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Hidden treasure always gets the child in us excited. The prospect of being given unique access to Alfa Romeo's secret buried gems was, for us, more exciting than any pirate's map. What a privilege it was for *Auto Italia* contributor, Hugo Reis, to enter the hallowed underground caverns of the Alfa Romeo Museum at Arese. Here are the historic prototypes, secret development cars and forgotten racers of Alfa's 110-year history.

We're delighted to be able to bring you an exclusive story on these buried treasures – there are just so many surprises here. And it's the only way you'll get to see anything at Arese at present, of course, for it's not just the secret cave of treasures that's closed to the public, but also the museum itself (for now).

Alfa's programme of 'Backstage' events this year – where some of the hidden treasures were to be revealed one by one each month – has had to be postponed. But you can cheer yourself up now by turning to page 16 and reading about these great lost Alfas.

Speaking of Alfa, we've also got more details on the exciting new Giulia GTA and GTAM limited-production models, including the news that buyers are definitely favouring the more extreme GTAM version. 'Extreme' is an adjective you could also apply to the price, though, which nudges £160,000.

For rather a lot less money, you could buy yourself another iconic performance car – namely one of Fiat's Turbo cars from the 1980s and 1990s. This month we have a feature dedicated to Turin's turbos. These four modern classics – Uno, Punto, Croma and Coupe – give you an insight into why the hot-shot car buyer of those decades really was spoilt for choice.

Chris Rees
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ITALIAN CAR NEWS

Alfa GTA/GTAm Priced From £155k



Alfa Romeo has released prices for its new limited-edition Giulia GTA and Giulia GTAm models: €176,500 and €181,500 OTR respectively. At current exchange rates, that's £155,265 and £159,750.

Alfa has also revealed new limited-availability liveries created by Centro Stile and inspired by the brand's history. Examples include a yellow nose (1971

European Touring Car Championship winning car), ochre (Toine Hezemans' 1970 ETCC-winning 1750 GTAm), asymmetrical nose (1965-1968 Sprint GTA) and symmetrical nose (GTA 1300 Junior).

The white front 'mask' used to distinguish individual racing drivers has been reinterpreted, combined with side stripes. New bonnet liveries inspired by the GTA 1300 Junior incorporate elements of the Alfa

Romeo logo such as the Biscione and the Italian flag. You can also select a racing number for the doors.

The Giulia GTA and GTAm are available in just three colours: GTA Red, Trophy White and Montreal Green. Customers can also choose different colours for the brake callipers, roll cage, seat belts and stitching – all via a dedicated online configurator (gta.alfaromeo.com), as seen below.



As revealed in detail in the May 2020 issue of *Auto Italia*, the new Giulia GTA/GTAm ups the Quadrifoglio's power to 540hp. More detail of the engine work involved has now been revealed. The extra 30hp comes thanks to uprated turbo pressure, new pistons, four oil-ways for piston cooling (rather than two) and a titanium Akrapovic exhaust.

Alfa has also clarified that there will be no manual gearbox option for the GTA worldwide, only automatic. 0-62mph takes 3.6 seconds, some 0.3sec faster than the regular QV, partly due to a new Launch Control system.

The two-seater GTAm has a stripped-out cabin, carbonfibre race seats, rear roll cage,

six-point harnesses and polycarbonate side and rear windows. As a result, it weighs 100kg less than the regular QV auto at 1520kg. The GTA, meanwhile, weighs only 50kg less as a result of its carbon front splitter, front wheelarches and revised suspension (featuring a 50mm wider track front and rear). The GTAm also has an adjustable carbonfibre rear wing designed by Sauber. Alfa also says that the GTAm's rear doors can be opened but only from the outside, since there's no interior handle.

Only 500 examples of the Giulia GTA are to be made. Fabio Migliavacca, Alfa's head of product marketing said: "From expressions of interest, we're seeing a clear preference for

the GTAm. These are cars for collectors, and this sort of person appreciates the uniqueness of a car with a rollcage, two seats and six-point harnesses."

GTA customers will have the option to collect their car from the Autodelta workshop in Balocco, and will receive a Bell helmet in GTA livery, Goodwool car cover and a driving course. The GTAm also comes with an Alpinestars race suit, gloves and shoes.

Alfa has hinted that it may stage a new attempt at the Nürburgring lap record in the GTAm. It also says that, although a Stelvio GTA would be feasible from a technical standpoint, it's unlikely that such a model would make production.

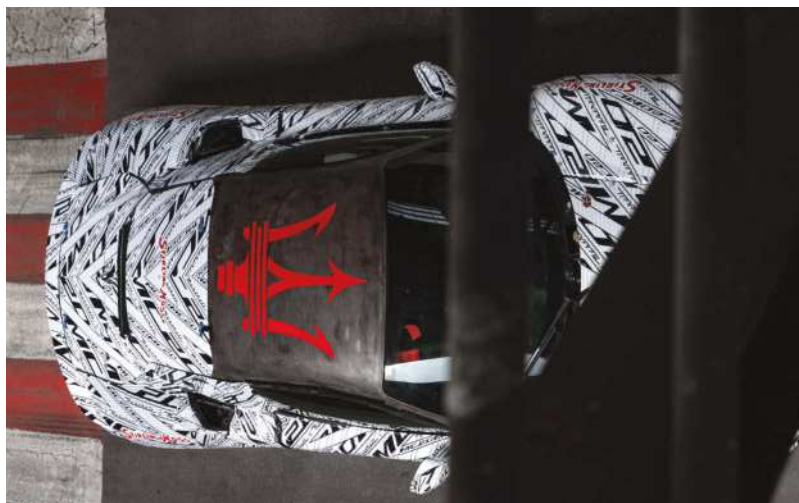


MASERATI'S MC20 MOSS TRIBUTE

Maserati is to pay homage to Sir Stirling Moss, who died on 12 April at the age of 90, with a special prototype of its forthcoming MC20 hypercar.

The design for the prototype is inspired by the Maserati Eldorado single-seater driven by Moss at the *Trofeo dei due Mondi* at Monza in 1958. Moss scored many victories in Maseratis, including the 250F in the 1956 and 1957 seasons, recalling it as "my favourite car". He also raced the Maserati Tipo 60 Birdcage, Tipo 61 and 300 S.

With the MC20, Maserati will return to top-level racing for the first time since it won a world championship in 2010 with the MC12. The company commented: "Sir Stirling Moss would certainly have liked the new MC20: a car that fully embodies Maserati's truest values in terms of the performance, driving pleasure and innovative contents."



HURACÁN EVO RWD LOSES TOP

The new Lamborghini Huracán EVO Rear-Wheel Drive (RWD) is now available in open-top Spyder form as well as the recently launched RWD Coupe.

The Spyder's soft-top roof stows within 17 seconds and is operable at up to 31mph. A range of roof colour options is offered. Lamborghini promises "a quiet cockpit" with roof up or down. An electric rear window can be opened to let the sound of the V10 engine in, while two removable lateral screens dampen cabin noise.

The V10 engine has less power than the all-wheel drive EVO, at 610hp and 560Nm. Its dry weight of 1509kg is 120kg heavier than its RWD Coupe sister, resulting in a slightly higher 0-62mph time of 3.5 seconds (0.2sec slower). The 201mph top speed is identical.

The traction control and steering are tuned specifically for the RWD model, while 19-inch wheels are standard and 20-inch rims are optional, as are carbon-ceramic brakes. Prices start at £181,200 and the first customer deliveries begin in summer 2020.



PETITJEAN COLLECTION FOR SALE

Almost 100 cars are to be auctioned, without reserve, from the collection of French ex-racing driver, Marcel Petitjean. Most have been in the collection for decades and remain in original, unrestored condition, although not driven for many years.

His special fascination was Italian cars, which make up 31 of the lots, including Lamborghini, Maserati, Fiat, De Tomaso, Alfa Romeo, Bizzarrini, Intermeccanica and Lancia. The standout lot is a 1968 Lamborghini Miura P400 (pictured below), delivered new to France and owned by Petitjean for nearly 40 years. It's estimated to make €700,000 to €800,000. Other Lamborghinis include a 1979 Countach LP400 S, 1970 Islero 400GTS, 1971 Espada, 1971 Jarama and 1986 Jalpa.

Maseratis include a 1969 Ghibli 4.7 Coupe, 1966 Mistral and 1964 3500 GTi, while a 1971 De Tomaso Mangusta is estimated at €200,000 to €250,000.

Oddities abound, too: there's a 1965 Apollo 5000 GT Coupe by Intermeccanica (pictured upper right), estimated at €120,000 to €160,000; a 1970 Intermeccanica Italia (€90,000 to €110,000); 1963 Ghia 1500 GT (€50,000 to €60,000); and a 1965 Neckar Mistral, a very rare German-built version of the Siata 1500 TS (pic middle right).

Having been postponed from Techno-Classica Essen, the RM Sotheby's sale is taking place online from 3 to 10 June at rmsothebys.com



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UNIQUE ALFAS FOR LONDON SHOW

Two one-off coachbuilt Alfa Romeos – a 1938 Alfa Romeo 6C 2300B with Graber coachwork and a 1951 Alfa Romeo 6C 2500 SS by Ghia – are due to be displayed at this year’s Concours of Elegance 2020 event.

The 6C 2300B’s body is by Swiss coachbuilder, Graber (*pic below right*), which made four cabriolets on this basis. This is the only survivor and also the only one with Mille Miglia-specification engine and chassis.

The 6C 2500 SS (*pic above right*) is one of four bodied by Ghia with ‘Supergioiello’ coachwork. This is the only one fitted with a tubular chassis by Gilco, which was renowned as chassis builder for Ferrari, Maserati, Lancia and others.

The car’s current owners restored it in 2016 to its original specification. This car was featured fully in *Auto Italia’s* June 2020 issue. Nearly 1000 rare cars of all ages are promised for the Concours of Elegance 2020, which takes place on 4-6 September at Hampton Court Palace in London.



ZAGATO ASTONS UNVEILED

Production plans have been announced for the Zagato Aston Martin Vantage V12 ‘Heritage Twins’. Swiss company R-Reformed will hand-build the Coupe and Speedster models at its facility in the UK.

The Speedster is a pure open-top spider, while the Coupe features Zagato’s trademark ‘double bubble’ roof. Bodywork is all-carbonfibre, and features include bespoke centre-lock alloy wheels and Zagato 100th anniversary badging in gold. Based on Aston Martin’s V12 Vantage, the 5.9-litre naturally aspirated engine is boosted by 85hp to 600hp.

The cars are available only in pairs, limited to 19 customers (the majority already having been sold). The cars will be publicly unveiled in summer 2020, ahead of production starting in the fourth quarter.



FCA OPENS HERITAGE HUB ‘VIRTUALLY’

The FCA Heritage Hub, Fiat’s collection of classic and prototype cars at Mirafiori, is now open – but online only. Housing over 300 cars, it’s described as “a magical, fascinating place where you can dive into the history of Italian motoring”. While Fiat says it continues to work hard to open the Hub to physical visitors, for now you can visit from your PC or smartphone. The ‘Stories’ section of the FCA Heritage website (www.fcaheritage.com) offers a broad selection of articles on classic Alfa Romeo, Fiat, Lancia and Abarth models.

PROVISIONAL AUTO ITALIA EVENT DATES 2020

NORTHERN ITALIAN CAR DAY AT RABY CASTLE SATURDAY SEPT - 5TH

ITALIAN CAR DAY AT STANFORD HALL SUNDAY SEPT - 27TH

ITALIAN CAR DAY BROOKLANDS MUSEUM SATURDAY OCT - 3RD

AUTUMN MOTORSPORT FESTIVAL BROOKLANDS MUSEUM SUNDAY OCT - 11TH

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ELECTRIC ABARTH “BY 2021”

Following the launch of the all-new electric Fiat 500, FCA is planning to produce a fully electric Abarth 500. Scheduled for launch by the end of 2021, the Abarth – almost certain to adopt the ‘595’ name – will use an uprated electric motor.

A likely output of 170-180hp will translate to a maximum speed of around 105mph and a 0-62mph time of around 6.0 seconds. The range of the 42kWh battery pack will drop slightly to 300km (186 miles) compared to the Fiat 500e. An even more potent 695 version could follow, possibly using a larger battery pack by sacrificing the rear seats. The electric Abarth will look like the new Fiat 500 but with more aggressive details, larger alloy wheels and lower suspension.

Meanwhile Fiat is reported to be readying a whole range of alternative body styles for its new 500 model, including a Cabriolet and two Coupes (two-door and four-door), plus a long-wheelbase version to compete in the larger B-segment.



NEW LANCIA Y FOR 2022

A new-generation Lancia Ypsilon will be launched in Italy in 2022. Designed in collaboration with PSA, it will almost certainly use the shared ‘CMP’ platform that underpins the new-in-210g Peugeot 208 and Vauxhall Corsa. It’s likely to share their engines, too, and a purely electric version is probable. It is possible that Lancia might revive the Elefantino Rosso name for a mildly ‘hot’ version, set to use the 1.2 PureTech three-cylinder engine with 131hp.

Speculation in Italy suggests that Alfa Romeo will also launch a B-segment SUV based on the same platform in 2022, and the same basis will also underpin the second-generation Fiat 500X, due to arrive in 2022.



LAFERRARI TOPS HIGH FINANCE TABLE

Independent car finance broker, Elev8 Finance (run by Romans International), has revealed its league table of financed hypercars. Almost 2000 cars have been funded, worth more than £300m together, the most expensive being a £3.5m Ferrari LaFerrari Aperta. The Top 10 table looks like this:

- LaFerrari Aperta – £3.5m
- Maserati MC12 – £2.75m
- Ferrari Enzo – £2.25m
- Bugatti Veyron Grand Sport Vitesse – £2m
- Ferrari F50 – £1.75m
- Pagani Huayra – £1.75m
- McLaren P1 – £1.2m
- Porsche 918 Spyder – £1.1m
- Ferrari F40 – £1m
- McLaren Senna – £900,000

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FOUR-LEAF LOVERS

Hot on the heels of the Giulia GTA and GTAm, Alfa has upgraded the spec of its Giulia and Stelvio Quadrifoglio models for 2020

Story by Chris Rees



Just at the end of last year, we visited Italy to drive the updated MY2020 Giulia and Stelvio (see *Auto Italia* January 2020). Now it's the turn of Alfa's two Quadrifoglio models – Giulia Q and Stelvio Q – to receive 2020 model year upgrades. The changes are hardly what you'd call earth-shattering but, since everyone loves the Qs, big changes aren't really necessary – simply new colours, a very light facelift, upgraded cabin, new safety gear and an Akrapovic exhaust option.

CABIN FEVER

A new gearknob may seem pretty inconsequential but it's actually extremely welcome. We've always disliked the sharp-edged plastic gearknob of the Giulia/Stelvio; the new leather-trimmed one feels so much nicer. There's even a natty new Italian *tricolore* flag at the base of the lever.

Also revised is the central touchscreen. While the old screen could only be operated by the rotary dial, the new one can also be done by touch as well. It allows

you to drag and drop graphics around the screen using touch, too. Sadly, the letterbox-format screen is no bigger than before (8.8 inches across) but the menu bar has moved from the bottom of the screen to the side, freeing up more on-screen space.

Unique to the Quadrifoglio, a new 'Performance Pages' touchscreen function displays the temperatures of the mechanical components, torque output, turbo pressure and power, plus chronometers to measure acceleration and maximum speed in real time.

