Fiat was the first mid-engined car to be built in significant numbers (163,750 were produced in all), it made little impact in the UK, with buyers wedded to the idea of low-tech, front-engined British sportsters. By the time these had all died, the hot hatch revolution was underway, and once again the X1/g was overshadowed.

Even though it provides plenty of fun per pound and the rakish Fiat can represent a great buy, you really need to track down the best possible example, which is far from straightforward. The number of survivors has dramatically dwindled: it's reckoned there are just 500 examples of the X1/g in the UK now, and not all of those are on the road.

The X1/g was unveiled in 1972, but it wasn't until 1977 that the first right-hand drive cars were made, complete with fitted luggage, tinted windows, alloy wheels and foglights. Within a year, the initial

1300 engine had been swapped for a 1500 unit, and at the same time Fiat fitted bigger bumpers, a redesigned dashboard and new seats. Until 1982, all X1/gs were made by Fiat, but Bertone then took over production and the following year a spruce-up brought two-tone paint, leather trim, redesigned alloy wheels and electric windows.

Throughout the 1980s, Bertone continued to titivate the X1/g with fresh colours, new wheel designs, refinished bumpers and side mouldings to protect the bodywork, but it was all cosmetic. The final X1/gs, known as Gran Finales, were made in 1989, and came with Alcantara trim, unique wheels, rear spoiler and red or blue metallic paint.

The purer looks of the Mk1 with its 1300 engine tend to hold the most collector appeal, but parts availability for early cars is poor (and often costly) and it's not that quick. The four-speed gearbox also means early X1/gs are very busy when cruising at speed. Despite the

1500 being more refined, quicker and boasting a stronger bodyshell, the later model is not as sought-after. It's also more relaxed at speed thanks to its five-speed gearbox, and better equipped. Throw in lower asking prices and better availability and it's easy to see why these later X1/gs are the most sensible X1/g buy.

Most UK cars are well known within X1/g circles, which is why club membership is key. While there are some superb cars in the UK, if you can't find what you want and you don't mind left-hand drive, don't discount shopping in Europe. The sporty Fiat has an even bigger following over there, and there are some truly fabulous examples





across the Channel, although there are never very many for sale at any one time.

ON THE ROAD

The X1/9 is more practical than you might expect. What it lacks in ultimate usability is made up for dynamically by a rev-happy mid-mounted engine. Throw in a convertible configuration and two seats and the X1/9 really is the poor person's Ferrari.

No X1/9 is over-endowed with power, but this isn't a car that's about outright performance; it's about being an

extension of the driver. The controls are perfectly weighted, the steering is deliciously sharp and the non-servoed all-disc brakes have just the right amount of bite to make every drive an adventure.

The X1/9's chassis can cope with a lot more power than it's subjected to in standard form, so engine swaps aren't unusual. Some owners have installed Uno Turbo powerplants while others have gone for a larger naturally aspirated unit such as a Fiat 2.0-litre twin cam. It's even possible to fit the supercharged engine from a Lancia Volumex, which gives serious performance.

Before buying a modified X1/9, though, check the quality of any work done and see

who has done it – also make sure that your insurance company will cover you. While a bigger engine can provide a lot more poke, it's easy to tune the regular X1/9 powerplants – and it's not costly. Swapping the camshaft for something fruitier is possible, along with gas-flowing the head and fitting bigger valves, but it's easiest to just slot on a performance exhaust (including manifold), a high-flow air filter plus rejet the carbs for a noticeable increase in performance.

ENGINE / TRANSMISSION

Engines can easily notch up 100,000 miles, if well maintained. The 1300 and 1500 engines were borrowed from the 128 (1.3-litre) and Strada (1.5-litre), and they're easier to access for servicing than you might think. All X1/9 engines have a cambelt that should be replaced every four years or 36,000 miles, while setting the valve clearances is awkward

as it's done with shims. Fitting electronic ignition is worthwhile, to overcome hot starting problems.

Oil leaks from between the camshaft carrier and cylinder head are common, and head gasket failures aren't

unusual as many head gaskets are poorly made. An erratic tickover will be the result, although debris in the carburettor jets can also lead to poor running.

The engine's location means it's susceptible to overheating if the cooling system isn't kept in tip-top condition. There's a thermostatically controlled electric fan





(check it works), while the nose-mounted radiator corrodes internally and the outside gets covered in debris; a recored radiator will fix most cooling problems for £120. The alloy head can also corrode internally if anti-freeze levels aren't maintained, plus the steel pipes that run from the radiator to the engine can corrode inside and out; they need to be flushed through occasionally.

The coolant pipes run the length of the car within a welded-up box section, so they're not accessible. If they spring a leak the repair bill can easily run to £600 or more. Thermostat housings corrode then break; many used ones have been bodged with putty, so beware – decent used ones now change hands for £150 apiece.

All X1/9s came with a manual gearbox; the four-speed unit came from the 128 and the five-speeder from the Ritmo/Strada. The

former units last well but the five-speed transmissions are much weaker, suffering from particularly poor synchromesh on second and third. Spare parts are scarce, so rebuilds are expensive; be wary of buying a car with a tired or damaged gearbox.

Watch for split CV joint covers and listen

ago, but some repair sections are available, although it's best to stick to repairing panels rather than replacing them, as achieving a good fit can be tricky. Rot can strike anywhere, but any corrosion tends to be obvious rather than hidden.

The front and rear wing bottoms, sills, door bottoms and wheelarches are the first areas to go, along with the front and rear valances. The doors rot badly

“ Rot can strike just about anywhere, but any corrosion tends to be obvious rather than hidden ”

for knocks, which signify the joint needs to be replaced. Also, the cap-headed bolts that secure the driveshafts to their driving flanges can work loose, resulting in very obvious noises from the rear as drive is taken up.

CHASSIS / BODY

The factory-applied rustproofing was always poor and there are lots of rust traps built in. Replacement panels dried up long

and because their frames also corrode, the whole structure is weakened. Also check the engine and luggage compartment lids plus the nose panels, inner wings and triple-layered rear suspension turrets. The whole of the windscreen surround needs careful inspection, as rust is common here and fixing it properly can easily cost over £1000, because the interior and windscreen have to be removed. Because windscreens go brittle and delaminate, a replacement is often



Purer, earlier cars are preferred by collectors. Yellow car in our pics is one of the last standard cars before Gran Finale

required at a cost of around £300. The same windscreen design was used throughout X1/9 production – but beware that a lot of new ones don't fit very well.

The front mounting point for the rear wishbone can rust; it's best viewed from the inside of the car, just inside the base of the B-pillar. Repairs aren't all that difficult, but if this area has corroded significantly, there's a good chance that much worse will be lurking elsewhere.