You can now choose, as an option, either red or green seatbelts instead of standard black, which adds drama to the cabin. New perforated upholstery is also specified; leather-and-Alcantara sports seats are standard, while carbon shell Sparco seats remain optional.

The central console is new, too, with more storage space and a wireless phone charger. The infotainment rotary knob is also upgraded, while the steering wheel has been reconfigured to accommodate new autonomous driving features.



SAFETY FIRST

Ah yes, Alfa has upped the safety gear count. While the prospect of “level 2 autonomous driving” features may make your heart sink, Alfa promises that such technology will not impinge at all on driver enjoyment, merely make your life a bit easier in heavy traffic.

So the car can now control its own acceleration, braking and steering to some degree. Lane Keeping Assist and Active Blind Spot Assist can nudge the steering to avoid a collision; Traffic Jam Assist and Highway Assist alter speed and steering according to traffic conditions; and 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.

Mechanical upgrades? None. The 2.9-litre V6 (510hp and 600Nm) and eight-speed automatic remain untouched. However, one exciting new prospect is the option (for both Quadrifoglio models) of an Akrapovi titanium exhaust system with carbonfibre tailpipes, which Alfa promises will deliver “an even more sophisticated sound”.

COLOURFUL FUTURE

One thing won't have escaped your attention: there's a searingly new MY20 paint shade called Montreal Green. This pays homage to the Alfa Montreal launched 50 years ago and is exclusive to Quadrifoglio models. It's one of three new-for-2020 'Classic' colours that evoke Alfa's heritage – the other two are a wonderfully deep red called Villa d'Este 6C Red, and Junior GT Ochre (supposedly evoking the 1960s Giulia 105 but actually an eye-poppingly bright yellow-gold).

The other colours for the Quadrifoglio remain as before, even if the paint ranges have been renamed – Competizione (Trofeo White and Competizione Red), Solid (Alfa Red) and Metal (Silverstone Grey, Vesuvio Grey, Vulcano Black, Montecarlo Blue and Misano Blue). That means you don't get the Visconti Green option that was recently introduced for the regular Giulia/Stelvio.

The most minor of facelifts adds new LED rear light clusters with dark lenses and a new glossy black finish



for the front trilobe and rear badges. There are new Mopar accessories exclusive to the Quadrifoglio, too: a carbonfibre front grille, mirror caps and rear spoiler. You can also opt for 21-inch alloy wheels for the Stelvio – a first for the Quadrifoglio.

Pricing and exact UK specs have yet to be announced but when the car arrives in summer, you will probably see a small hike from the current £65,555 for the Giulia and £71,880 for the Stelvio. Form an orderly 'Q'... 🇮🇹



CAVE OF SECRETS

Auto Italia is the first magazine in the world to be granted access to Alfa Romeo's secret underground bunker at the Arese museum. And we've seen what was never supposed to be seen: Alfa's secret projects. We can now let you in too...

Story & photography by Hugo Reis



Our guides arrive, two of them. It seems like we're not to be let out of sight for one moment. Digital keys are inserted, codes are entered and two steel doors open, then close behind us. We're ushered into a tiny lift that goes down to a small room with freshly painted white walls. It feels like nothing more glamorous than accessing the parking level of an apartment building.

The utilitarian air merely serves to enhance the surprise when the final door is opened and we get our first glimpse of 'The Cave'. We are facing a 1959 Alfetta 159 Grand Prix racer, and instantly know we're in for something truly special. Its yellow-and-blue nose suggests it's none other than Fangio's car, the one he described as "the most beautiful car I have ever driven." And there's nothing stopping us from getting up close and personal with it – but not, as our hosts emphasise, touch it.

To think that Fangio, Farina and Fagioli drove at up to 190mph sitting on what looks like a velour sofa,

really makes you wonder. Colombo's 1.5-litre straight-eight supercharged engine was, by then, putting out something like 425hp and yet the drivers wore simply a shirt, gloves and tiny helmet.

As much as we're amazed by this car, this is not what we're really here for, though: we're desperate to see Alfa's lost concept cars, prototypes and pre-series models. Until recently, these cars were stored in a mythical garage with no way to see them. Even if you were granted access, they sat under dusty covers, sadly neglected and decaying.

Some of the most significant 'hidden' cars have been freshly restored and are now exhibited on the upper floors. Alfa has also recently started pulling a few exhibits out one by one to display on a monthly basis in a programme it calls 'Backstage'. But this new underground space houses all of the 'reserve' cars; all of the obscure, unknown, unseen cars. These are the cars that really appeal to us anoraks – or *cognoscenti*, to be more generous.

This new space is lab-like clean and decently lit, but

ABOVE: Amazing Junior Zagato Periscopio with Alfetta platform and 2.0 twin-cam mounted amidships

still a storage room rather than an exhibition. It's also accessible only by special invitation. It's therefore a real privilege to be here and have the chance to report on what we saw.

The arrangement of cars seems to obey no logical order; so behind the Alfetta sits a decal-strewn Giulia Quadrifoglio – in fact, the very car in which a short-sleeved Fabio Franchia clocked an amazing 7min 32sec lap of the Nordschleife – the stuff of legend! Next, here is the first car to wear the Alfa Romeo badge, the torpedo-bodied 20-30 ES. Then the significant 1927 RL Super Sport, with which Arturo Mercanti and Carlo Sozzi finished seventh in the first ever Mille Miglia, resplendent in its exposed aluminium bodywork. There's also an elegant 6C 1750 Gran Turismo from 1930, sided by a 1934 6C 2300 GT Coupe by Castagna. Next to these is the stunning 6C 2500 Super Sport Corsa *ala spessa*, one of only two ever built. In 1939, Alfa Romeo sent a squadron of 6C 2500 SS cars to the Tobruk-Tripoli race and took the win with Ercole Boratto and Consalvo Sanesi. This car (chassis 915.009) also finished the 1940 Mille Miglia.

Years went by, but Arese's obsession with racing never faded. Proof of that is the 1991 Osella-Alfa Romeo PA16 which was entered in the Sport-Nazionale series, a championship for two seater *barchettas* held from 1984 to 1991. All cars were powered by Alfa's GTV6 unit, and later by the 164 3.0 V6. Adriano Gozzi, Arturo Merzario, Giorgio Franchia, Stefano Sanesi and Fabio Mancini were some of the championship winners.

Nearby is the 916 Spider Monoposto, a beautiful prototype meant for a one-make series. This ended up as the GTV Cup, using mildly modified GTVs to Group N regulations, leaving the single-seater 'speedster' a one-off. It rubs shoulders with a pristine ex-Larini 155 DTM from 1993.

Less well-known exploits are represented, too, like the Alfetta that made a 26,000km trip from North Cape to South Cape, right across Europe and Africa. The crew was ex-F1 driver Giancarlo Baghetti, Gianni Taroni (founder of Tarox brakes) and journalist Fabio Galiani. It took them 29 days to do – an average of 880km per day – with only one mechanical issue (a broken damper). It still wears the bruises of that punishing trip. Galiani even reported that in Congo, they were offered 60 girls in exchange for the car.

In stark contrast comes a pristine 1965 Giulia Super Torpedo, built by Colli as a sort of up-market open-top Jolly for riviera use, built over a stretched Giulia 105 floorpan. With a simple canvas top and no doors, no more than two were produced.

Next up comes one of the things we'd never seen before, even in pictures: a TZ1 cutaway, making it possible to see the *tubolare* frame in detail, as well as the slanted *bialbero* engine. Then there's a 156 GTA estate with *Guida Sicura* advanced driving school decals. And a trio of 101 series cars: Spider, Sprint Veloce and a curious Giulia Sprint pre-series, with different '1600' badges than the ones we know. More pre-production cars follow: 75, 146, 147, 166, 156 GTA, Brera, Spider 939 and Mito QV, Alfa's long-awaited return to the hot hatch market.

Here's a rare 2600 OSI berlina; a dramatic 75 Evoluzione homologation car; and a pair of 33 1.5 Quadrifoglio Oro cars, one of which is a full cutaway.

Many engines are beautifully displayed in purpose-



TOP TO BOTTOM: 159 Alfetta, 6C 2500 'ala spessa', Osella-Alfa PA16, new-to-us TZ1 cutaway



LEFT: Spider Monoposto
RIGHT: Alfetta Cape-Cape car
BELOW: Giulia Torpedo by Colli



built stands, from the ALFA 24HP engine right up to the V12 used in the SE 048SP Group C car. It's curious to see an engine that says 'Ferrari' on the block, 'Alfa Romeo' on the cam covers and 'Abarth' on the ignition. For a long time, this engine was enveloped in mystery but when SE 048SP showed up at the Goodwood Festival of Speed to celebrate the brand's centenary in 2010, the V12 was uncovered.

How about an Alfa rotary engine? Yes, during the 1960s and early 1970s, Alfa Romeo even had a stab at Wankel-licensed technology, with Giorgio Figliozzi in charge. He fitted a 65hp 500cc engine into a Spider and a 130hp 1000cc into a 1750 Berlina. Arese also tried a hybrid engine, taking advantage of the low height of its boxer engine and mounting an Ansaldo 16hp electric motor on top. It could be driven on electric power alone up to 40mph but no further than three miles, but also with the petrol engine alone or both together. Three Alfa 33 Sportwagon Ibrida cars were built but never reached the market.



Delightful quarter-scale clay models awaken our inner child: MiTo, Brera, 159, 8C Spider and some concept cars. Most precious for us is a 1/8 model of a Tipo 33/2 Periscopica.



We seem to have completed our tour of the 'cave'. But then we're told there's another floor; spirits high, we're back in the lift. The drama goes up; several notches when the doors open, for in front of us sits a pack of shiny single-seaters.

In the foreground, a Formula Alfa Boxer from 1988, powered by a 33 1.7-litre engine. Then two colossal Indy cars: the 1989 March-Alfa Romeo 90CA and the more successful Lola-Alfa Romeo Tg100. We are also reminded of Alfa's return to F1 by the short-lived Tipo 177, powered by a boxer engine inherited from the 33 TT12. Driven by Bruno Giacomelli and Vittorio Brambilla in three rounds of the 1979 season, it soon gave way to the Tipo 179.

Four other single-seaters are under covers. We're told that such covered cars are either incomplete or in need of restoration. We're allowed no sneak peek – for now, at least.

A full-scale clay model of the 8C heralds our arrival at our favourite section: Alfa's prototypes and concept cars. There are many oddities here, such as the strange Zagato Z33 Tempo Libero, a boxy three-door MPV based on the 33. Close by is the Kamal, a 2003 SUV designed by Alfa's own Centro Stile, effectively a Stelvio ancestor. Even more famous is the intriguing Proteo, a hardtop cabriolet using the



ABOVE: 33/2 clay, single-seater collection
LEFT: 33 Quadrifoglio Oro



Alfa 164 platform, styled by Walter da Silva as a prelude to the g16 GTV/Spider.

Next in line is Gandini's Montreal Expo Prototipo. Based on the Giulia Sprint GT, complete with 1600cc twin-cam, it has a lighter shape than the V8-powered production Montreal. The final version of the 2600 SZ was also very similar to the prototype shown here. Also less-than-pretty is the 1971 Alfetta-based Eagle, penned by Aldo Brovarone at Pininfarina, with its prominent roll-over bar.

Prettier for sure is the Zeta 6, a GTV6-based Zagato proposition from 1983, styled by Giuseppe Mittino. At first glance, the coupe reminds us of a Porsche 928 with flared arches, but it's more graceful, aesthetically light and the double-bubble roof is the icing on the cake.

Next come three of the most stunning concept cars of all time, which do regularly appear in the museum: the Italdesign Caimano, Bertone Navajo and Pininfarina Cuneo. Looking at the dramatic Caimano, it's hard to believe that underneath it are humble Alfasud underpinnings. The one-piece glass canopy is topped by a roll-over bar which doubles as a spoiler, which is adjustable from the driver's seat. There are no doors; the whole canopy tilts forwards to allow access to the spaceship-style cockpit.

The silver-and-orange Navajo looks far more aggressive – as are the mechanicals, since this concept is based on the Alfa Tipo 33. Active aerodynamics include a front spoiler and rear wing that adjust automatically with speed – very advanced for 1976.

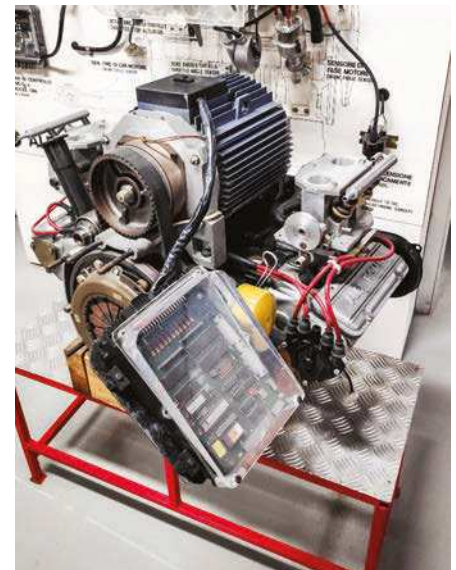
Another radical concept based on the Tipo 33 is Pininfarina's Cuneo, styled by Paolo Martin. It's best described as a 'wing on wheels' – a simple wedge shape with no doors or roof, just a wraparound screen, roll-over bar and exposed intake trumpets. This minimalist approach made it the new quintessential sports car.

More oddities from the brand's history include a 1920 Romeo tractor, powered (amazingly) by an 8.7-litre two-cylinder boxer engine, and the record-breaking powerboat propelled by a Montreal V8 engine.

Returning to Alfa's racing heritage, we see Giovanardi's title-winning 156 GTA from the European Super Touring Cup and the muscular Larini/Biasion 75 Turbo IMSA car. And another intriguing machine: the Alfasud Sprint Sprint 6C, a mouth-watering mid-engined rally car powered by the GTV6 Busso engine. For years, it was thought that only a pair of prototypes



LEFT: Zagato Z33
RIGHT: SE048 V12
BELOW: Wankel & hybrid



ABOVE: Kamal concept and Proteo show car
RIGHT: Montreal prototype



ABOVE: 2600SZ proto & tractor
BELOW: Eagle & Zeta 6
MIDDLE: Caimano & Navajo



were built, but this seems to be a third one here. It looks like nothing I've seen before, sporting a rather home-made spoiler and black bonnet.

Another mid-engined curiosity is the amazing Junior Zagato Periscopio. Although it looks just like a pumped-up Giulia Zagato, it's actually based on an Alfetta platform, using the 2.0-litre twin-cam engine mounted transversely as a Giuseppe Busso experiment with the mid-engine layout. It was never intended for production but to us it looks very well finished for a simple 'mule'.



Speaking of forgotten cars, we then find the ultra-sexy 156 GTAm, a one-off built by N.Techology (previously Nordauto), the company founded by Mauro Sipsz and Monica Bregoli to manage Fiat's racing activities. Distinguished by the pumped-up wheelarches of the Super Touring car, it is powered by a Busso V6 enlarged to 3548cc and pumping out 300hp at 6800rpm, through a six-speed gearbox and the limited-slip differential that every GTA owner craves.

Thanks to composite wings, the car weighs 30kg less than a regular GTA. It's suspended by Bilstein dampers and Eibach springs and has oversized Brembo brakes. Shown at the 2002 Bologna Motor Show, the GTAm then vanished, so seeing it here is joyous – except for the feeling of it being a missed opportunity to build a legendary road-going machine.