RUNNING GEAR

The rack-and-pinion steering rarely gives problems, apart from the possibility of damaged rack gaiters. The MacPherson strut suspension is durable too, but the balljoints can wear. Tired front balljoints are easily and cheaply replaced (about £30), but those at the rear are costly to renew as they're integral with the lower wishbone. Even used wishbones are £150 apiece; new ones are £300 plus. It's possible to do the work on a DIY basis, but invest in a four-wheel alignment check afterwards to avoid rear-wheel steering.

Brake callipers can seize, along with handbrake cables on little-used cars. There's no servo to go wrong and assistance isn't needed as the all-disc system is perfectly up to the job. The handbrake arms on the rear callipers can seize up, and as the callipers are fragile it's easy to damage them when working on them. An annual brake service (cleaning and lubricating) helps to minimise problems.

TRIM & ELECTRICS

Low-quality interior trim can mean problems. Carpets fall apart, and split seat trim is also normal, especially on the driver's side. The





1300 had cloth trim, the 1500 vinyl, while the Lido and Gran Finale featured Alcantara and the VS had leather-covered seats. None of these coverings lasts well and unsurprisingly, replacement trim has been unavailable for years, so a costly retrim is the only long-term solution.

Electrical problems are common, with the pop-up headlight relays and diodes often failing. The same goes for the electric windows, and if the glass is raised and lowered by hand instead (as most are), the operating cables can break. Window regulator mechanisms are prone to fail and repairs are a real pain.

Cars used only rarely are the ones most likely to be suffering from electrical issues. The fusebox in the passenger footwell can get damp; cleaning the contacts and squirting WD40 over them often works wonders. Modified electrics are particularly likely to cause grief, so check for anything having been spliced into the system. Another weak spot is the alternator; some

Early cars badged Fiat, later ones Bertone. If you like your motoring pure, the X1/9 is the car. Engine access is actually decent



cars got a poor-quality Marelli item while others got a Bosch unit. The Marelli alternator isn't very durable, but more reliable Bosch and Lucas alternatives are available. Before spending any money, though, it's worth checking the security of the earthing straps on the front bulkhead and between the gearbox and the bodyshell; these often work loose or corrode, and properly attaching them or replacing them can make all the difference.

RUNNING COSTS

Andy Rowley is chairman of the X1/9 Owners' Club and he currently owns a Gran Finale, along with a 1300 Lido project. He says: "I bought the Gran Finale in 2002 and it's since covered about 1500 miles a year, which is about average for one of these cars. I'm 51 and live in Staffordshire and I pay just £130 for insurance, while the road tax is £150. My car has never failed an MOT or needed any bodywork. It's only had routine maintenance which I do myself. Tyres are £50-£60 apiece

TECHNICAL SPECIFICATIONS

FIAT X1/9	1300	1500
ENGINE:	1290cc OHC 4-cyl	1498cc OHC 4-cyl
POWER:	73hp at 6000rpm	86hp at 6000rpm
TORQUE:	72lb ft at 3400rpm	87lb ft at 3200rpm
TRANSMISSION:	4-speed manual	5-speed manual
WEIGHT:	913kg	920kg
MAX SPEED:	99mph	112mph
0-62MPH:	12.2sec	11.7sec



and a kit to replace the cambelt (tensioner and belt) is just £30 or so. One of the most costly parts is the rear brake callipers as these are unique to the X1/9; new ones are about £150 apiece. On a run I can get 40mpg on the motorway but these cars need to be driven hard from time to time – even then it's hard to get less than 30mpg if the engine is set up properly".

PRICES

Most X1/9s are 1500s. Buy a restoration project and you'll pay £1000-£2000 for it; anything less will probably be a breaker. A

decent X1/9 1500 costs £2000-£5000; such cars will probably need some TLC before long though. Really tidy cars are £5000-£7000, then minters are anywhere between £7000 and £10,000.

If you can find a 1300 project car, you can expect to pay between £2000 and £5000, depending on condition. Good examples are £5000-£7000 and really good examples are £7000-£10,000, while the very best 1300s are currently fetching between £15,000 and £20,000. There are very few superb 1300s, however, and unrestored cars are pretty much extinct now.



TYPICAL PRICES:

- X1/9 1500, 1986, 43,000 miles, metallic blue, £3995
- X1/9 1500, 1982, 70,000 miles, metallic red, £4995
- X1/9 1500, 1988, 94,350 miles, blue, £5499
- X1/9 1500, 1984, 28,000 miles, metallic red, £7500
- X1/9 1500, 1988, 24,000 miles, metallic grey, £7995
- X1/9 1300, 1975, 35,399km, LHD, red, £13,000



I BOUGHT ONE

Ian Gould first owned an X1/g in the early 1980s; since 2012 he has owned the fabulous 1989 example in the pictures. Says Ian: "That first car was too impractical for everyday transport but it was tremendous fun to drive and own, so when I retired I decided to find a really good one that I could use occasionally through the summer.

"I wanted something original, low-mileage and rust-free, as I'm happy to look after the mechanical side but not welding or bodywork repairs. It took me six months to find this car, which had seen little use for the previous 20 years. It had done just 10,000 miles and it's now done 16,000. This car is one of the last standard X1/gs made before the Gran Finale came along. I wasn't sure about the Giallo Cedro colour at first but now I love it.

"I needed fresh tyres, new hoses, a brake and carburettor overhaul, and there were one or two minor 'hidden' rust issues to sort. But it was mainly a question of going over the car from top to bottom, cleaning, checking and oiling things to get it looking

and running really well. Mechanical parts availability is good and DIY maintenance is surprisingly easy, considering how cramped the engine bay appears to be. You can run one for very little. The key thing is to drive your X1/g regularly – and occasionally quite hard – or it just feels sluggish and things start to stick or seize up. This is definitely a car to be enjoyed on the road rather than just cosseted and locked away.

"I'm so glad I decided to revisit the X1/g as it's everything I remember. The dynamics are unique at this price point, as it's so much fun to drive and comfortable too. I'm 5ft 10 and I can fit in fine, but anybody much taller might struggle. While it's not the best everyday vehicle for a one-car family as my original X1/g had to be, it can easily cope with a week away. It was the perfect retirement present." 🇮🇹



THANKS

Many thanks to Andy Rowley of the X1/9 Owners' Club and Ian Gould for their help with this feature



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COPPA D'ORO DOLOMITI

A gruelling modern classic in the Dolomites

Story & images by Peter Collins



It is difficult to imagine today that there might once have been an international 200-mile mountain race for top-calibre sportscars, part of which was on loose-surfaced roads but in the decade following 1947, the Coppa d'Oro delle Dolomiti, or Dolomites Gold Cup, was that race.