One of the most intriguing cars in the collection is one that doesn't look good at all. Its story goes back to the development of the 1750 Berlina, the Giulia update by Marcelo Gandini. To test this car on public roads,



ABOVE: Powerboat & Giovanardi's 156 GTA
RIGHT: Pininfarina Cuneo



Alfa Romeo 2600 Spider by Carrozzeria Touring - 1963 RHD



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



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



Alfa Romeo Giulietta Sprint Veloce Alleggerita 1957 - Prepared by Facetti



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CLOCKWISE FROM TOP: Ugly Rover-badged (!) 1750 Berlina, 164 Pro-Car, Sprint 6C Monza, stillborn 300hp 156 GTAm

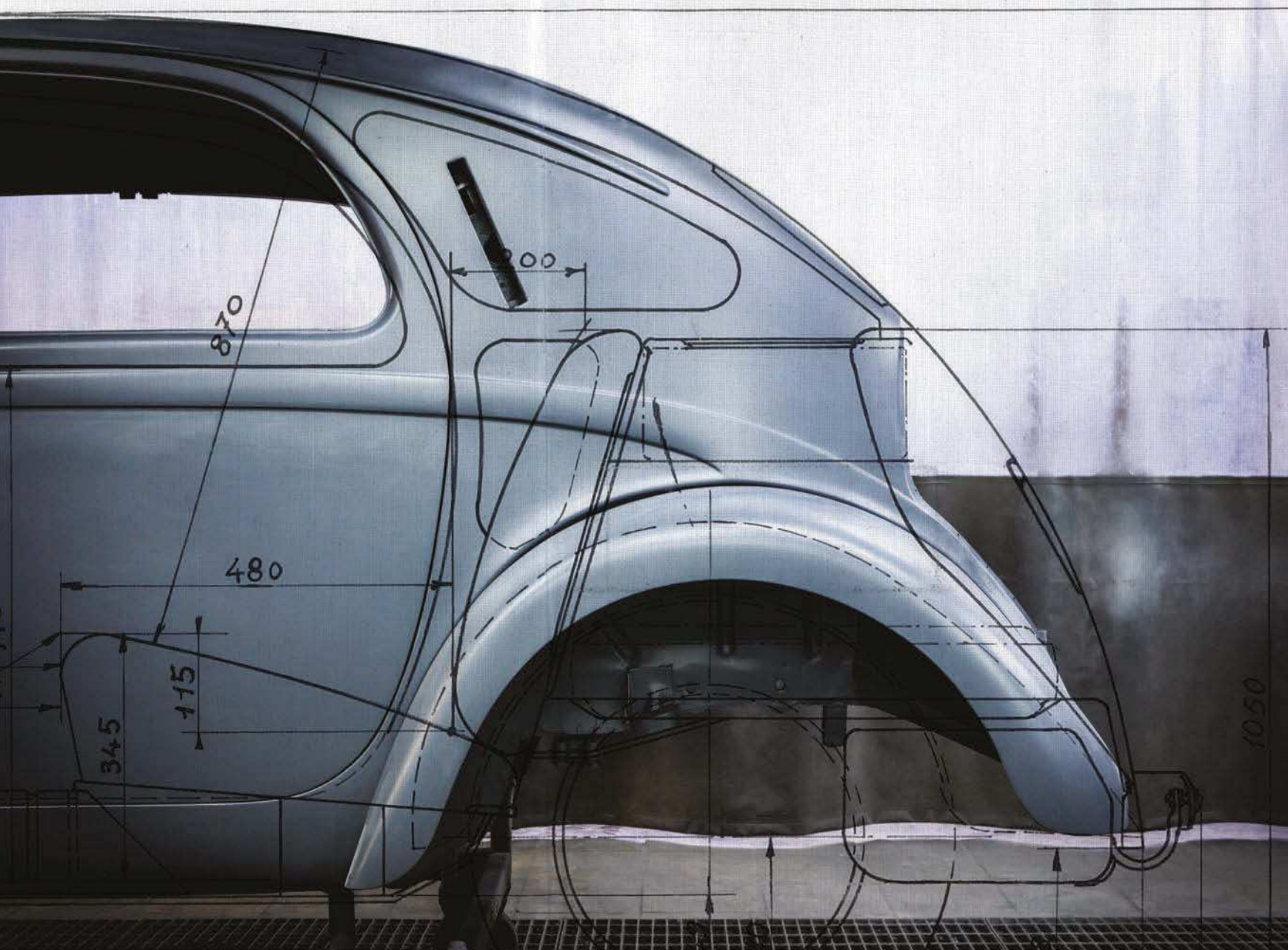
Many thanks to Salvador Patrício Gouveia, Jorge Calado and Marco Ireneu Pestana for their contributions in the making of this feature

Alfa Romeo disguised it with a reshaped nose and tail, plus Rover badges! It looks rather rough but we suppose it's all legitimate patina.

One of the highlights of the 'cave' is undoubtedly the bonkers 164 Pro-Car, Alfa's V10-powered silhouette racer that we did a full feature on in our February 2020 issue. What must it have been like to see Riccardo Patrese demonstrating this 630hp monster in full flight just before the 1988 Monza Grand Prix?

It's been a rare and immense privilege to visit this secret collection at Arese. For anyone who doubts Alfa's magical aura and its pivotal role in automotive evolution, this hidden cave provides the strongest evidence possible to the contrary. It's a shame it will remain hidden from public view, but at least on these pages we hope to have shown a glimpse into the secret soul of Alfa Romeo. 🇮🇹





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Backstage at Heritage Hub

It's not just Arese that has hidden treasures. We've been doing some detective work at FCA's Mirafiori Heritage Hub, too, discovering some hitherto unknown sports car projects

Words by Chris Rees
Photographs by Michael Ward



ALFA ROMEO 4C QUADRIFOGLIO

Alfa Romeo has sadly killed off its 4C sports car – and now we'll never know what a 4C Quadrifoglio may have felt like. 4C Quadrifoglio? Yes indeed, Alfa did seriously consider an upgraded version of its mid-engined sports car, as evidenced by two intriguing prototypes that we took a good poke around when we last visited FCA's Heritage Hub in Turin.



The pair are among eight 4Cs in the Heritage collection and they're pretty special. It starts with the fact that both the red 4C coupe and white 4C Spider proudly display triangular four-leaf clover badges on their front wings.

Close inspection reveals they have a lot of bodywork mods that really boost the sense of drama. The front end features a new lower section with a carbon-fibre splitter/aerofoils and extra winglets. The front wings also have new air dams, presumably to cool the brakes, while the front bonnet has a unique cooling duct with a vertical airflow insert made of carbonfibre.

To the sides are beefier skirts with extra cooling ducts and a lower carbon aero element. The rear end is dominated by a huge adjustable rear wing, plus a revised rear diffuser, while the Spider has extra cooling on its engine cover. Detailing is in contrasting black, including carbon mirrors on the red coupe.

So what exactly is the story behind these 4Cs? Our guide on the day, Gianfranco Gentile (communications at the Heritage Hub), told us: "These were created by Alfa Romeo Centro Stile as proposals for how a Quadrifoglio version of the 4C might look. They were a showcase for management, should Alfa have decided to pursue build a higher-end version of the 4C. But that never happened."

As mere styling exercises, that means underneath the more aggressive-looking exterior, the mechanicals are standard 4C – in other words, 240hp of 1.75-litre four-cylinder turbo power. It would not have been that way in production, though. Alfa Romeo had certainly left the door open to a more powerful version: in 2014 the company's boss Harald Wester commented that "there is space" for more power, with a figure of 300hp being mooted. It wouldn't have been difficult to reach this target: tuners such as AlfaWorks have extracted a reliable 350hp



from the 1750 TBI engine without making extensive hardware changes. As for what a 4C Quadrifoglio would have been like to drive, we can only speculate – but we bet it would have been something special.

FIAT BARCHETTA V8

Wow, what a curiosity this is. We spotted this odd yellow Barchetta at the Heritage Hub – odd because it sports a bonnet bulge. Could we open the bonnet and have a look, please, we asked? To our astonishment, underneath

it lay... a V8 engine! With Yamaha castings on it, it appears to consist of two Yamaha V4 motorbike engines joined together – this is supported by the fact that an informative sticker inside the car advises that revs of more than 10,000rpm should not be used until full oil pressure has been reached! The sticker also warns that the front of the car is “lower than normal”. Moreover, the V8 is transversely mounted, so it’s set up to drive the front wheels – making this a very rare example of a V8 FWD car.



ALFA'S MID-ENGINED HYPER-GTV

One further might-have-been is this curious mid-engined Alfa GTV Tipo 916, as documented by its designer, Enrico Fumia, in his autobiography: “We called it *Iper* (‘Hyper’). It used a GTV body whose only major difference was the rear window: an almost vertical piece of glass and a new spoiler that was partially ‘transparent’ thanks to small holes on its surface. This was a unique proposal, even now.”

Alternative designs for engine cooling side ducts were posited on each side of the car, too. Begun after the 916 Monoposto project, the Hyper-GTV remained a one-off and was not pursued.

It is speculated that this project might have had something to do with Yamaha bike-racing champion, Valentino Rossi. The rectangular side repeaters confirm that this is a Japanese-market Fiat Barchetta, so it was almost certainly converted in Japan, quite possibly with Yamaha’s help. Again, we can only speculate what a 10,000rpm FWD V8 Barchetta might be like to drive – pretty amazing, one suspects. 🇮🇹

BLACK PANTHER

Woop, woop, it's the sound of da police! And that sound is? Twelve cylinders in full song – and also the sound of terror if you were a perp in 1960s Rome, when this Ferrari 250 GTE was the ultimate cop chase car

Story by Chris Rees
Photography by Tom Gidden





Central Rome, the mid-1960s. A red Alfa Romeo tears along the narrow streets, followed by the siren of a police car and blue flashing lights reflected in the city's backdrop. Into view heaves a black Ferrari in hot pursuit. Surely that can't be the police car? But the *Squadra Mobile* panther decals emblazoned on the side confirm it's true.

No time to ponder. The driver of the Alfa tries to escape by pelting down the Spanish Steps at high speed, in the hope that his pursuer will not follow him and risk damaging a car so precious as a Ferrari. It's a vain hope: the policeman launches his Prancing Horse down the steps. At the bottom, the Alfa lies in tatters and its driver is duly arrested.

It may sound like a far-fetched movie screenplay, but this episode really did happen. The Alfa driver was a notorious Roman criminal called *Lo Zoppo*, his pursuer down the Spanish Steps was an even more celebrated figure: Italy's most famous police driver, Armando Spatafora (pictured above).

I suppose if you're going to get nicked, it might as well be in style. And surely there has never been a police car in the world more stylish than this Ferrari 250 GT 2+2 ('250 GTE' in common parlance). What you see here is not some light-hearted mock-up but a car that saw plenty of active service in the 1960s.

So how did Rome's police force get to smoke around in a Ferrari? At the start of the 1960s, the *Squadra Mobile* (the equivalent of the British 'Flying Squad') was using Alfa Romeo 1900 Supers – not bad cars but certainly not fast enough to outrun the favoured rides of Rome's crime gangs, notably stolen Alfas and Maseratis. Criminals were – literally – running rings around the police.

On 12 January 1962, the then-Chief of Police, Angelo Vicari, called a crisis meeting with the *Squadra Mobile* to elicit their views. He asked what could be done to crack these criminals? More funds, said some; better planning, said others. "But what specifically do you actually need?" asked Vicari.

Then the words came forth: "We need a Ferrari". The utterer was a sergeant called Armando Spatafora. Unfazed by this apparently absurd request, the Chief of Police simply replied: "Then you will have it."

Born in Sicily in 1927, Armando Spatafora was a slight, keen-minded man with piercing eyes. He was famed for his photographic memory but above all his precocious driving skills. His work earned him a nickname among Rome's crime circles: 'The Lynx'. And when lynx and panther join forces, you're sure to have



a lethal hunting combination – and so it turned out.

The police duly made an approach to Enzo Ferrari who supplied, in November 1962, two 250 GTEs to the force. He invited the four officers selected for driving duty in the cars – Spatafora, Carlo Annichiarico, Dalmatio De Angelis and Giuseppe Savi – to come to Maranello for a fast driving course. Spatafora gave the other three a lift up in his Fiat 500, a journey that took six hours.

Spatafora's talents behind the wheel of the 250 GTE on both road and track were praised by Ferrari's ex-racing test driver, Roberto Lippi, who only noted that his mechanical sympathy needed a little finessing. Enzo is even reputed (possibly apocryphally) to have offered Spatafora a drive for the Scuderia, which he turned down.

production model that could fit four adults, and also Enzo's personal choice of transport. Pininfarina had designed the car over the same 2600mm wheelbase as the 250 GT Coupe and Cabriolet, but by moving the engine, gearbox and steering gear 200mm forwards in the chassis compared to the 250 GT, and the fuel tank further back, enough space was liberated for two rear seats. Compared to the earlier 250 GT, the GTE was longer, wider and lower but only 80kg heavier.

Was this car tweaked in any way, as certain police vehicles across the world frequently are? No – there was simply no need. Straight from the factory, the 250 GTE was one of the fastest cars on the planet at the time. The single overhead cam 3.0-litre V12 engine had three twin-choke Weber 36 DCL6 carburettors and twin coils, enough for an output of 240hp. The four-speed

Unmodified engine still had the power to beat anything else in a chase. 'Squadra Mobile' force always used black livery in the 1960s

“ The Ferrari 250 GT 2+2 was the perfect choice for its crime-hunting role, capable of 149mph ”

This particular Ferrari 250 GTE 2+2 is a Series II with chassis number 3999, built in November 1962. The sister car of 3999 sadly met an unfortunate end shortly after being built, being destroyed in an accident. That left this as the sole car for the four authorised policemen to use. The build sheet states it's a "vett. Polizia" (police car) but it was essentially a standard 250 GT 2+2 finished in black with hard-wearing tan leatherette upholstery.

At the time, police pursuit vehicles were always painted black. That's the reason why the *Squadra Mobile* acquired the nickname 'Panthers' and why an emblem of a black panther appears on the side of this car. Other changes to make it police spec were slight: a flashing light on the roof, siren and police radio in the dash.

The 250 GT 2+2 was the perfect choice for its crime-hunting role. Launched in 1960, it was Ferrari's first ever

all-synchromesh gearbox was supplemented by an overdrive fifth (the only Ferrari 250 model to have overdrive) and there was a choice of two different final drive ratios; with the taller axle fitted, the top speed was 149mph – perfect for pursuit work.

Of course, the 250 GTE is all about its Colombo-designed V12 engine. The sweet mechanical symphony under the bonnet is accompanied by a muted howl from the exhausts. It loves to rev, too, really coming alive in the upper rev reaches. At 5000rpm it's really starting to fly – at which point maximum torque (a fairly modest 193lb ft) is reached. Peak power (240hp) doesn't arrive until 7000rpm; if you lift off the throttle at such revs, you're rewarded with a delicious crackling overrun.

The clutch and non-assisted steering aren't too heavy, although the steering is very low-geared. The four-wheel disc brakes give you great confidence,



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too. While it doesn't handle as deftly as its competition-bred brethren such as the GTO, the GTE is surprisingly eager around corners for such a large car. It's well balanced and neutral-handling; any hint of understeer can easily be dialled out by judicious use of the throttle.

The Spatafora-Ferrari 250 reign began in December 1962 and very quickly achieved notoriety. The word on the streets was that it was almost impossible to outrun the black Ferrari, which was widely seen hunting its prey in suburban Roman avenues, city centre streets, the narrow confines of the Trastevere and even St. Peter's square ("With the sirens off, so as not to wake the Pope," said Spatafora).

This legend was encouraged by the press. The Rome newspaper *Il Tempo* declared on 4 October 1964: "If you go out late at night, always watch out for the panther!", citing Spatafora in fulsome terms. Such was his status that some thieves deliberately looked out for Spatafora to challenge him in a chase, such as the example of *Lo Zoppo* at the start of this feature (after which episode, incidentally, the Ferrari had to be returned to Maranello for major repairs).

The car was also used for emergency blood deliveries to Naples, a 200km (125-mile) motorway run that was reputedly completed in just 50 minutes. The Ferrari ended its active service in 1968, leaving the work to more humble Alfa Romeos. The 250 GTE disappeared without trace and was feared lost forever, but in fact it

had been bought by a collector called Alberto Cappelli at a military vehicle auction and carefully stowed away. At the turn of the century, he loaned it to the Museum of Police Vehicles in Rome for many years. To this day, it remains the only private car in Italy permitted to run on the road in *Squadra Mobile* livery.

As for Spatafora, he was eventually promoted to the rank of marshal before retiring, although he continued to train police drivers. He died with sadly little fanfare in 1987. If his life story sounds like a pitch for a film script, Italy's movie industry agreed, his story inspiring the film *Poliziotto Sprint* (literally 'The Sprinting Policeman' but released as *Highway Racer* in English language markets), for which he acted as a consultant. Armando Spatafora was reunited with the 250 GTE one last time in 1984, three years before his death, when he drove it in the Coppa delle Dolomiti race. Amazingly, at the age of 57, he managed to record the second fastest time overall.

The Italian police force has since dabbled with lots of other 'interesting' pursuit vehicles, including a Lamborghini Gallardo and a Lotus Evora. But nothing could ever be quite as unrepeatably cool as this 250 GTE, which we had the good fortune to see close up at the Padova Auto e Moto d'Epoca show a few years back. If you like the sound of being a black panther, this car is currently up for sale via Girardo & Co (0203 621 2923, girardo.com) at its Milan showroom. 🇮🇹

The 'Panthers' nickname for the black police pursuit cars stuck, leading to this natty decal being adopted



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HPE SAUCE

Steve Berry reflects on Lancia's very 1970s 'High Performance Estate' and reveals why Joan Collins made him sell his

Story by Steve Berry
Photography by Michael Ward

So I'm on Esther Rantzen's prime-time ITV chat show alongside Dame Joan Collins and Sir Norman Wisdom. This actually happened – go on, check. Anyhow, they wheeled me on first – they always get the Z-lister on first – and then came Sir Norman. What an amazing guy. His anecdotes included walking from the East End of London to the Welsh Valleys to look for work in the mines, and being worshipped as a living god in Albania. Then Joan Collins wafted on and started talking about, I don't know, inventing massive shoulder pads in the 1980s. What I do know is that all the time she was talking, I was thinking, "You're the reason I got rid of my Lancia Beta HPE".

The Lancia Beta, made between 1972 and 1984, has a good claim on the unwanted title of 'most maligned car of all time'. The Beta is damned on three counts. Firstly, it wasn't a 'real' Lancia but a mere Fiat in a party frock. Secondly, no true driver's car should be front-wheel drive. And thirdly, it rusted like a lighthouse keeper's bicycle.

Not all of this is untrue. In 1969 Fiat had rescued a Lancia bankrupt of money and ideas, its best men making haste towards the *uscita*, with no new models in development. When Fiat met Lancia there was no honeymoon period, or if there was, it was a weekend in Rimini, two-star, room only. Fiat immediately set to work trying to make money from entry-level luxury Lancias. But Lancia had been founded by an engineer; Fiat by a businessman. Perhaps in 1969 there was someone in the Fiat boardroom who, as a boy, had





“ The Lancia Beta has a good, but unfair, claim on the title of ‘most maligned car of all time’ ”



ridden in the unparalleled Lancia Aurelia, looking out between mama and papa, and who still had a shred of soul. Probably not: Fiat's approach was always more about pragmatism than passion.

The new car would be called the Lancia Beta and the story of its creation reads like the plot of a movie. A low-budget movie, perhaps, but with a gripping narrative and plenty of potential for car chases. A between-the-wars superstar car maker finds itself on hard times; men with shiny suits and expensive smiles turn up and task a team of old-timers and wet-behind-the-ears rookies to come up with a car that sells in bigger numbers than any car in the company's proud 60-year history. The reality was that a team headed by Aldo Castagno and Pietro Castagnero came up with an absolute cracker of car in just two years. Rack-and-pinion steering, an innovative and much-copied independent suspension set up at both ends, four-wheel disc brakes, five-speed gearbox – all impressive stuff for 1972.

All kinds of potentially great cars from those turbulent times were damned to mere adequacy by an elderly and underpowered engine – think Citroen CX, Lotus Esprit and DeLorean. But the Beta design team got lucky – like Ringo Starr lucky – since the engine they inherited was a 'World Engine Greatest Hits' chart-topper: Fiat's twin-cam. In the Beta it was turned

transversely to drive the front wheels through a brand-new gearbox designed for Citroen.

The four-door Beta saloon was followed in 1973 by the unfussy, elegant Beta Coupé and a year later by the Spyder, a targa-roof 'convertible' with a substantial roof pillar because everyone thought that the Americans were going to ban pure convertibles – which they didn't. Annoying, that.

The 1975 Beta High Performance Estate was a very clever variant, using the front end and doors from the Coupé on the longer floorpan of the saloon. I think it's the best-looking of all the Beta-badged cars, even though Castagnero's 'bobbed' rear end left the exhaust back-box wholly exposed to public view – rather like an elegant, well-dressed woman who goes off to powder her nose and returns with her skirt tucked into her tights (yes, I know that comment is in questionable taste but then so were the 1970s).

It was a bit odd that the 'High Performance Estate' name was expressed in English but then the UK was Lancia's biggest market outside of Italy at the time, while Lancia was also coming to America, but only with the sexy stuff – the Beta Coupé (sorry, coop) and HPE. It didn't work, of course: US cars were afflicted with federalised impact bumpers and Lancia's adventure there was as short-lived as Jeremy Clarkson's ITV chat show.

Beta Coupé front end mixes with hatchback rear to create the best-looking Beta of all, reckons Berry

LANCIA BETA HPE

The HPE was first offered in the UK with a choice of 1600 and 1800 twin-cams, both with a single Solex carburettor. It was favourably received by the hard-to-please press, who appreciated traditional Lancia qualities such as unparalleled front-wheel drive handling. Even more impressive was the keen pricing policy, which deviated markedly from previous practice and compared favourably with similarly configured cars like the BMW 02 Touring and – hush my mouth – Reliant Scimitar.

In an advert made to sell the HPE to Italians, a family of four are travelling in their HPE and get overtaken by another car (you'd never see that in a car commercial today). The two cute-as-a-button kids alert their impossibly attractive parents to the fact that the other car, a fire-engine-red Beta Coupe (what did you think it was going to be – a Datsun?) is about to pass them. Their contented smiles acknowledge that in the not-too-distant past they'd been those singletons in the red sports car but – as responsible but still-groovy parents – the four-seat HPE hatchback (it's not really an estate, you wouldn't see Lovejoy driving around in one) was much better suited to their requirements.

But as we say up here in Lancashire, there was trouble at t'mill. Boy was there trouble. The American showman Phineas T Barnum once said that there was no such thing as bad publicity. Like most of the things he said, that was a lie. Lancia found this out to its considerable cost when, in 1979, ITN News broadcast a two-minute report that claimed Lancia was having to buy back Betas because the engines were falling out. That wasn't what was happening, of course. What was happening was the subframe that fixed the engine to the body was particularly prone to rust, and you couldn't see it until it was too late. Watch the ITN item – it's on YouTube – to see Sandy Gall and a grim-faced Sue Lloyd Roberts talk like Mussolini and his mistress in cut-glass tones while doomed Betas dangle from a





scrapyard. Not only was this 'very bad indeed' but also unfair. Lancia did a lot more to appease unsatisfied customers than, say, VW has done recently; but selling cars has always been a grubby business.

Lancia would attempt to distance the HPE from this unpleasantness by dropping the 'B' word entirely and saying 'HPE' now stood for 'High Performance Executive'. The brochure declared it was "a new concept in cars" – sounds great, even if Reliant might have disagreed (Scimitar). And Volvo (1800ES). And BMW (02 Touring). Lancia went to a lot of trouble to advertise the HPE to aspirational 'Seventies couples – the sort of people who would own a reel-to-reel tape player, water bed and fondue set, and participate in suitably up-scale activities such as golfing, shopping and shootin' (with a Beretta, of course). If it all seems a bit obvious now, then you have to remember what an estate car meant to most people back then: solid axle, heavy-duty cart springs, tow bar and a roof rack made of angle iron.

The only Lancia HPE I've ever driven is the one I owned, after selling my Innocenti Mini De Tomaso. I bought it for two reasons. First, it was a Lancia. Second, it was supercharged – that's right, mine was the Volumex model with a Roots-type blower. Its 133hp wasn't much of an increase in horsepower from the fuel-injected 2.0-litre twin-cam but there was a noticeable increase in available torque and that matters in a car that isn't a pure sports car but does have a sporting character.

My most memorable drive was my very first one. I travelled from Manchester to Edinburgh to take pictures of a pop star and his collection of lovely old vee-twin motorcycles. The HPE was perfect for the journey: quick, comfortable and much better suited to its role as a motorway cruiser than the Innocenti.

The other reason I bought it was because it was cheap. Eight grand when new in 1984, it cost me just £1500. And it was in great shape: not so much as a

soupcion of rust anywhere on its handsome exterior. But I didn't love it. I'd bought the wrong Lancia. It was just too quiet, too luxurious, too understated. Like a misfiring twin-cam, my timing was out. I was a young man in a middle-aged man's car. The HPE was the automotive equivalent of one of those sleeveless cashmere sweaters that Italian men of a certain age wear under a suit jacket. It looks great on a silver fox but silly on a young buck.

Then one evening I was at a friend's house watching a pile of VHS movies, most of which would fall firmly into the category called guilty pleasures. Among them was one of the sexploitation films that Dame Joan Collins (remember her?) made in the late 1970s and would no doubt rather forget but which, thanks to the internet, live forever. And there she was, in an oversized fur coat outside a glitzy nightclub where she was meant to be the manager, alighting from a Lancia HPE.

That was it. I'd sold the car within a week. I bought a red Alfa that looked and sounded younger, faster and sexier – and importantly, made me feel young and fast and sexy. No apologies, that's what young men go for, good or bad.

I saw an HPE recently at a Cars and Coffee event, though, and I was captivated. This wasn't like my final-year, top-of-the-range Volumex. It was a 1600 finished in lovely primrose yellow with a fabulous 1970s interior. The sculpted orange seats looked like the sort of chairs you'd see in an apartment where someone gets stylishly murdered in a Michelangelo Antonioni movie. It made me think that I'm now the guy that Lancia wanted to buy the car when they made it 45 years ago.

It can't be hard to find one, I thought. After all, they made a quarter-of-a-million Coupes, Spyderys and HPEs. But for the reasons we've covered here, there are very few remaining, and the people who own them know just how good they really are. Joan Collins has a lot to answer for. 🇮🇹

VX supercharger boosts torque, fitting the 'High Performance Executive' billing in the car's later life

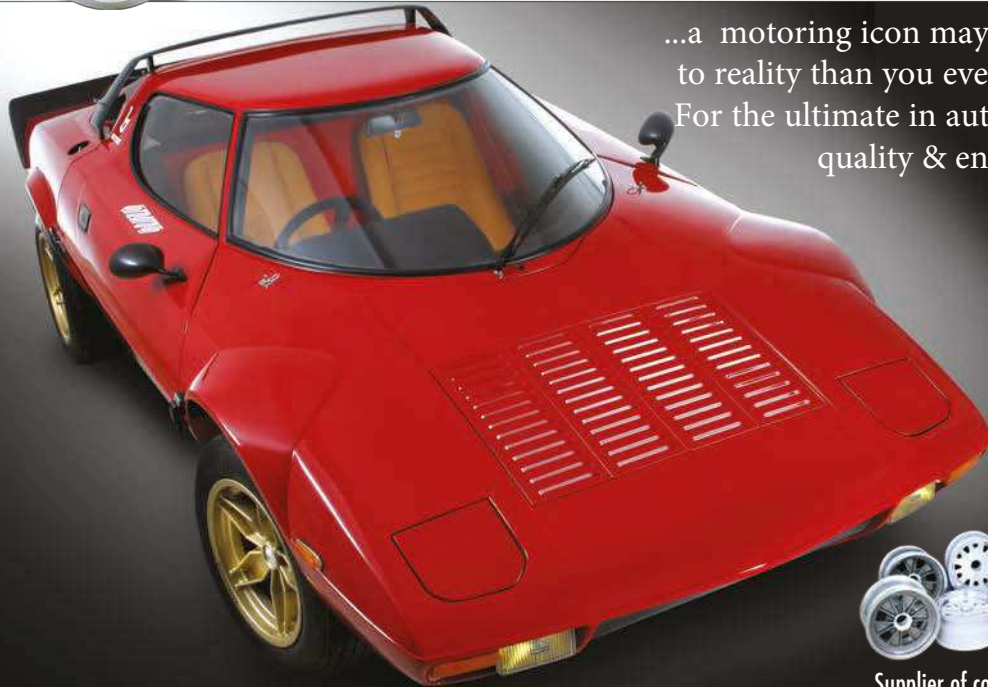


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ESTATE OF THE NATION

Need to carry lots of luggage in a hurry? Italy has the answer – always has had – thanks to its pioneering line of sports estate cars. Here are our sporting highlights

Story by Chris Rees

We hope you've enjoyed Steve Berry's rollicking ride around the Lancia Beta HPE. Coming almost a decade after Reliant supposedly 'invented' the sports estate theme with its Scimitar GTE, many people have been tempted to call the Beta HPE Italy's first-ever sports estate. However, they're wrong. Not only were there many sporty Italian load-luggers before the Lancia, Italy has rarely got the credit it deserves for being such a pioneer of the shooting brake art form. We're here to redress that.

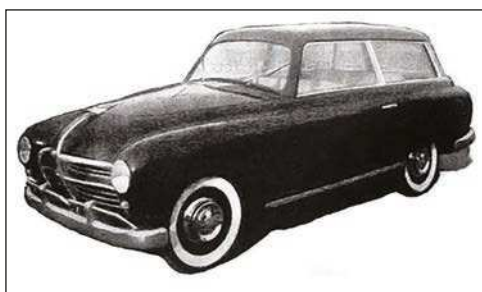
In fact, the very first sporting shooting brake – as in a sports car specifically designed with estate car rear bodywork – was Italian. A little-known coachbuilder called Carrozzeria Fontana created a unique body on a Ferrari 212 Export chassis in 1951. The so-called *Carretto Siciliano* ('Sicilian Cart') was designed by Paolo Fontana as the perfect car for the 1951 Giro di Sicilia – a race it duly won with Vittorio Marzotto and Paolo Fontana at the wheel. Its career as an estate car was short-lived, however, as it was soon transformed into a regular Vignale Spider.