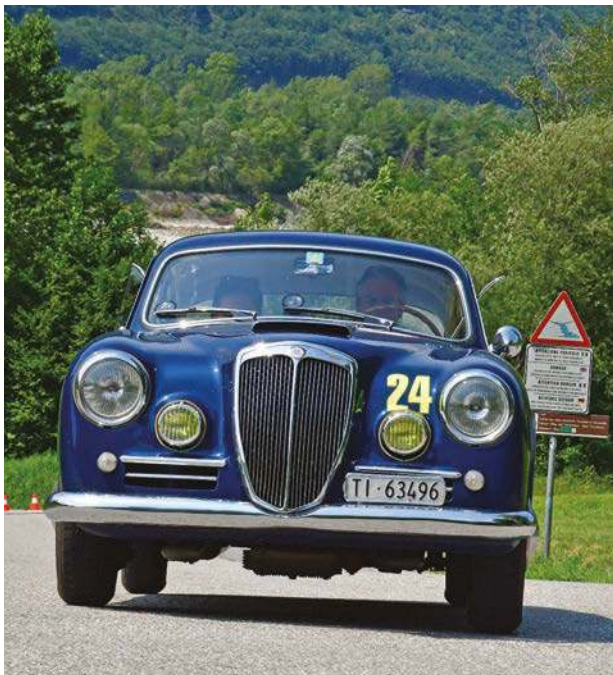
Even more challenging than Mugello, Targa Florio or even, arguably, the Mille Miglia, it consisted of one lap of a 304km circuit, entirely on public roads, that ran through the Dolomite Mountains in the north-east of Italy and started and finished in Cortina d'Ampezzo. With an elevation difference of 2000 metres during the lap, it was organised then, as now, by the Automobile Club of Belluno. Perhaps the most famous pass over which the route went was the Pordoi, also used by the Tour des Alpes rally.

In period, the cars involved were serious sports racers. Giovanni Bracco and Gigi Villorosi in a Maserati A6GCS were 1-2 in 1948; Mille Miglia winner Giannino Marzotto and his brother Paolo won in 1950, 1952 and 1953 in their Ferrari 195S, 225S and 250MM; and in 1955-1956 Olivier Gendebien first won in a Mercedes 300 SL, with Eugenio Castellotti taking the 2.0-litre

class in a new Ferrari 500 Mondial, then took second overall in no less a machine than the Ferrari 290 MM in that second year. It is all too difficult to take this in today when you see the narrow, roads that were used, especially now that they are metalled. The fastest ever lap was set by Giulio Cabianca in his Osca MT4 at 100.4km/h (62mph), clearly demonstrating the advantages of small size and nimbleness. In fact, that same car took a win this year but in totally different circumstances.

The original series of Coppa d'Oro events finished in 1956. However in 1972, the Belluno club resurrected the title as a round of the Italian National Regularity Rally Challenge and it has continued until today. It is now included in the ACI's Epoca Championship Italian Grandi Eventi series and it's still based in Cortina d'Ampezzo. The major difference today is that the event is held over three days, with a northernmost lap around the mountains on the Friday and then an equivalent-distance southern lap on the Saturday. A Concours d'Elegance follows in Cortina on the Sunday. Eligibility rules state an age cut-off of 1971 but two special classes were included this year for outstanding

*CLOCKWISE FROM ABOVE:
Concours winners Kimura
and Kurosawa in Osca;
Cisitalia from Torino Auto
Museo; Bianchini Lancia
Aprilia; Pasquale's Ferrari
Lusso; Magenti/Magaraggia
Lancia near Longarone*





GT cars manufactured from 1972-1990 and post-1991.

Right from the start on the Friday, the mountain passes beckoned with an initial trip over the Passo Tre Croci, which rises directly out of Cortina. The day's loop of 251km was run anti-clockwise and involved five major passes and reached as far north and west as Bressanone, before heading back into Cortina via the famous Passo Pordoi, much feared by Coupe des Alpes crews in the past, although 2019's crews only needed good brakes for it as they were tackling the longest part downhill.

Running at number 14 was a Cisitalia 202S MM Nuvolari – a car that ran in this race in period – entered by the Museo Nazionale dell'Automobile di Torino and crewed by Ermanno De Angelis and Annunziata Del Gaudio. In addition, the ex-Giulio Cabianca Osca MT4 1500, winner of the last Coppa d'Oro in 1956, was entered by Hidetomo Kimura and Tetsu Kurosawa from Japan.

First blood on the Friday went to Ezio Sala and Mara Massa in their Lancia Aprilia, but by the end of the day it was the 1939 Fiat 508C of Giovanni Mocerì

and Valeria Dicembre that topped the leaders' list. Heavy rain affected positions during the afternoon and Nino Margiotta (Volvo PV444) and Gian Mario Fontanella (Lancia Aprilia) fought during the day over second place.

Saturday's loop was also run anti-clockwise and started with a run over the Passo Giau. The weather was sunny and very hot. The route took in Passo Duran with a break in Belluno. Mocerì and Dicembre won in their Fiat 508C, followed in by Sala and Massa and the Margiotta Volvo. After two days, the aggregate overall result was Mocerì/Fiat, Sala/Aprilia followed by the Volvo in third place. All down the results list, the entry showed real quality, for instance the Lancia Aurelia B20 of Valente/Magaraggia, the Marzotto/Silliprandi Lancia Lambda Casaro, a rare 1950 Fiat 1400 Vignale Orchidea Coupe and an Alfa Romeo 1900 by Pininfarina piloted by Caniggia/Capurso.

In Sunday's concours event, there was a highly deserved win for Hidemoto and Tetsu with their gorgeous Osca, with Maria Bussolati and Simona Tironi taking second with their Mercedes 300 SL Gullwing.

CLOCKWISE FROM ABOVE:
Great spectating Alfasud;
fourth-placed Aprilia
climbing out of Val Gallina;
Morao and Rosetti in their
Fiat Campagnola



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Festival Italiano

Our Stateside correspondent reports from The Hermitage

Story and Photography by Bryan McCarthy



A wise man once said, the journey of a proper recap begins with a single word. For Festival Italiano, now in its third chapter, that word would be 'ambition'. This American celebration of Italian cars is the creation of Tony Boniello. Despite being just 26, Tony has been organising impressive events for years. His group, Cars & Caffè, meets bi-monthly in the sunnier months and has been responsible for some of the largest single-day gatherings of cars on the US East Coast.

According to Tony: "Festival Italiano was founded as a result of my passion for classic and exotic Italian cars. The designs, sounds and intimate feel of the cars I've experienced further boost my passion." He's put that passion to the pavement and was able to assemble some of the finest cars in the area, ranging from classics to moderns.

The venue was far beyond a basic vacant parking lot. The Hermitage is a US National Historic Landmark, a stone farmhouse built in the 1700s and situated on five acres of beautifully manicured grounds. The front yard, under the shade of ages-old trees, played host to Festival Italiano.

This year, the weather couldn't have been greater, the grounds greener, the selection of cars grander. Cars began rolling in around 8am, with preregistration making ingress as smooth as possible. First to arrive was an immaculate Ferrari F430 Spider, finished in Rosso Corsa, the dropped top showing off a sumptuous tan interior. A recently purchased Fiat 124 Spider followed, lovingly wiped down by its owner as soon as she parked it.

Other Fiats included both old and new 500 models, including the Abarth variety, while Spiro Kalamaras brought his silver 1980 X1/9, of which he's had the pleasure and privilege

of being its sole titleholder.

Representing Lancia was another vehicle driven by its original owner: the 1967 Fulvia Sport Zagato of Joseph LaCognata. During its restoration, Joseph fitted the flared wings of the racing model to enhance its street presence. It certainly worked: it took home Best in Show runner-up prize. One of my favourite Lancias was the bright red 1993 Delta HF integrale Evoluzione. There's just something about a rally monster for the street that turns my gears, and it even arrived carrying kids. A standard Fulvia Coupe rounded out the offerings from Turin.

Ferrari brought quantity *and* quality, with a 250 GTE, Dino 246 GTS, 365 GTC/4, lovely white 308 GTS and numerous other 308/328s waving the vintage flag. The Best of Show was also a Prancing Horse, but more on that later. If there were an award for best moustache, Giovanni Calabrese would have





won, hands down. He was displaying his black 328 GTS, with his son, Dante, riding shotgun.

From the newer stables were a select group of 355s, a pair of 360 Challenge Stradales, some 430s, 458 Italias, Spiders and Speciales, a 488 Spider and a Mondial. Wide World Ferrari brought along a double shot of showroom shiners, including a GTC4Lusso and 488 Spider.

Rob Krupski's F12tdf had plenty of carbonfibre to match the Rosso Corsa paint, and it took home the People's Choice award.

Lamborghini had a strong showing as well, with plenty of 12-cylinder music makers for the crowd to enjoy. Two Diablos and a Countach made friends with impressionable children, their scissor doors a never-ending source of excitement. And when was the last

time you saw a Jalpa? Sant'Agata only built 410 over an eight-year model run, but one was on hand to ogle.

Who knew that Alfa Romeo had a way of bringing families together? Father and son, Robert and Rob Vadala, each displayed their Alfas. Junior Rob's was a 1969 Spider and father Robert fetched a second place trophy for his 1967 GT 1300 Junior, personalised with large wheels. Also on the roster were a Montreal, Coupes, Spiders, a rare GTV6 Maratona, a Stelvio and a gorgeous 8C Competizione. An Arnolt-Bristol briefly stopped by, its bodywork made by Bertone. Rounding out the Italians with an imported heart was a De Tomaso Pantera in striking orange, its Ford V8 rumbling away.

When it came to Best in Show, it was no

surprise that it went to the Ferrari F50, a local legend that's female-owned and driven. With a tongue-in-cheek application of a Plymouth badge on its rear mesh grille, the Rosso Corsa rock star rose above the field to take the top nod.

Tony had assembled a conclave of seasoned professionals to judge the event, including Matt Maisano (a Greenwich Concours participant), Bob Austin (former Volvo executive and director of the Rolls Royce Owner's Club), Gordon Bortek (founder of the Tuxedo Concours) and Dick Gundeck.

What does the future hold for Festival Italiano? Tony says he's envisioning it growing. "I might add a 'Tony's Choice' category," he says. "How do you qualify? I test drive your Italian car, of course!"



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

FERRARI 330 GT 2+2

STORY BY TONY COX

This Ferrari 330 GT, imported to Australia in 1964, has been extensively restored over a five-year period. It was undertaken in Adelaide primarily by three specialist restoration businesses.

Tim Ringwood Restorations was brought in to rejuvenate the motor, replacing or machining all moving parts and wear surfaces. When it came to replacing the valves, Tim fitted devices known as 'elephant feet' to the tappets. These have a square base and the ability to swivel so that the base is always square on to the head of the valve stems, which virtually eliminates wear.

Once he had the engine running again, he found it to be much tighter mechanically than when it had arrived in his workshop. Moreover, having been fitted with new pistons that were lighter as well as stronger, its responsiveness exceeded that which would have been experienced even when fresh out of the factory.

Tim took other opportunities during the restoration to make improvements while remaining essentially faithful to the original design. With the exhaust needing replacement, he had an exact copy of the original Ferrari system made, complete with Ferrari hangers, the only departure being the use of stainless steel because of its greater durability.

The rest of the car was as out of condition as the engine. Custom and Classic Cars was brought in to restore the body and paintwork. Being a 1960s car that had been in regular



street use for decades, some problems with rust were expected. The worst-affected areas were around the jacking points. The rest of the car was in good condition, with no rust in the chassis itself. The most badly affected parts were cut out and new steel was welded in, using oxy rather than MIG.

The tired red paintwork was stripped by hand using gel stripper. This technique was chosen in preference to sand blasting, which erodes and hardens the steel; hardened steel poses a problem for finishers because their files tend to slide over the metal rather than bite in. A little panel beating was required to render the bodywork perfectly regular.

The owners opted to restore the car's original colour, which was, according to Ferrari's records, Verde Medio 19.947 (a metallic fawn green). Unfortunately, neither the formula nor the ingredients were now available. By mixing up four test versions using contemporary paint ingredients, one of these matched very closely an overspray from the original Ferrari paint job found inside the car.

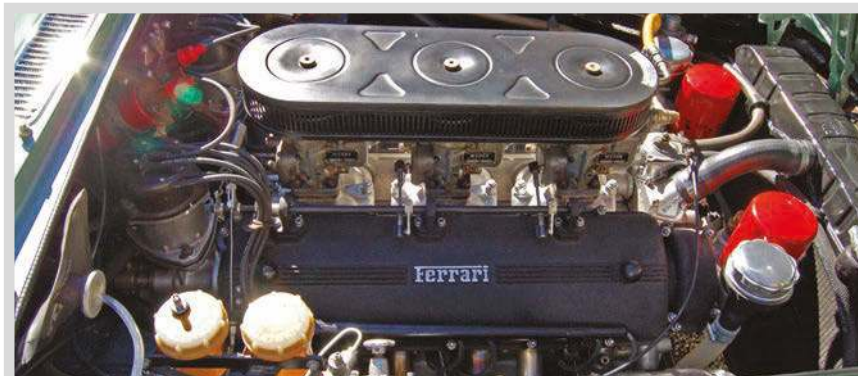
Tim now worked on the braking system, including boring out and re-sleeving the slave and master cylinders with stainless steel,

installing new lines and reconditioning the servos. The wire wheels were overhauled by Ruote Borrani in Italy, using new hubs and stainless steel spokes.