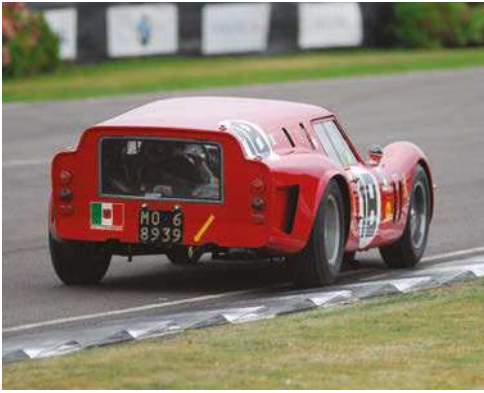
The idea of a practical but sporty machine was taken up by several other Italian coachbuilders during the 1950s. For instance, 'Giardiniera' estate car conversions were very popular post-war, and Fissore was doing three-door wagon bodywork on Fiat 1100 chassis as early as 1947. But these don't really count as 'sports' estates – they were more utilitarian in nature. The sportiest of the clutch of 1950s Giardinieras was by none other than Franco Scaglione (yes, the man who went on to design the Alfa Romeo 33 Stradale in the 1960s). One of his first ever creations was the Fiat 1100 'Utiletta Frasca' bodied by Carrozzeria Ansaloni in 1952, with a rakishly smooth look. Other *carrozzerie* had a stab, too, such as Pinin Farina with its 1956 1100 Sport Wagon, which was described by one contemporary Italian journal as "a new high-speed approach to the utility vehicle". Ghia also made a curiously angular Fiat 1100 wagon in 1957.

The phrase 'shooting brake' could truly be applied to a 1962 project by Ghia, whose publicity shots for its new car included rifle-toting fashion models. This was the Ghia Fiat 2300 S Club, based on the regular 2300 S coupe but with new rear bodywork featuring a tailgate and natty roof bars. However, only two Clubs were ever made.

It was Moretti that arguably gave birth to the sports estate, in the sense of a car that was commercially available. Its Fiat-based Week End was revealed at the Geneva Show in 1963: a resolutely sporty hatchback with four seats, the rear ones foldable. It was initially based on the Fiat 1300 or 1500, but from 1964 you could also have one on the Fiat 1100. The Michelotti-

CLOCKWISE: Fontana Ferrari, Fissore 1100, Farina 1100 SW, Ghia 2300S Club, Moretti Week End, Ghia again, Scaglione's Utiletta Frasca





penned Week End reached the market a full five years before Reliant's Scimitar GTE, but it remains very little known today and didn't sell well in period; perhaps the idea was just a bit too radical for the time. Similar fates awaited other coachbuilders that tried the format, including Savio with its 125 Estate (1968) and Poccardi's Frua-designed 125 Shopping (1969).

We can't help but mention the amazing 'Breadvan' body on the Ferrari 250 GT SWB by Bizzarrini/Drogo in 1962. This boasted a vertical rear window but the Breadvan was absolutely not created for shooting parties; more for gunning down opposition on the track – its shape was designed for purely aerodynamic, race-ready reasons.

A whole string of exotic shooting brake concepts then proceeded to break cover. The first was Carrozzeria Touring's incredible Lamborghini 400GT Flying Star II in 1966 – the world's first ever supercar-based estate. Then in 1967, Pininfarina's Paolo Martin experimented with Kamm-tail aerodynamics, resulting in the Fiat Dino prototype presented at the 1967 Paris Show. This had a vertical rear window incorporated into a lifting tailgate – a true sports shooting brake – but sadly it had no production future.

Such experiments inspired a series of Ferrari shooting brake one-offs. Things



kicked off in 1968 at Vignale, whose 330 GT-based estate car certainly had personality, if not especially noteworthy elegance or taste. Other load-lugging Ferraris included the 365 GTB/4 Shooting Brake by Panther Westwinds in 1975 and the 365 GTC/4 by Swiss couturier Felber in 1977. We should also mention the enormous Murena 429GT, an American V8-powered three-door estate built in Italy by Automobili Intermeccanica in the late 1960s.

By the 1970s, the sports estate theme was well and truly established. Turning to our next pair of proposals, it's a crying shame that neither reached the market. Pininfarina's elegant Fiat 130 Maremma of 1974 brilliantly transformed the rear end of the 130 Coupe into a sharp-suited estate. It actually got very close to series production, but in the end only three Maremmas were ever made, one of which was delivered to Fiat boss, Gianni Agnelli. No less frustrating was the stillborn Lancia Gamma Olgiata of 1982, a Gamma Coupe with similar rear end treatment by Pininfarina – achingly gorgeous, annoyingly stillborn.

In the modern era, coachbuilders have returned again and again to the sports estate form. For instance, in 1994 Zagato built a Mercedes-Benz S500 Shooting Brake for a German customer. Bertone proposed the

Aston Martin Jet II in 2004; a similar idea was the Aston Martin Vanquish 'EG' designed by Boniolo and built by an outfit called Quality Cars. Neither was particularly aesthetically appealing, though. Far more successful conversions on Aston Martins have been effected more recently by Zagato. Its Virage Shooting Brake of 2014 was a dramatic one-off. Meanwhile the new Zagato Vanquish Estate has garnered plenty of plaudits – and you can actually buy one (99 are to be made). Carrozzeria Touring Superleggera also very successfully transformed a Bentley Continental GT into an estate in 2010, with its superb Flying Star, 19 of which were made.

You could argue that Ferrari's FF and GTC4Lusso are sports estate cars, and we might not disagree with you. But one newly-released Ferrari that definitely ticks the box is the fascinating Vandenbrink 612 Shooting Brake. Dutch designer Michiel van den Brink styled his 612 Scaglietti-based estate with an almost van-like rear end, but it kind of works. The first one was built in 2019 and Vandenbrink now plans to produce a limited edition of 12 in total. 🇮🇹

ABOVE: Drogo 250 GT 'Breadvan' & Touring Flying Star II. BELOW, CLOCKWISE: Lancia Olgiata, Panther Ferrari, Bertone Jet II, Vandenbrink 612, Murena 429GT, Fiat 130 Maremma



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EARLY BIRD

Compact, stylish, practical and oozing with 1960s Italian charm, the Fiat 124 Sport Coupe is a gem. We sample a perfectly preserved, world-class early 'AC' model

Story by Peter Nunn
Photography by Michael Ward





Back in the 1960s, the Fiat 124 was a very big deal in the Italian new car marketplace. Produced in huge numbers, it was the everyday workhorse for the masses: simple and straightforward, built to do a job – which it did very well.

Alongside the saloon Fiat also launched the 124 Sport Coupe, the compact, elegant two-door derivative you see here. Its mission, along with the celebrated 124 Spider, was to add some dash and colour to the volume 124 range. It worked. Once again, Turin hit the mark and the 124 Coupe was an instant success.

This attractive 1967 Fiat 124 AC Sport Coupe belonging to Australian enthusiast Peter Westcott is one of the best you will see – anywhere. Truly, it is an absolute gem and luckily, it's now based in the UK. Original, complete and a delight to drive, it ticks all the boxes and oozes 1960s Italian charm. An authentic time-warp first-generation car that has never been restored or 'improved,' the Fiat today is a genuine and fascinating rarity.

Even in period, the Fiat's charms were well recognised. When testing an early 124 Sport Coupe, very similar to this example, back in January 1968, John Bolster in *Autosport* enthused: "The Fiat 124 Sport Coupe is a car of tremendous character in an age when many cars seem to be losing their individuality. It is a thoroughly practical everyday car and can be used as a full four-seater, yet it is unmistakably a sports model and Italian sports at that." In his report, JVB was full of praise for the Fiat's free-revving 1438cc twin-cam engine and its handling, finding the car a pleasure to drive, also noting that it is "very well made and finished, looking far more expensive than it is".

And that price in early 1968 was £1298, when an Alfa Romeo 1750 GTV coupe was £2248. A bargain? Yes indeed, even if one year later a Ford Capri 1.6 GT would cost £1042, but you get the idea.

After some months of searching, Peter Westcott, a serial Italian car enthusiast and collector, found this example in Sicily. His brief at the outset was 1960s Italian: "I really like Italian cars of the period, they've just got that certain something."

Peter had previously owned a 124 Sport Coupe BC (the second-generation model) back in the late 1970s and early '80s. "For a young blood, it ticked a lot of boxes: twin-cam, twin downdraughts, five speeds, four-wheel discs and coils, and a full set of dials. It was red and it was the business!"

Eventually the Fiat was moved on but fast-forward 30-something years and the 124 Sport Coupe was

again in Peter's thoughts. Recalling that the BC was "a bit of a mattress" in the handling department and unconvinced by the more challenging looks of the third-generation CC, he went back in time, focusing instead on the first 'torque tube' AC models which, he recalls, had the reputation for being very sharp handlers.

friend to friend but being used sparingly. Interestingly, the car stayed unsold for more than 15 years at an official Alfa Romeo dealer in Enna, registered to the owner of the car shop. How so? Nobody really knows the story behind that...

Peter engaged Andrea Sirtoli, a Palermo-based car inspection and shipping agent, to broker the sale and

“ The BC was a ‘bit of a mattress’ in the handling department but the earlier AC is a very sharp handler ”

This 124 Sport Coupe AC duly came up on an Italian website. The car was located in Enna, "slap bang in the middle of Sicily so it's dry and salt-free, perfect conditions for any classic," says Peter. It immediately stood out through its original paint and 'sharpness'. Peter subsequently found it to be a very early car with the highly desirable gold-rim dials, narrow door pulls and other early features like the electro-magnetic engine fan.

The car had been sold new in Enna and had spent its life in the immediate environs being passed from

This immaculate early AC coupe might be one of the most original left in the world. Turquoise paint really suits it

handle the export and shipping paperwork, a task carried out with the utmost transparency, care and effectiveness, Peter remembers.

Now, some of you at this point might be wondering why someone in Australia would want the Fiat shipped to the UK. The answer is simple: "For a number of years it was our practice to do a classic tour to the south of France or Italy with some other enthusiasts. Previous trips I've done include a Moto Guzzi LeMans III, Lancia Fulvia Berlina and Fiat Dino Coupe 2.4. With this in mind, I pursued suitable cars and the Fiat 124 Sport – roomy,





practical, reliable – seemed ideal.

“It’s a very, very early car; not all the registers are consistent, one saying it’s the third-oldest survivor, another saying the sixth. There’s perhaps one other AC in a similar state of preservation. That’s what really attracted me to it, they’re original only once and I prefer faded or scruffy originality to pristine restored.”

The Fiat duly made its way to the UK and was prepared for road duty by renowned Fiat Dino specialist Mark Devaney at his 24 Hundred Workshop in Kent. It was then valeted and detailed by Bruce Stevenson at Spider Vehicle Enhancement, also Kent-based.

The good news: nothing major was needed. However, all the front bushes (originals, never having been apart before) were changed. The dampers, brakes, belts, water pump were all looked at. Tony Castle-Miller of Middle Barton Garage provided welcome assistance and Andrea Sirtoli helped by buying and shipping some hard-to-find items from Italy. “We didn’t need much but what we needed had to be right,” recalls Peter, who also sourced a special set of skinny plug leads from Italy to go with an engine tune.

When I meet up with the Fiat at Mark’s fascinating workshop near Tunbridge Wells one rainy Monday morning, sunny Sicily suddenly seems a very long way away. The Fiat’s amazing provenance and condition immediately stand out, despite the drizzle. Seeing such

an elegant car, pristine and on the button, my heart immediately warms to it. And its local Italian badging is another nice, welcoming touch.

The paint is a resplendent shade called Blu Turchese (turquoise blue), which is thought to be – possibly – the only AC in its original factory paint. The Fiat wears very stylish Cromodora alloys shod with 165/R13 tyres. As you climb in, the Cielo light green interior is something else: bright, open, airy and beautifully presented.

Apologies for going all *What Car?* for a second, but the Fiat’s driving position immediately feels good, straightforward and comfortable; and, yes, sitting in the back, there really is genuine space and headroom. The boot is deep and wide, too – all in all, a remarkable feat of packaging in a car which measures just 4115mm long and 1670mm wide, a far smaller footprint than a modern Fiat Tipo.

Time to fire up that famed ‘Lampredi’ 1438cc twin-cam, which is fed by a single downdraught twin-choke Weber carb, producing a respectable and refined gohp at 6500rpm. What a super unit this is: eager, smooth happy to rev and, yes, also looking smart and purposeful under the Fiat’s big, tip-forward bonnet.

The Fiat’s efficient four-cylinder twin-cam is nicely flexible too, blessed with good low-to-mid-range torque (108Nm at 3600rpm), so there’s easy pick-up and a broad spread of power. Performance? Back in 1968, *Autosport*’s John Bolster recorded 0-60mph in 11.2 seconds and 105mph flat-out. Peter Wescott says he cruises easily at 70mph with seemingly plenty in reserve.

As I guide the Fiat through those scenic Kentish lanes, I’m struck by how well resolved and tight the car feels, almost like it’s new. Everything comes together as a whole and feels so natural. Control weighting is superb. It’s a genuine joy.

Remarkably, there are only 81,361km on the clock, more than 50 years after this Fiat 124 Sport Coupe was built (and Peter is only the fifth recorded owner since August 1967). Over time, I’ve driven some ground-up, fully restored cars that don’t feel anything

TECHNICAL SPECIFICATIONS

FIAT 124 SPORT COUPE AC

ENGINE:	1438cc four-cyl DOHC
BORE X STROKE:	80mm x 71.5mm
COMPRESSION RATIO:	8.9:1
INDUCTION:	Weber 34DFH carb
POWER:	90hp at 6500rpm
TORQUE:	80lb ft (108Nm) at 3600rpm
TRANSMISSION:	4-speed manual
SUSPENSION:	Independent wishbones (front) Rigid axle, Panhard rod (rear) Coil springs & anti-roll bars front/rear
BRAKES:	Discs all round
TYRES:	185/65 HR14
LENGTH/WIDTH/HEIGHT:	4115mm/1670mm/1340mm
WEIGHT:	960kg
MAX SPEED:	106mph
0-62MPH:	11.2sec



like this. Mike Devaney agrees: "It's completely different to a restored car, which in this case probably wouldn't be economically viable, anyway. You can't replace originality."

I'm struck too by the exceptional all-round visibility from that large glasshouse and how well the Fiat rides the bumps and crests of these Kentish back roads. The suspension feels supple, well controlled and, to use the modern vernacular, it 'points' well too, turning in crisply to bends, staying flat, giving you the confidence to push harder if you wish.

Underneath, with front double wishbones, torque tube rear axle and front and rear anti-roll bars, the Fiat has plenty of high-grade hardware, again giving it a level of sophistication that perhaps many might not expect in this 1960s coupe class.

Changing gear is another delight, the shift being easy, precise and well-meshed. Yes, this is an early four-speed car but Peter reckons overall gearing is the same as later five-speed Sport Coupes and doesn't really suffer from lack of a fifth ratio.

Inside, that lovely wood rim wheel is super-stylish. The Fiat's wide wooden dash panel (with clear instruments) is perhaps less appealing. On the move, if there's some slight over-centre slackness at the helm, it doesn't spoil your enjoyment of the car and in the class of 2020, the Fiat is still light, finely balanced and wieldy, weighing in at a trim 960kg.

Peter says: "I've had some adventures, as you do when fettling a slumbering car. But the most telling anecdote, I think, is that people I've met in the UK almost to a person haven't seen one before, don't know what it is and are surprised it's a Fiat, that it's so old and still on the road. They usually think it's something from a far more exotic maker."