Willshire Motor Trimmers then undertook a refit of the interior, reupholstering the seats, door lining panels and other interior trimmings from Connolly. Where other trim items had been damaged, these were either replaced or restored. The biggest problem for Willshire came when replacing the non-original carpet, as Ferrari was unable to provide any information about what it had originally fitted. Willshire established that it was probably from Wilton Carpets, and sought a colour complementary to the tan of the leather, choosing Wilton's beige.

In early 2019, the car was back to its glamorous best inside and out, as well as mechanically. The results, according to all involved, are exceptional. After having enjoyed their success for a short time, the owners are ready to hand this magnificent vehicle on to someone else.

Those interested in making an offer can obtain further information about the 330 GT at epicure.net.au/ferrari



WRITE TO THE EDITOR AT: *AUTO ITALIA*, GINGER BEER PROMOTIONS LTD,
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OR EMAIL CHRISREES@AUTO-ITALIA.NET



PRAISE BE TO BUSSO

I am very pleased to see much space devoted to the Busso V6 and the cars that had this engine fitted in your October 2019 edition. I have two excellent, all-original Series 3 GTV 6s in red and silver, owned for 31 and 24 years. The silver one is very low mileage and near-mint.

In 2003, I bought a new g16 GTV V6 3.2 in silver. I still have it and it's all-original with very low mileage and still with its original brake pads. For everyday cars, I have had a 75 3.0 V6 and two 156 V6s from new, and I am currently thinking about a new Giulia.

Of course, they are all great cars. I agree with your notes on the GTV 6. They are incredible cars, and once you learn how to drive them properly, they reward you like no other car in my view. I have recently returned from Italy in my red one. The trip included four loops on top of the old Fiat factory in Turin and two circuits of the Balocco track. The car performed very well and got a lot of thumbs-ups over there.

All the best and keep promoting Alfa Romeo. With shrinking sales, I worry about Alfa's future.
Niall Shaw

MORE BUSSO BRILLIANCE

In the latest issue of *Auto Italia* it was a pleasure to see (and read) the article about the legendary Alfa Romeo V6 Busso engine. In 2019, the Busso V6 celebrated its 40th anniversary, having debuted in the Alfa 6. No Italian magazine has done an article about this anniversary, nor indeed any classic car magazines.

Stefano Agazzi, Italy

AURELIA DESIGNER

Thank you so much for the great article about the Lancia Aurelias (August 2019). I would like to point out that the original styling for the Lancia Aurelia B20 Coupe was done by Mario Felice Boano in his time with Carrozzeria Ghia, when he was co-owner and chief stylist. Pinin Farina was involved almost from the beginning, producing, modifying and further

developing the Aurelia, but the original shape was created by Ghia/Turin.
Thomas Knetsch, Austria



FERRARI BLUES

Thoroughly enjoyed the latest issue. I'm in the process of restoring a 1979 Fiat 124 spider and just at the point to have it resprayed. Your article on the Ferrari F8 Tributo was very interesting and I

particularly like the colour. Is there any possibility you could let me know the colour/paint details please?

Derek Grace

The colour is an 'Extra Range' Ferrari shade called Blu Corsa. Hope that helps! - Ed

COFFEE AT THE CASTLE

I spotted the Chillingham Castle event in your magazine and we made the 60-mile journey from County Durham to check

events take place in the south of the country but it is acknowledged that the bulk of the membership are based there as well. We applaud this effort by *Auto Italia* to bring an event to us in the north, which is why we attended. There are many, many enthusiasts in this part of the country and they would probably all have been at Chillingham Castle if only they had known there was an event taking place.

Please try again next year but make sure it is well advertised so everyone, not just *Auto Italia* readers, know something special is taking place.
Les Arrowsmith

Thanks for making the effort to visit the Chillingham event. Auto Italia was testing the water this year to see if a northern event was viable. Like any event, bad weather has a big effect on attendance and there's no doubt this was a significant factor on the day. Auto Italia will be looking at alternative venues and intends to hold a north eastern event in 2020.
- Phil Ward





Vignale Masterpieces of Style
By Luciano Greggio
Giorgio Nada Editore
£48

Of all the books in Giorgio Nada's excellent 'Masterpieces of Style' series – so far there have been volumes on Pininfarina, Touring, Zagato and Giugiaro – it is the Vignale one we'd most been looking forward to. There isn't much out there on this important coachbuilder, so we had high hopes for this new 208-page book.

We're not disappointed. The story of Vignale is expertly told, from its foundation in 1946 by Alfredo Vignale right up to its (rather sad) resurrection as a posh badge in Ford's line-up.

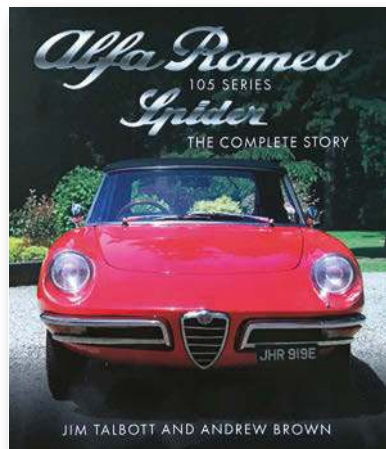
Vignale was 'in' with Ferraris right from the start. The Turin-based coachbuilder was responsible for Prancing Horse models such as the 166 and 212 Inter, 250 and 340 MM.

It then covers in fine detail the extraordinarily productive period with Giovanni Michelotti at the design helm, from the early 1950s up until 1962 when, having done his last ever design for Vignale (the Lancia Flavia convertible), he upped sticks to go freelance. The 1950s and 1960s were undoubtedly

Vignale's purple period, with some exceptionally charismatic cars based on brands as diverse as Abarth, Maserati, Lancia, Triumph, BMW, Daihatsu and Jensen.

Vignale also produced numerous bodies for Fiat, including special versions of the 500 and 600, perhaps the most familiar being the retro Gamine 'Noddy car' plus the 124-based Eveline and 125-based Samantha.