As you might have gathered, we reckon this period-perfect Fiat 124 Sport Coupe is an absolutely wonderful thing. Times change, however, and with the Fiat regrettably being little used of late, Peter Westcott is now hoping a new owner will take it on and enjoy it. If you're keen, call Mr Speedlux in East Sussex now (01424 893362, www.mrspeedlux.com). 🇮🇹

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MARK DEVANEY: 24 HUNDRED



If anyone deserves the title 'Mr Dino', it's Mark Devaney, who tells us why he's devoted his working life to the Fiat

Words and photography by Michael Ward

Mark has been interested in old cars for as long as he can remember but his passion didn't start with Italian stuff – more with the transatlantic variety. He states: "I'm still a sucker for a

whitewall tyre but only on the right car!"

Mark decided to get into the motor trade as it was the only way he could afford to indulge in the ownership of old cars.

His apprenticeship was completed at a Mitsubishi and Reliant dealer, where he found

working on the ridiculous three-wheelers was actually more fun than it should have been – especially the road test: "It would have been too cruel to roll one but the challenge was to take all corners on two wheels!"

He then branched out and left to work with one

of the salesmen restoring Morris Minors.

"There was an MOT station next to the workshop and one day this wonderful exotic coupe drove in," says Mark. "It had the engine note of something out of the paddock at Brands Hatch. Investigation

revealed that it was a Fiat Dino. Well, some encounters you never forget!"

The Morris garage folded due to the 1991 recession and Mark survived by fixing up cars, restoring a VW Beetle for a friend. It was clear that a full-time job was





needed, so a job at a village garage appeared, which is where he found the Autobianchi A112 Abarth that he owns to this day.

The drive to work took Mark past Rosneath Engineering and often the late Phil Stafford would be outside working on a Ferrari. One night Phil was under the bonnet of a Fiat Dino Coupe, so Mark pulled in and soon struck up a friendship. This led to an introduction to the Mike Elliott of Superformance fame, who sold Mark his first Dino Coupe.

When Mike Elliott retired, Colin Sowter stepped up to run the successful parts empire of the business and Mark put his hand up for the mechanical side.

Hence 24 Hundred was founded as a specialist in Fiat Dino models. Mark has been kept more than busy with these Ferrari-engined thoroughbreds ever since.

The Dino market, and indeed Dino ownership, is a fickle thing, as their values were for a long time intimately linked to the mythical Ferrari V6 engine. Many cars were sadly scrapped for their powerplants.

These days, values for the Fiats are much stronger and there is a true appreciation for the Spider and Coupe, so the demand for restoration and service work is now very buoyant.

A quick wander around the workshop reveals Mark's expertise. His tools of the trade, be it the huge English wheel or the lethal-looking metal nibblers and cutters, make it obvious that there's proper skill involved.

Mark states: "Everything I know about metal forming came from Mick Clark. I had become bored of the motor trade so I took a sabbatical working in the jewellery trade as a goldsmith.

I learnt all about attention to detail but just couldn't get the grease from under my fingernails."

He then started working for the master panel beater, Mick Clark, on Jaguar D-Types, low-drag E-Types and the like.

Mark proudly shows off a pattern for a Maserati Mistral fuel filler cap which he has made entirely from scratch, as one of his restoration projects came without one. Why not just buy a secondhand one? "As the cars are hand made, the body fit can vary from chassis to chassis, so few parts are ever identical or interchangeable," he comments. "If it's been made in metal, I can make another."

It's clearly not just Dinos in the busy workshop: tucked away in storage are Maseratis, other Fiats and even some Jaguars waiting their turn.

Abarths are a serious passion, too. His white-

and-red Autobianchi Abarth A112 is a well known and much loved car on the Scorpion scene. Often seen on the track, this little car always attracts attention.

"The A112 was my introduction to the possibilities of Italian cars," Mark adds, "and it's been Italian first ever since, due to the quality of the engineering."

A 2.0-litre Dino engine with its aluminium block steel crank and magnesium casings exemplifies this.

When Mick Clark took a job in America, Mark ended up running a mobile workshop and looking after a fleet of Iveco trucks for a bakery.

"Two doors up from my house there was an old-fashioned garage so the inevitable happened, I ended up working there. When the old guys retired they sold the business and soon Dinos squeezed out the modern stuff."

However, Mark adds: "If I ever become too proud to fix a Ford Transit, then it's time to hang up my overalls and find a quiet place for the big sleep!"

Career trajectory wasn't ever on Mark's mind and he admits he's been lucky to work with some very talented people and pick up the skills required to love these cars back to life.

He concludes: "Working for my mate Roger, an exceptional mechanic, and Mick Clark – who in my opinion is one of the best coachbuilders working today – is why I can strip and rebuild a Ferrari or Maserati engine, hand-form a Dino doorskin and make missing or damaged parts when replacements can't be found."

Contact Mark Devaney of 24 Hundred at: Honnington Farm, Vauxhall Lane, Southborough, Tunbridge Wells, Kent TN4 0XD. Tel: 01892 534958. Web: www.dinouk.com



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TURIN'S TURBOS

Starting in the 1980s, Fiat created a whole string of iconic high-performance turbocharged cars. We rediscover that 'turbo tingle' with boosted versions of the Uno, Croma, Coupe and Punto

Story by Sean Carson/Chris Rees
Photography by Michael Ward

The vast majority of engines in new cars today are turbocharged; that's a fact. But it wasn't so very long ago that only a very special breed of car had turbochargers.

Following the trail-blazing BMW 2002 Turbo (1973), Saab 99 Turbo (1977) and Renault 18 Turbo (1980), the decade of the turbocharged car was undoubtedly the 1980s, when every car maker worth its salt

boosted its range by shoe-horning turbochargers in. This was a heady era indeed, when having a 'Turbo' badge on your boot was a sign of something truly special.

Not a lot of people know this, but one of the very first European marques to gain a turbocharged model was Fiat, courtesy of the US-market 124 Spider Turbo of 1981 (see page 58). A whole gamut of legendary fast Fiats followed, their charisma largely deriving

from the addition of a turbocharger.

In this feature, we're looking at the 'classic' era of pre-2004 Fiat Turbos, in other words before the wonderful T-Jet and MultiAir engines that truly popularised turbocharging. Be that the Uno Turbo, Croma Turbo, Coupe 20VT or Punto GT Turbo, they all have that vital ingredient: a titanic kick you in the back when you press the accelerator.





“ The peppy, point-perfect drive is what makes this car ”



NUMBER ONE: UNO TURBO

The Fiat Uno Turbo epitomises the golden period of turbocharged hot hatchbacks. With its graphics pack and 13-inch polished alloy wheels, its look defines the 1980s genre – but even more impressive is the way it delivers its turbo kicks on the road.

The Turbo version of the Uno arrived in July 1985. Its 1299cc engine gave what seems by today's standards a very modest 106hp, but this was enough to take the car to 124mph and do 0-62mph in 8.3 seconds. While the Turbo was based on the lowly Uno 70, it was far more than a standard car with a blower bolted on. Alongside water-cooled cylinder liners, there was an intercooler and oil cooler, along with electronic ignition, knock sensor and Bosch LE2 Jetronic fuel injection.

Within 18 months the displacement had grown by 2cc, but the big change came with the arrival of the Uno Turbo Mk2 in September 1989 (January 1990 in the UK). With a restyled nose and a 1372cc multi-point injected powerplant, it had 120hp (dropping to 116hp in 1992). Production of the Mk2 Uno Turbo lasted until 1993.

The peppy, point-perfect drive is what makes this car. Pulling away, the Mk1 Uno's lack of mass (just 845kg) and willing engine are immediately apparent. What's also noticeable is the Uno Turbo's lack of assistance, and it's all the better for it. The

reassuring weight of the steering as the rim gently waggles in your palms with such pure feedback is delightful.

That lack of mass also presents itself when the clutch is fully engaged and you can explore the throttle's travel for the first time. I adjusted my mental goalposts for a mildly punchy but old-school motor. I was forced to readjust them quickly, as the standard 1301cc single-cam engine feels every bit as good for the 106hp factory output. In fact, it's surprisingly potent.

The power delivery is refreshingly retro in the most positive fashion possible. There's a touch of turbo lag as the boost gauge on the digital dial pack lags behind your throttle inputs, then the hit comes – a quoted 108lb ft of torque as the bars of boost build, both visually and physically.

Character runs throughout the rest of the car, too. Brake technology has moved on in the 35 years since this Uno Turbo first arrived, but there's still a reassuring level of stopping power modulated by a long-travel pedal, even if they feel a little devoid of life and initial bite. The pedal itself gives a lovely platform for heel-and-toeing down the gearbox, with the light shift action providing an unusually tactile contrast to the weight of the brakes and steering by modern standards. The Uno responds sweetly to a touch of trail braking, helping adjust the short wheelbase chassis' line on the way into corners.





Heavy steering means plenty of stability, too. It lightens with speed and kicks back, bristling with feedback. The ergonomics provide a challenge, with the relationship between pedals and wheel forcing you to sit hunched slightly, but it's still a joy to drive.

This particular examples' grip is abundant thanks to a 20mm drop in ride height and a front strut brace. A Scorpion stainless steel exhaust system is the only other modification from standard, giving a lovely, deep fulsome tone, too, and really suits the period-perfect look of the car.

TECHNICAL SPECIFICATIONS

FIAT UNO TURBO MK1

ENGINE:	1299cc/1301cc 4-cyl SOHC
POWER:	106hp at 5750rpm
TORQUE:	108lb ft (146Nm) at 3200rpm
TRANSMISSION:	5-speed manual, front-wheel drive
WEIGHT:	845kg
MAX SPEED:	124mph
0-62MPH:	8.3 secs



BIG AND SHINY: CROMA TURBO

Big Fiats have a troubled history and the Cromia is perhaps unfairly bundled into the rogues' gallery. The main problem for the Cromia was how good its sister models in the 'Type Four' family were, especially the Lancia Thema and Alfa Romeo 164. Their handsome looks and V6 power did leave the big Fiat in the shade. Sales peaked in the UK at a paltry 2000 per year, and in its final year on sale over here (1993), just 42 were sold.

But the Cromia was by no means a bad car, and in Cromia i.e. Turbo guise it offered solid performance barge credentials. It was a winner in terms of performance per pound: in the late 1980s, you couldn't buy a faster car for the money. Built from 1985 to 1996, the Cromia Turbo is today ultra-rare, with UK



stocks dwindling to near-zero levels.

It's thought that the example you see here could well be the only road-going blown Fiat Cromia left in Britain. It looks cool in an understated, 1980s way. The optional Abarth Sport tuning kit on this example gives the vast expanses of Bordeaux body work a touch of extra presence.

You might expect 'just' 155hp from its force-fed 2.0-litre engine in a 1180kg car to feel dull by modern standards, but the power delivery is actually pretty remarkable. The hefty 182lb ft slug of torque has a significant say in how the Cromia performs. Officially, 0-62mph comes up in 8.2 seconds but it feels faster, at least once the turbo is wound up and breathing heavily. It's particularly urgent in the mid-range.

However, there is massive torque steer under hard acceleration, as the front end wrestles your hands even in a straight line. It's an even more wayward story through corners. The suspension set-up really doesn't suit the turbocharged urge: it's too soft for the power on tap and the Cromia needs to be coaxed through the bends, rather than buzzing round them. Another issue is that you have to anticipate the turbo lag by getting on the throttle before you reach the apex. And while the Cromia Turbo is surprisingly refined and quiet, the ride comfort isn't as good as you might expect.

TECHNICAL SPECIFICATIONS

FIAT CROMA I.E TURBO

ENGINE:	1995cc 4-cyl DOHC
POWER:	155hp at 5250rpm
TORQUE:	173lb ft (235Nm) at 2350rpm
TRANSMISSION:	5-speed manual, front-wheel drive
WEIGHT:	1180kg
MAX SPEED:	133mph
0-62MPH:	8.2 secs



Optional Abarth bodykit and multi-spoke alloys lift Cromia's boxy looks. Feels a bit barge-like to drive

POCKET ROCKET: PUNTO GT TURBO

Giorgetto Giugiaro certainly penned some handsome hatchbacks; and while the Mk1 Punto is one of his less celebrated efforts alongside the likes of the Alfasud, Lancia Delta and Fiat Panda, its 27-year-old design still looks great. Pert, pretty and refreshingly free of contrived cuteness, it was a fitting follow-up to the hugely popular Uno (another Giugiaro effort). Those large tail lamps in the C-pillars were emulated by many others, including the Ford's Focus.

The range-topping Punto GT – often referred to as the 'GT Turbo' – upped the visual drama with its front fog lamps, shapely side skirts and 14-inch alloy wheels. Its boosted 1.4-litre engine was a development of the Mk2 Uno Turbo motor, developing 136hp and 150lb ft of torque. 0-62mph took under eight seconds, with a top speed of 124mph.

The 1997 Punto seen here is the third and final 'GT3' evolution of the Mk1, with slightly less power than before (131hp versus 136hp), but its smaller turbo provides a keener throttle response. It's such a rare sight these days, especially in Rialto Blue as seen here – a colour only offered on the GT for a single model year.

This particular car deviates from factory spec in several areas. Eibach lowering springs (-30mm) and 16-inch OZ Ultraleggera alloys provide a sportier stance, while an Ultra Racing strut brace stiffens the chassis.

Cosmetic upgrades include a louvred bonnet and Heko wind deflectors, while there's a custom pod on the A-pillar to house turbo boost and oil pressure gauges.

There are more mods beneath the skin, with EBC brake discs and pads, a Viper carbon induction kit, Samco hoses and a Blue Flame stainless steel exhaust. Power is up to 151hp: plenty in a car that weighs less than a metric tonne.

You can drive it sensibly, but it's also really responsive and fast enough to be a lot of fun. The GT's power curve is a little flat until the turbo wakes up, then rockets eagerly from 3000rpm to the redline, dump valve whooshing with every upshift.

The five-speed manual 'box needs a deliberate hand – doubly so when selecting reverse – but its steering is swift and full of feedback. Bigger-than-standard rims and shorter springs mean this Punto feels jittery at low speeds, but it's commendably planted in the corners. It's an analogue hot hatch of the old school, and all the better for it.



TECHNICAL SPECIFICATIONS

FIAT PUNTO GT

ENGINE:	1372cc 4-cyl turbo
POWER:	131hp at 5600rpm
TORQUE:	148lb ft (200Nm) at 3000rpm
TRANSMISSION:	5-speed manual, front-wheel drive
WEIGHT:	1000kg
MAX SPEED:	124mph
0-62MPH:	7.9sec





FIRE BREATHER: COUPE 20VT

Has any 1990s shape aged so well as the Fiat Coupé's? That Chris Bangle-penned profile, so controversial at the time, has superb proportions and charisma in spades that's unfazed by the passage of time. The sculpted headlamps, Ferrari-esque rear lights and wing 'slashes' are all utterly individual, while the cabin, with its body-colour swathe of dashboard, looks great. It also seats four with a very usable boot.

Although launched in 1993, the Coupé didn't arrive in the UK until 1995. Undoubtedly the most desirable version is the range-topping, fire-breathing 20V Turbo, and in 1998 'LE' (limited edition) form it's even more so, with its six-speed gearbox, push-button starter, Recaro seats, bodykit, strut brace, white dials, cross-drilled discs and titanium colour-coding. The 1999 20V Turbo Plus – seen here – was essentially LE spec with red-stitched leather trim and unique wheels and grille.