The photography is mostly archive-based, many of the shots being previously unpublished. A few modern studio shoots also feature but in no way diminish the true-to-period feel; only a few fuzzy images detract from the excellent quality. The text (entirely in English) is readable, if not particularly detailed. Recommended.



Alfa Romeo 105 Series Spider: The Complete Story
By Jim Talbott & Andrew Brown
Crowood Press
£25

Ask anyone to name an open-top Italian sports car and the Alfa Romeo

105 series Spider is probably going to be top of that list. Launched in 1966 as the Duetto and remaining in production for fully 27 years, it's one of the longest-lived and best-loved sports cars of all time.

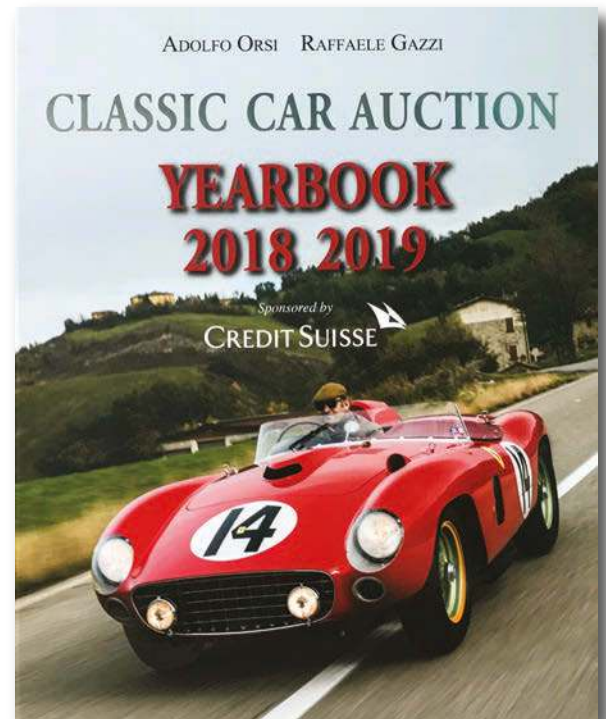
Jim Talbott and Andrew Brown are the authors. Both will be known to many readers: Jim served on the board of the Alfa Romeo Owners' Club for many years, while Andrew edited the AROC club magazine, too.

It's no surprise, therefore, that the subject matter is treated with the level of thoroughness and detail that the 105/115 series Alfa Spider really deserves. The writing style is matter-of-fact but very readable.

There's a good chunk on Alfa Romeo's history but easily the biggest part of the book is devoted to the many and varied evolutions of the Spider, through four distinct series. As launched, the Duetto's radical look wasn't widely admired, and very soon enhancements were made to the shape, as well as bigger engines and higher-spec interior fittings.

It's great to see the international variants and rare special editions covered in detail, too. Detailed technical specifications are not ignored, either, and there is good info about buying and owning a Spider.

Over 192 pages, there are over 330 photographs, including quite a few new ones. This results in a sometimes inconsistent feel, with factory shots intermingled with pictures of owners in



their cars, for instance, but there's no arguing with the level of detail you get in the pictures, 255 of them colour, the other 58 black-and-white. At £25, it's a great value book, too.

Classic Car Auction Yearbook 2018-2019
By Adolfo Orsi and Raffaele Gazzi
Historia Selecta
£70

For 24 editions now, this respected annual tells you exactly what has been happening in the world of automotive auction sales around the world. Sales from the September 2018 to the August 2019 are the subject matter, and the scale of the authors' exercise can be gleaned from these stats: 97 auctions, 5467 cars sold, 327 different marques listed and total transactions of \$931 million.

2018-2019 has been a turbulent time for classic car values. The new edition reports a 23% decrease in overall sales since last year,

and the decline in cars sold over the \$1 million mark this year is very notable. But it's not all doom and gloom. The authors point to the values of certain models showing gains in the longer term. As the authors say: "Today we have a buyer's market and real collectors should look with attention at what is being offered now."

Ferrari continues to be the star performer. Top lot was the Ferrari 290 MM sold by RM Sotheby's in December 2018 (\$22 million), while Ferraris occupy six cars of the top ten slots and 38 in the top 100.

At the front are 24 graphs and charts providing market views, but the bulk of the book is devoted to detailed auction results. Chassis numbers are given and results are provided in three currencies (euros, dollars and sterling).

This is a big, weighty tome, with 400 pages and 947 photographs, which – apart from slender sections at the front and rear – are all black-and-white.



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ALFA'S LEGENDARY 164 PROCAR



Some features may appear in a later issue

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ALFA ROMEO



Alfa Romeo 2 car Transporter. 1959, grey, fully restored with extensive photograph record. Nova registered, can be MOT'd and registered if needed. I have another ready to do so this one is going. Offers, poss part ex if you have a Giulitta Sprint. Tel: +447973 711948. Email: edseymour@outlook.com. A287/030



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. A287/009



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 mediablasting 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. A287/010



Alfa Romeo Giulia Sprint GTV Step nose. 1967, blue, recent restoration, stunning, mostly done last 6 months, garages DTR + Jim Stokes. Engine, electronic ignition, new Weber carbs, heavy duty engine mounts, new complete rebuild. Prop shaft modified to heavy duty centre bearing, new prop shaft, balanced. Brakes, new front and rear brake calipers and pads, new braided lines, new master cylinder. New rear lights, new front lights and chrome surrounds. New correct fuel tank and sender, gearbox rebuilt, new heavy duty gearbox mount. Wipers, new linkage, new wiper arms and blades. New wiring harness, new alternator, new heated front and rear screens. New radiator and electric fan, new water pump, inside new recovered seats, new carpet, inertia seat belts. Clutch new uprated to hydraulic, new flywheel, new clutch. Resprayed, lots of invoices. Email: barryweir100@gmail.com. A287/029



Alfa Romeo Giulia Spider RHD (101.19 version). One of just 404 right-hand drive examples according to the Alfa Romeo Automobili Storico Centro Documentazione (letter on file), manufactured 5/2/1964 and sold to Alfa Romeo UK London on 19/2/1965. 2 previous owners, present since 1980, registered Historic so no tax or MOT required (although put through a MOT 30/5/19 for peace of mind), mileage 54,600, Redcastle Classics have carried out all works which include major mechanical overhaul including engine rebuild/full body restoration and upholstery (all invoices available). Original hardtop available with sale of car but does need TLC, please contact me to arrange viewing, more photographs available on request. Fabulous condition, must be seen, almost concours, sensible offers over £70,000, this vehicle is also advertised elsewhere. Email: csmith07050@gmail.com (Stoke on Trent). A287/032