With its 2.0-litre five-cylinder 20-valve turbo engine, the Coupé knocks on the junior supercar door, and its 0–62mph time of 6.5 seconds and top speed of 155mph are still plenty enough to beat many hot hatchbacks today. The Coupé comes from an era when turbo lag still hadn't been dialled out, and there's a fair slug of it to contend with, but as soon as the turbo is spooling properly, the pull is seamless, especially at high revs, at which point the five-cylinder engine is deep into its gruff song. However, the sound

from the standard exhaust system is surprisingly muted.

The pedals are slightly offset and the steering wheel is low-set, even at its highest adjustment point, but overall the Coupé helm is a comfortable place to be, and the well-bolstered seats hug you in place as you corner. The gear lever throw is longer than you'd like for a sports car, but the ratios are close-stacked enough for plenty of on-boost fun. It's also very docile in town and relaxed on the motorway.

As for handling, the 20V Turbo does lack a little composure. As each corner tightens, the body rolls more and more, but the Coupé still holds its line well, with good grip from the 225/45 R16 tyres. The Viscodrive limited-slip diff does a decent job of limiting understeer, but there's no escaping the bucking bronco character on boost with the steering wheel in any position other than dead centre. It feels barely tamed, but that's part of its turbocharged charm – very few modern cars feel anything like as alive as this.

TECHNICAL SPECIFICATIONS

FIAT COUPE 2.0 20V TURBO PLUS

ENGINE:	1998cc 5-cyl DOHC
POWER:	220hp at 5750rpm
TORQUE:	230lb ft (312Nm) at 2500rpm
TRANSMISSION:	6-speed manual, front-wheel drive
WEIGHT:	1385kg
MAX SPEED:	155mph
0-62MPH:	6.5secs



Super-lively five-cylinder lump remains a cracker. Despite its age, the Coupé entertains like no other car

Around Fiat's Turbo World

124 TURBO SPIDER 2000 (USA)

While Fiat was still working up to making 'Volumex' supercharged models, the first-ever turbocharged Fiat was the little-known 124 Turbo Spider 2000. Launched in April 1981 and lasting until November 1982, it was exclusive to the USA, thanks to a locally-engineered conversion by Legend Industries. An IHI turbo boosted power to 120hp at 6000rpm and, more importantly, torque to 130lb ft at 3600rpm, giving it 0-60mph in 8.8 seconds. Recognise one by its 'Turbo' decals, dashboard boost gauge and unique exhaust system. Only around 700 Turbo Spider models were made.



MAREA TURBO (BRAZIL)

Surely the mother of all 'sleeper' cars has to be the unique-to-Brazil Marea Turbo – basically a standard-looking four-door barge with a Fiat five-cylinder 20V Turbo lump shoehorned in. It wasn't quite to Coupe 20V spec, though. The Garrett T28 turbo, unique intake manifold, resized conrods/pistons, sodium-cooled exhaust valves and oil cooler helped deliver 182hp at 6000rpm and 195lb ft (265Nm) of torque at 2750rpm.

In a straight line, no Brazilian-market car of the time was as fast as the Marea Turbo, capable of 0-62mph 8.1 seconds and a maximum speed of 136mph. It was feisty with no traction or stability control, but it did have firmed-up suspension and bigger disc brakes. Sold between 1999 and 2006, you could have either a saloon or Weekend estate. The only external markers were a different grille, discreet air vents in the bonnet, wider wheels and 'Turbo' logos.

TEMPRA TURBO (BRAZIL)

The Tempra Coupe body style was only ever offered in Brazil. Launched in 1992, it had appealing if undramatic styling. While the 127hp 2.0 16V base engine was historic (the first ever Brazilian car with four valves per cylinder), it was the 2.0 Turbo that made all the headlines. Its four-cylinder, eight-valve engine kicked out 165hp thanks to its Garrett turbocharger. With a 0-62mph time of 8.2 seconds, this was the fastest car on sale in Brazil at the time (1992-1995).



FIAT UNO TURBO I.E. (BRAZIL)

Just as the Uno Turbo was ducking out of production in Italy (as it was replaced by the Punto), Brazil launched a brand new Uno model of its own: the locally made Uno Turbo i.e. This South American hot hatchback, which was sold between 1994 and 1996, looked quite different to the European Uno Turbo, having its own unique bodykit and a clamshell bonnet that was designed to accommodate a spare tyre in the engine bay. It used an Italian-made 118hp 1.4-litre turbo engine plus enlarged Tempra brakes. Only 1801 Brazilian Uno Turbos were ever made. 🇮🇹



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STARLIGHT EXPRESS

Even today, nine years after launch, the Aventador looks like it's flown in from some futuristic alien planet. But are its running costs astronomical too? And what should you look for when buying?

Story by Richard Dredge
Photography by Michael Ward





For its entire existence, Lamborghini has been king when it comes to drama and performance, and the Aventador absolutely epitomises that. Picking up where the Murciélago left off, Lamborghini's new halo car marked a turning point for the Audi-owned brand, as it was the first V12 model not to feature the legendary Bizzarrini-designed powerplant that the company had used since its first car in 1963. The all-new 6.5-litre engine wasn't the only big news, though, as the Aventador also ushered in a new era of cutting-edge construction. Gone was the previous spaceframe set-up and in came a carbonfibre tub that was far stiffer, stronger and lighter; the Aventador's monocoque tips the scales at a mere 147.5kg while the entire body-in-white weighs just 229.5kg. The result is a dry weight of 1575kg, which for a car of this size and power is exceptional.

The first glimpse of the Aventador came at the March 2011 Geneva motor show, as Lamborghini whisked the covers off its LP700-4 coupe. Those numbers denoted the 700hp output and the fitment of four-wheel drive. Despite a starting price of around £250,000, within a month of the Aventador being unveiled Lamborghini was sitting on a year's worth of orders. In little more than a year, 1000 examples had rolled out through the gates at Sant'Agata, and by the time the Aventador Roadster was revealed in November 2012 a healthy 1300 coupes had already been produced.

The Roadster's arrival coincided with a suite of technologies for all Aventadors, cutting fuel consumption and emissions (from 398g/km to 370g/km): stop/start and cylinder deactivation, which allowed the V12 to run on just six cylinders when cruising with the engine not under load.

To mark half a century of Lamborghini production, in April 2013 the Aventador LP720-4 50th Anniversario was launched, with 100 units available globally. Aside from an extra 20hp there was a mildly redesigned nose and tail, special paintwork and unique interior trim. Another special edition followed in December 2014:



the LP700-4 Pirelli Edition. This didn't feature the extra power of the Anniversario but it did get two-tone paint, unique wheels and some extra equipment, including a transparent engine cover and an engine bay finished in carbonfibre.

Lamborghini turned up the wick in March 2015 with the introduction of the Aventador LP750-4 SuperVeloce (SV), which featured an extra 50hp and a 50kg weight reduction thanks to the use of even more carbonfibre. Predictably, just a few months later Lamborghini unveiled an Aventador SV Roadster which was identical to the coupe, save for a 50kg weight penalty and the fitment of two removable carbonfibre panels instead of a fixed roof.

At the start of 2017, Lamborghini revealed a

new standard model, the 740hp Aventador S. At first there was only a coupe but towards the end of the year an Aventador S Roadster joined it. The claimed performance figures were unchanged but an overhauled exterior design added even more drama and improved aerodynamics. Heavily revised suspension and the introduction of four-wheel steering improved the driving experience significantly, while there was a new TFT digital dash with a layout that could be customised by the driver; Apple CarPlay also became standard.

The 8000th Aventador rolled off the production line in July 2018; one month later the most extreme variation on the theme yet was unveiled, the SVJ. Its V12 was cranked up to 770hp, plus a raft of aerodynamic aids were incorporated; this most extreme Aventador could lap the Nürburgring in a whisker under 6 minutes 45 seconds – enough to claim the production lap record.

Unlike previous iterations of the Aventador, SVJ





production was limited (to 900 worldwide), and for those who wanted something more exclusive there were 63 examples of an SVJ 63 edition to mark Lamborghini's birth year of 1963.

The latest addition to the Aventador family is the SVJ Roadster, launched at the March 2019 Geneva Show. Production will be no more than 800 units, although once again an SVJ 63 edition (unveiled in August 2019 at Pebble Beach) is also limited to 63 examples worldwide.

ON THE ROAD

Even the least powerful Aventador, LP700-4, has 700hp. So the fitment of four-wheel drive to all models means full use of the power is much easier to deploy; whereas Lamborghini has offered rear-wheel drive versions of its V10 cars (Gallardo and Huracán), there's never been a two-wheel drive Aventador.

Climbing aboard via the upward-hinging doors, it feels very special, with a sea of switchgear. As soon as you start moving, it's clear that there's way too much power to deploy fully on public roads. Using all the revs is unsociable to say the least: the high-

“ As soon as you start moving, it's clear that there's way too much power to deploy fully on public roads ”

pitched V12 wail at 8500rpm can be heard miles away. It is fun, though. However, the single-clutch automated transmission feels prehistoric compared to today's dual-clutch gearboxes, and is probably the car's worst feature.

On the road it handles safely and superbly, always far away from any limit of grip. You have to be going very fast indeed to experience the understeer that eventually arrives through corners – safe if dull, and very typical of four-wheel drive cars. In Corsa mode,



the torque split is 80 rear, rising in Sport mode to 90% rear for a more lively feel. Strada mode sends 40% to the front wheels, while also offering a much more compliant ride.

OWNER'S VIEW

Baz Rafique has owned half a dozen Aventadors including at least one of each type (mainly coupes); he currently owns a fixed-head SVJ. He comments: "I started out with a new LP700-4 in 2014 and it was all the car you could ever need. I've done several thousand miles in each of my cars, mainly on European road trips, which the Aventador is ideally suited to as it's got long legs and plenty of luggage room for two. I've also done a lot of track days in my cars but the Aventador isn't so well suited to those – it's just too big and heavy.

"At one stage I bought an early car with 11,000 miles on the clock and it was arguably the best of the bunch as it was run in, sounded better than the newer cars and was more enjoyable to drive. In terms of performance they're all shatteringly quick and offer visual drama that its rivals can't match – so an older, cheaper, entry-level Aventador is all you need. Newer cars cost a lot more in terms of purchase and depreciation but they don't offer that much extra usability or real-world performance. Having said that, the SV's brakes and four-wheel drive system were much better than the S's, while the fitment of four-wheel steering alters the handling characteristics noticeably – and for the better. But these latest cars are getting on for three times the price of the earlier models. And while the SVJ feels sharper and more refined, it's lost some of its rawness.

"I've had just one roadster in the past six years, and that felt the same to drive as the coupes in terms of

bodyshell stiffness. You can enjoy the exhaust noise more with the roof removed, and with the roof in place the refinement and weather sealing are superb – but the boot is taken up by the removable panels if you can't leave them at home."

WHAT TO LOOK FOR

- Aventadors built up to the end of 2012 could suffer from electronic glitches resulting in dash lights galore and the car going into limp mode. This cuts the engine to one cylinder bank, limits the revs and might switch off the traction control or other electronic assistance systems. Switching off the ignition and restarting may (or may not) fix things; if it doesn't, the chances are that only an inexpensive sensor will need to be replaced. Cars from 2013 got a redesigned ECU module which is more reliable.
- Unburnt fuel can enter the exhaust system of Aventadors made up to 2017. Cars were prone to going up in flames, so Lamborghini issued a recall – make sure this work has been done.
- The Aventador uses a single-clutch transmission rather than the earlier E-Gear set-up of the Gallardo and Murciélago. It can overheat, especially during track use, but it's rare for a clutch pack to need replacing; Lamborghini specialist Furlonger looks after several hard-driven Aventadors and has never had to fit a new one.
- Cars built in 2012 had a poorly made transmission seal which can leak, leading to failure of the transmission. Most faulty seals have been replaced by now, but it's still worth checking the service history.
- All Aventadors have ceramic brakes which in theory last a lifetime, but they're still a perishable item, so get the discs and pads properly checked before



LAMBORGHINI AVENTADOR BUYERS' GUIDE

agreeing to purchase. Replacing a set is £13,750 for the parts alone (front discs and pads). Allow around £400 for the labour bringing the bill to over £14k in all; replacing only the front pads costs £1200 or so.

- As with any supercar, the low-slung bodywork gets attacked by debris which chips the paint. Any car that's had a front-end respray shouldn't necessarily be treated with suspicion, but a caring owner will have had paint protection film (PPF) applied.

RUNNING COSTS

If you were to have a spectrum of running costs, at one end would be the Toyota Aygo and at the other – almost falling off the edge – would be the Lamborghini Aventador. As you'd expect you need deep pockets to run one thanks to group 50 insurance, road tax of £570 per year, high servicing costs and stiff depreciation. That latter cost is hard to quantify because every Aventador is unique, with varying amounts of options fitted. When it was launched, the Aventador coupe started at £247,000 and those earliest cars are now priced at £160k, so in theory they've lost £10,000 per year in value – but the real cost could easily be 50% more as most cars were heavily optioned. When you consider that most of these cars have averaged no more than 1000-2000 miles per year, the cost per mile is high.

There are 10 official Lamborghini service centres in the UK (Birmingham, Bristol, Chelmsford, Edinburgh, Leeds, Leicester, London, Manchester, Pangbourne and Tunbridge Wells), where you can expect to pay around £1500 for a minor service and £4000 for a major; the latter is due every three years or 15,000 miles, while routine maintenance is due every year or 10,000 miles. As you'd expect, there's a raft of independent



Cabin resembles starship cockpit. Watch out for electronic glitches causing multiple dash lights to illuminate on early cars



TECHNICAL SPECIFICATIONS

	AVENTADOR LP700-4	AVENTADOR S	AVENTADOR SV	AVENTADOR SVJ
ENGINE:	6498cc V12	6498cc V12	6498cc V12	6498cc V12
POWER:	700hp at 8250rpm	740hp at 8400rpm	750hp at 8400rpm	770hp at 8500rpm
TORQUE:	508lb ft at 5500rpm	508lb ft at 5500rpm	508lb ft at 5500rpm	530lb ft at 6750rpm
TRANSMISSION:	7-speed auto	7-speed auto	7-speed auto	7-speed auto
WEIGHT:	1575kg	1575kg	1525kg	1525kg
MAX SPEED:	217mph	217mph	217mph	217mph
0-62MPH:	2.9sec	2.9sec	2.8sec	2.8sec



specialists out there that can maintain your Aventador for less; £1000 and £2000-£2500 are more typical for the annual and major services respectively; Furlonger charges £954 and £1434 respectively.

THE MARKET

According to howmanyleft.com, at the end of 2019 there were 544 Aventadors registered in the UK. So the fact that when we looked on *Auto Trader* we found 141 of them for sale seems surprising – that's more than a

quarter of the cars in the UK up for grabs – plus any others not listed on *Auto Trader*.