Alfa Romeo GTV SE 2000 2.0. 1973, 72,500 miles, fully refurbished with original white, engine rebuild, clutch 10K ago and new MOT. 1 previous owner, matching numbers, excellent condition inside and out, dry stored inside and started occasionally. 72,500 miles on clock, runs perfect, complete history with purchase document, driven over from Italy to UK. Air con removed but included also spare windscreen and keys, £26,500. Tel: Giles, 07732 336185 (Chichester). A287/027



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. A287/011

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. A287/036



1987 Alfa 75 Turbo Evoluzione. 168K, 341/500, LHD. Extremely well maintained, all wear parts replaced, like a new car, improvements for more than £15,000. Package with spare parts and extra set of all the specific Evoluzione parts worth more than £10,000, most parts included to rebuild to original. Never driven in the winter, no welding. Peter Dyrelund, Denmark, editor of the DK Alfa Romeo Owners magazine, £48,000. Tel: +45 4058 6870. Email: redaktoer@alfaklub.dk. A287/059



2000 Alfa Romeo 156 Selespeed. 84,212 miles, red. Since my ownership in 2011 I have cherished her with the 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. Every receipt of servicing and repairs and every MOT all with no advisories. Full service and cambelt 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. This car is exceptional inside and out and drives as like new, probably one of the best available anywhere. Tel: Peter Lampe, 07881 341480. A287/017



1999 (T) Alfa Romeo 156 2.5 V6 4dr. In Alfa Red (130) with Black Momo leather and black carpets. Sport Pack 3 that includes unmarked 16-inch teledial alloy wheels, carbon effect console and instruments, Momo leather steering wheel and gear knob, painted side skirts and rear boot spoiler. Air conditioning, two keys, serviced at Peak Alfa at 61,537 miles including new cambelt, tensioner, idlers, water pump, filter and plugs. Exhaust manifolds rechromed, MOT'd until Oct 2020, 61,630 miles, two registered keepers £8000, contact for further details or images. Tel: 01743 350288. Email: pottspeelplace@hotmail.co.uk. A287/028



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. A287/026



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. A287/019



2007 Alfa Romeo 159 2.4 diesel. 55,000 miles, silver. Service history, new cambelt and water pump fitted February 2018, 4 new springs, Michelin tyres all round. Air conditioning service June 2019, last service February 2019, MOT until February 2020. Digital radio and CD with Bluetooth, full leather interior, full set of 19-inch Ti alloys refurbed with new badges, new Hancock tyres included in sale, £3250 ovno, private registration plates not for sale. Email: paolopmori@outlook.com. A287/020



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. A287/013



Alfa Romeo GTV Lusso V6 24V. 2001, 42,500 miles, one owner from new. Always garaged, excellent condition for age and low mileage (42,500), silver exterior and black leather interior, £8500 ono. Tel: Simon, 07815 738560. Email: oldsailingggirl@aol.com (Nottingham area). A287/035



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. A287/014



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). A287/015



2006 Alfa Romeo GT JTD diesel Bertone Coupe six speed. Silver grey, red leather, air con. Three owners, the last since 2013. MOT until May 2020, 112,000 miles, extensive service history and all handbooks etc. Cambelt changed at 78,804 miles and various front suspension and brake work since by Alfa specialists, new battery this year, two keys. Lovely interior but slightly scruffy body with very poorly matched touch ups on the rear bumper and minor parking marks on every panel, surface rust on one lower quarter. Very fast, superb handling and does 44mpg. Somewhat anal MOT man gave it a huge list of advisories mostly of an entirely minor nature but I have replaced the front number plate! My only comment on the car is that the clutch is heavy but I'm going to try and improve this. These are rare, pretty cars which will doubtless be collectable in the future: perhaps they already are? £2250. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A287/034

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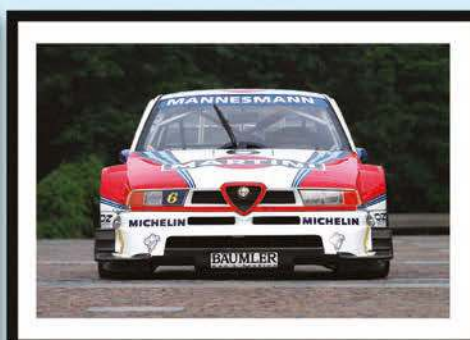
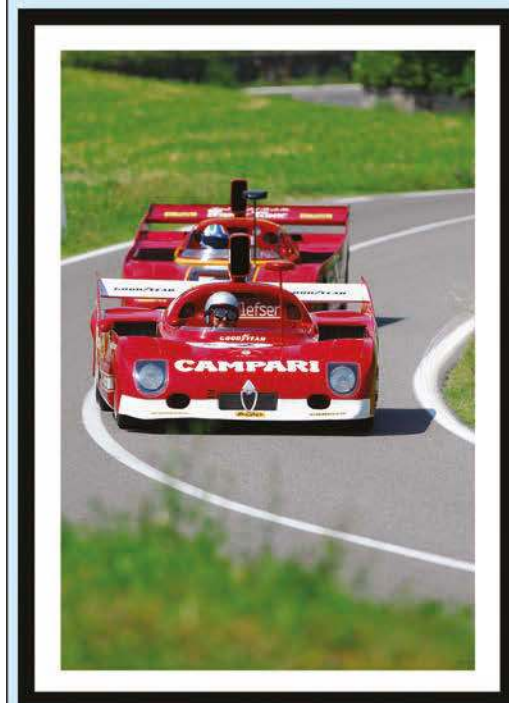
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2000 Alfa Romeo GTV 3.0 V6 24V. 94,000 miles, reluctant sale of my V6 GTV as two cars have to become one. Just under 94K with good history, owner's club car, having just had service and timing belt (water pump not needed). Vela Blue with tan interior, 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 ono, MOT June 2020. Happy to answer any questions on 07947 652940. A287/016



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. A287/004



Alfa Romeo GT 3.2 V6 24V. 2005, 76,000 miles, black metallic, beige leather, a highly original car in fantastic condition throughout. Quaife LSD and Eibach anti-roll bars, high specification including both winter and climate packs, 18" Jet Fin wheels, Xenon lights, stainless door kicks, factory sat nav and parking sensors. FSH with new clutch, OEM exhaust, battery, air flow meter, rear shocks and Brembo discs and pads all round, cambelt and head gasket replaced 2015, MOT May 2020, £6995. Tel: 07412 579160 (Bristol). A287/047

Next issue on sale 2 Jan



Alfa Romeo GTV Cup 3.0 V6. 124,000 miles, MOT to March 2020. CAT C for minor front end damage, repair to very high standard by restoration specialist with full respray. Ltd Ed no. 149 of 155. Car is in very good condition, owned since 2012 and used as weekend car. Interior signed by Nigel Mansell. Q2 diff, single mass flywheel, lowered springs and stainless steel sports exhaust all fitted. Dyno tested at 235.1HP, very quick, brilliant handling car. History file from 2011. Radio/CD player. Private plate H13GTV Included, viewing and any inspection at the workshop who have looked after it since I bought it, with ramp available upon request, £5250. Contact Graham or Glenn at Osney Lodge Workshops, 01342 892216. A287/044



Alfa Romeo Giulietta Exclusive. 2014, 45,300 miles, Etna Black, full Alfa main dealer service history, MOT till August 2020 (no advisories). New Pirelli tyres all round, 1.4 MultiAir, manual, petrol, hill hold, stop/start, electric lumbar support, cruise control and a/c climate control, 2 owners from new, £8000 ono. Tel: 07753 333500 (located North Buckinghamshire). A287/045



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. A287/023



Alfa Romeo MiTo Cloverleaf 170. 2010, 74,000 miles, white, immaculate inside and out, full Mangoletsi service history, timing belt and tensioner just changed amongst many other things. Sat nav, full leather, contrasting black roof, dual climate control, park assist, carbon dash, auto lights and wipers etc, etc... the list is endless, £4195, any questions, please don't hesitate to contact Dave: 07711 778369 (located in Kearsley, Greater Manchester BL4). A287/046



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. A287/022



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. A287/021

FERRARI



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@westyke.co.uk. A285/022



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. A287/043



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. A287/042



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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. A287/057



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. A287/058



TDF Blu manual Ferrari 360 Spider 2002. Dark blue hood, Crema leather interior with blue stitching, Crema roll hoops, carbon fibre racing seats, refurbished 19-inch Challenge Stradale alloys fitted with Bridgestone Potenza, 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 forover 6 years. Email: leightonhockin@gmail.com. A287/053

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. A287/037

FIAT



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). A287/052



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). A287/051

LANCIA



Lancia Integrale 16V. With Evo look, please contact me for more details, £20,000. Tel: 07970 960912 (Cardiff). A287/050



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. A287/049

MASERATI



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. A287/025



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. A287/055



Maserati Quattroporte V. Delivered new in October 2007, 4.2 litres, featuring the ZF 6-speed automatic with optional paddles, tasteful in Blu Nettuno with light tan leather and dark blue carpet. Four owners in total, my own car for the last two years and thoroughly maintained. Full Maserati service history and having covered only 49,000 miles, recent tyres, top up service and new MOT included in sale. Lovely condition throughout and drives beautifully, just not getting used enough, priced to sell at £15,500. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A287/054



Maserati Gransport V8 4.2L. A 2005 Gransport in Blu Mediterraneo with full service history, this is a 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. A287/003

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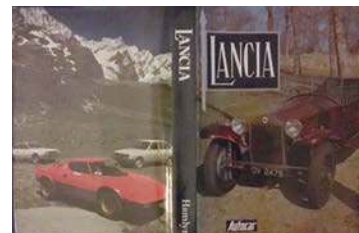
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STOLA S86 DIAMANTE

THIS 'DIAMOND IN THE ROUGH' WAS THE LAST-EVER DESIGN BY MARCELLO GANDINI, THE LEGENDARY STYLIST OF THE LAMBORGHINI COUNTACH

Story by Chris Rees



We all know the name of the legendary designer of the Lancia Stratos, Fiat X1/9, Lamborghini Miura and Countach. Marcello Gandini's career is one of the most stellar of any car designer ever. But his later years are far less well known, as he scaled down his design work for car makers in the 21st century.

At the 2005 Geneva Motor Show, a car was shown that was – pretty much – his last ever car design. Presented on the Stola stand, it was called the S86 Diamante. Stola isn't a widely known name but in its day it was a big player. The company started in Turin way back in 1919 making automotive parts. Later it did some concept cars and prototypes but its main focus was making final bucks for production cars. At its height, Stola employed more than 1500 people around the world, with offices not only in Italy but the

USA and China, too, and even a production facility in Brazil. In 2003, it was turning over around £100 million a year.

The idea behind the S86 Diamante was to demonstrate Stola's capabilities in prototype manufacturing in very short timeframes. Designed and built in just five weeks (leading up to the 2005 Geneva Motor Show), the S86 took its name from Stola's 86 years of activity. No doubt such a short gestation period was meant to impress the industry, and possibly did so, but would it be unkind to say that the S86 looked like it had been done in a hurry?

The style bore many of Gandini's hallmarks, especially the shape of the rear wheelarches, as used repeatedly by Gandini's hand ever since the Countach (and most recently in the Maserati Quattroporte IV, which he also designed).

A strict two-seater, the S86 Diamante's design was described

by Stola as "young and modern". The all-white paint scheme (by DuPont) was described as "diamante" but the glasshouse was boldly coloured orange, and even the centre-exit exhaust

pipe had orange detailing. The 8.5 x 18-inch multi-spoke alloy wheels were made by Toora.

It boasted a fully finished interior in an eye-popping shade of orange dubbed 'Tropico'. Pelle Frau leather was pretty much everywhere, with dark wood accents. Toora made the seats and there was a curious single-spoke steering wheel and a canted-over gear lever.

The S86 Diamante measured a fairly compact 4275mm long, 1930mm wide and 1225mm high. The wheelbase of 2600mm was exactly the same as the Ferrari 456 GT, so in theory it could have been based on that. In fact, it was only ever a non-functioning static model and did not enjoy a production future.






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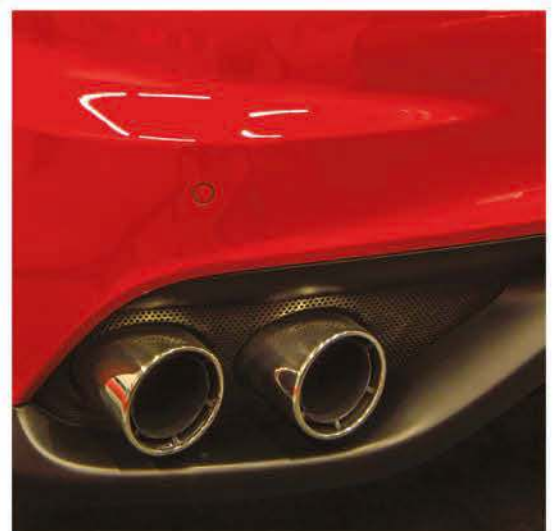
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