Prices start at £160,000 for an early coupe that's done 20,000 miles; the cheapest roadsters cost £175,000. Incidentally, there are twice as many coupes as roadsters, while 40% of the cars for sale are the original LP400-4. The other 60% is evenly split between S, SV and SVJ models. You can buy an Aventador S from £225,000 (£245,000 for a roadster), while the cheapest Aventador SV will



Thanks to Matthew Honeysett at Furlonger (simonfurlonger.co.uk) Karl Verdi (www.verdilamborghini.co.uk) for providing guidance for this feature, and to serial Aventador owner Baz Rafique



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Ferrari F430 Coupe/ Black/ Tan/ RHD
 11,600 miles, Metallic Black (Nero Daytona) with tan hide and black carpets, electric daytona style seats, black stitching, scuderia wing shields, red calipers, supplied new by Maranello, 1 sole owner from new, FSH, serviced by us in Feb 2010, complete with all books, tools, spare keys and indoor car cover, immaculate example inside and out. Full dealer facilities and Finance available. All Verdi cars are subjected to a rigorous examination prior to delivery
Price £87,000



Lamborghini Gallardo Orange/Black/RHD
 36,300 miles, Orange (Arancio Borealis) with orange/black hide and black carpets, E Gear, clear engine cover, factory fitted sat nav, electric seats, first registered on 26/06/2005, 4 owners, clutch 27% worn (fitted by ourselves last year), recently serviced, UK supplied car, comes fully prepped by us on purchase, complete with all books and spare keys, rare colour, stunning example inside and out. All Verdi cars are subjected to a rigorous examination prior to delivery.
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weigh in at around £265,000 (£290,000 for a roadster). You'll need to cough up at least £350,000 to secure an Aventador SVJ, or £475,000 for the much rarer open-topped edition.

Matthew Honeysett, sales director of independent Lamborghini specialist Furlonger (simonfurlonger.co.uk), says: "These cars are very mileage-sensitive when it comes to values; anything that's done up to 20,000 miles is fine but after that buyers start to lose interest, and selling anything with more than 30,000 miles on the clock is not easy at all. Having said that, Aventadors tend to appeal to two key types of buyer: those who want value and those with deeper pockets who want (and can afford) something newer and better.

"Now that the Aventador S has dropped in value I'd say that's the one to go for as it's relatively affordable, but these later cars are also much nimbler and easier to use with their improved multimedia and smoother gearbox. Whatever you buy make sure that it's got the suspension lift as well as a rear camera; these are very big cars and rear visibility is very poor so you need all the help you can get when parking.

"Don't buy without first scrutinising the service history. When has the car been serviced, by whom and what parts has it received? Seeing a continuous run of service stamps in the service book is always comforting, but you should also look out for brake fluid and gearbox oil changes. This work might not have been stamped in the book, but may be presented separately on an invoice, so check any accompanying paperwork.

"The Aventador comes with a three-year warranty. If this has expired any dealer should provide a third-party warranty or maybe an extended Lamborghini warranty. If buying privately it's worth buying a warranty for peace of mind, but the Aventador is generally very reliable." 🇮🇹

TYPICAL PRICES:

- LP700-4 coupe (2013), 23,970 miles, blue, £159,950
- LP700-4 roadster (2013), 10,987 miles, white, £174,950
- LP740-4 coupe (2017), 20,714 miles, yellow, £198,000
- S roadster (2018), 4000 miles, white, £235,000
- S coupe (2017), 4500 miles, orange, £249,995
- SV coupe (2016), 5126 miles, yellow, £299,995
- SV roadster (2016), 7431 miles, black, £299,995
- SVJ coupe (2019), 566 miles, green, £384,900
- SVJ roadster (2020), 120 miles, green, £474,995



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Amelia Island Concours d'Elegance

The 25th year of the Florida event was celebrated in style

Story & images by Keith Bluemel



The Amelia Island Concours d'Elegance celebrated its silver anniversary at its regular location on the fairways of the Golf Club at Amelia Island in Florida. Each year over the past quarter of a century, event chairman Bill Warner and his team have gathered superb arrays of cars and motorcycles of multiple genres for the delectation of the visitors, and 2020 was no exception.

Each year there is an honouree, and for 2020 it was Roger Penske, aka 'The Captain'. He was a proficient race driver in his time, but in more recent years his

renown is as a team owner and astute businessman. In the UK, the Penske Organisation is the owner of Maranello Sales, as well as the Maranello Ferrari Service and Classic Parts divisions.

To put into perspective the achievements of the Penske racing team, over a 53-year period it has won more than 540 races, 13 national championships and 18 Indianapolis 500s. As is the custom at the concours, there was a class for the cars of the honouree. In fact, this year there were four: cars that he'd driven; Team Penske cars; Team Penske Sunoco cars; and Indianapolis 500 winners. The displays certainly

*ABOVE: Lovely OSCA by Michelotti predates Lancia Fulvia shape
BELOW: Iso Rivolta and Ferrari 250 GTO*



provided an eclectic array of machinery, ranging from cars raced early in his career, like a Ferrari 250 GTO (chassis # 3987 GT) through a Porsche 917/30 CanAm car, resplendent in blue-and-yellow Sunoco livery, right up to current racers. The Indy-winning class comprised five cars, including the Dallara DW12/Chevrolet that gave the team its most recent victory in 2019.

The show encompassed 36 classes for cars, within which there were further celebratory classes. Of most interest to *Auto Italia* readers were two classes for the cars of Sergio Scaglietti, celebrating the centenary of his birth: one for production cars and another for racers. Sergio Scaglietti's son Oscar was scheduled to be an honoured judge, but due to the coronavirus situation in Italy, was unable to attend. We later learnt that, very sadly, Oscar passed away after a long illness (not coronavirus-related) and our thoughts are with all his family and friends.

Some 20 cars were entered in the two Scaglietti classes, all but one being Ferraris, the outsider being one of three Chevrolet Corvettes that Scaglietti bodied in 1959. It is said that when Enzo Ferrari visited Scaglietti's shop and saw one of the Corvettes, he enquired what it was, who it was for and how many was he building. Scaglietti replied that it was a Corvette for an American client and he was building three, to which Ferrari replied: "Good – if you do one more, you'll never do another car for me".

In the Scaglietti production car class, the cars on display ranged from a 250 GT LWB California prototype (chassis # 0769 GT), through a 250 GT TdF Berlinetta (# 0903 GT), a 250 GTO (# 3527 GT), one of ten 275 GTS4 NART Spiders (# 10139) and a 365 GTS4 'Daytona' Spider (# 16857). In the racing class, cars ranged from a 375 MM Spider (# 0366 AM), 750 Monza (# 0510 M), 500 Mondial (# 0580 MD) and 250 Testa Rossa (# 0724 TR). No question, this was a broad overview of Scaglietti-bodied Ferraris.

Best in Class Scaglietti Production award went to the 1957 Ferrari 250 GT California Spyder Prototype (chassis # 0769 GT) of Robert Bishop. The Best in Class Scaglietti Race award went to the 1955 Ferrari 750 Monza (# 0510 M) of Patrick and Carolyn Ottis. A Ferrari also collected Best in Class in the Race Cars 1946-1962 class: the 1950 Ferrari 166 MM Berlinetta Touring (# 0026 M) of Jack and Kingsley Croul. Another Ferrari Best in Class award in Sports and GT Cars 1958-1964 went to the 1959 Ferrari 410 Superamerica (# 1323SA) belonging to The Cogan Collection. The Scaglietti Award for the 'Most Historically Significant Scaglietti Bodied Ferrari' went to the 335 Sport (# 0700) entered by Scuderia NE.

Lest it be thought that Ferraris were the only Italian cars on the show field, this was definitely not the case, as there was a broad variety of marques spread through the various classes, including some rare gems. The oldest example was a 1907 Fiat Targa Florio Racer, one of five built, which finished second in that year's race, driven by Vincenzo Lancia, who the previous year had founded his eponymous marque.

There were some pre-war Alfa Romeos, including a 1931 Brianza-bodied Monza and a very original Tipo B P3 from 1934, entered by the enthusiastic English lady, Jenny Taylor. Definitely worthy of note were a couple of unique examples in the Sports & GT Car classes, namely a Ghia-bodied 1953 Abarth 1100 SS





and a lovely OSCA Prototipo with red-and-black coachwork by Michelotti.

For rally car fans there was a pair of Group 4 cars: an Alitalia-liveried Fiat 131 Abarth and a Lancia Stratos (pics above). Also on display was the resurrected De Tomaso marque with its P72 in a very eye-catching powder blue. The unique 1965 P70 sports racer sat alongside it on the Saturday (see bottom pic).

Within the show field, totalling well over 300 vehicles, there were also classes for some rarities. A 'That's

“ There were so many spectacular cars on the field that you could probably write a whole book on them ”



Cute' category included an Isetta 300 bubble car. Among some of the most outrageous custom car ever built was the 1955 Golden Sahara by custom car legend, George Barris, with its 24-carat gold-plated fittings and specially produced Goodyear Neothane translucent coloured tyres.

Preludes to the main event included a tour on Friday morning, Cars & Coffee on the show field on Saturday morning and the MotorXpo exhibition across the street. The Cars & Coffee gathering attracted a big crowd, with Alfa Romeo having a very good turnout. Within their number were two of the three Dodge Viper-based Zagato Alfa Romeo TZ3s in the USA (pics left), as well as a 2600 and a Montreal.

Three major auction companies held significant auctions: RM Sotheby's on site at the Ritz-Carlton, Gooding & Co at the nearby Amelia Island Plantation and Bonhams at the Fernandina Beach Golf Club. The Bonhams sale started with an impressive array of automobilia and memorabilia, all of which sold. Among Italian cars, a Ferrari 330 GTS sold for \$1,475,000. Probably the most surprising figure achieved was \$456,000 for the dune buggy that appeared in the





film *The Thomas Crown Affair*. The Gooding & Co auction realised total sales of over \$20 million, with a 93% sell-through rate.

The RM Sotheby's auction included a big contingent of Ferraris – 13 in total, all but one of which found new homes. Seven cars sold above the \$1 million mark, including three Ferraris. An Enzo was the overall top sale, achieving \$2,782,500, whilst a 250 GT Lusso made \$1,600,000 and a 250 GT S2 PF Cabriolet sold for £1,352,500. Although the sell-through rates were high, most of the sales were either below, or within the estimate for the car, showing a more sensible atmosphere in the market.

Getting back to the concours, the Silver Arrows display was impressive, including a 1935 W25 Grand Prix car, a 2014 W 05 F1 car and a 1938 W154 Grand Prix car in partial cut-away form. Also impressive was the class for mid-engine Corvette prototypes.

There were so many spectacular cars of all ages on the field, many with interesting histories or stories that you could probably write a book on them. A trio of Scimitars was highly unusual – no, not Reliant Scimitars but 1959 concept cars funded by the Olin Aluminium Company, to promote the material's use in car construction. Built by Reutter of Germany to a Brook Stevens design, all three were shown at the 1959 Geneva Motor Show, and all have survived the passage of time.

After all the class and corporate awards, it was time

for the Best of Show awards. The Concours de Sport trophy went to the 1973 Porsche 917/30 CanAm Spyder of Rob Kauffman, while the trophy for the Best of Show Concours d'Elegance went to the 1929 Duesenberg J-218 Town Limousine from the Lehman Collection. In closing, at the awards ceremony on Sunday afternoon, as a tribute to Roger Penske's gracious attendance, Bill Warner quipped: "Roger Penske is never normally anywhere for more than an hour, and we have had him for four days!"

ABOVE: There was plenty of pre-war Alfa action here
BELOW: Cute Fiat-Abarth 750 GT MM of 1956



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Race Retro 2020

Historic race and rally car action from Stoneleigh

Words & images: Michael Ward





The cattle sheds of Kenilworth rang with the sounds of historic rally cars barking into life, preparing to attack the stages out in the February sunshine.

Escorts, Mantas, Group B machines and a few Italians filled the air with all the right kind of noises and smells.

This year, the stages were well laid out after some strong criticism last year and were much more accessible to the paying spectators. Over 140 rally cars of all shapes and sizes were being slid about and more often than not cocking one or two wheels in the air.

One such car was Mark Barnes' ex-works Fiat Cinquecento Trofeo Abarth. This car always looks like so much fun to drive despite its diminutive 1108cc motor. Yellow was the colour of choice among the Italians.

As with previous years, two stalwart Ferrari 308s belted and bellowed around the Stoneleigh Park grounds. The only other Italian car to mention was the ex-Time Attack Alfa Romeo 155 V6. Still looking battered from last year's outing, this 155 really seemed like the most unlikely car to be thrown around a bumpy rally stage.

I have to say the most impressive cars in action were the 'Skodarus'. These look like modern WRC Skoda Fabias on the outside but all the mechanicals and running gear are Subaru Impreza. Not Italian but fantastically well prepared and great to watch!

Within the halls of the National Agricultural Centre, again there was only a sprinkling of Italian machinery to drool over from the ever-present Gerry Hawkridge with the Hawk Cars Alitalia Stratos replica, a couple of Giulias and the 'Cartwright' Ferrari

328. Car of the show for me, though, was the wonderful Alfa Berlina (ex-Chris Taylor of Mithril Racing). Radiant in a fabulous combination of bright green and orange, it certainly was eye-catching and with its oversized arches looked the part.

While car trailers, large sausage rolls, flat caps and framed photos appear to be the way the show is heading, there were some proper highlights, such as World Rally Championship winner, Didier Auriol, making an appearance on the Live Stage. He was interviewed and took fans' questions, as well as signing autographs and posing for selfies. It was just a shame that his Fina-liveried Lancia Delta integrale wasn't on hand to add a bit of flair to the show.

Next year's event will be held over 19-21 February. For more information and ticket sales, check out www.raceretro.com



Auto Bella

An Australian festival of Fiats

Story by Bill Freame & Roger Beattie
Images by Peter Bartold



Autobella is the name of the annual display day of the Fiat Car Club of Victoria (FCCV), which took place this year on 23 February in the grounds of the School for the Deaf, near to the Albert Park GP circuit in Melbourne, Australia.

Over 150 Fiats were on display, as well as many other invited Italian cars, on a lovely sunny day. The club's 'featured car' was the De Tomaso Pantera, of which a remarkable seven were in attendance.

John Westcott's wonderful Fiat 1900 Granluce (*pic right*) enjoyed its first outing, while many people admired John Black's replica of the X1/9 Abarth Stradale. A total

of five Fiat 130s were on show, too. Lyn Bartold's Fiat 500 took pride of place in front of Roger Beattie's Fiat 850T camper, forming part of a new club 'Diorama' display. A 'costume d'epoche' fancy dress theme was well represented, too.

FCCV President, Roger Beattie, said: "I have been very pleased with the move to a more picturesque venue over the past couple of years (the event is 22 years old). The 1900 Granluce was out for its first real drive and is a tribute to its owner, John Westcott. Some people went to great lengths, including importing fake plates of pasta, and the historical aspects of these events always captivate me."



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MORE ALFA SPIDERS

Really enjoyed your feature on Alfa Romeo Spiders That Might Have Been (*Auto Italia* May 2020). I've been doing some extracurricular reading and I think I have found two more stillborn drop-top Alfas to add – not that I know very much about them!

The first comes from a book on the Pininfarina designer, Enrico Fumia – apparently Alfa thought about doing a 164 two-

door convertible and mocked one up. They also looked at doing a 164 Coupe as well! I think the two-door 164 looks quite resolved.

The other one I found on Zagato's own website, which shows what is

described as an "Alfa Romeo 147 Concept Zagato" and is dated 2001. Must admit, I can't find any other reference to this car anywhere. Was it shown at any event? Was it even built?

Keith Carstairs



2001 - Alfa Romeo - 147 Concept Zagato



KEEPING POSITIVE

The virus is keeping us at home here in Tasmania so I have been busy reading *Auto Italia* magazines from the 1990s and 2000s. I'm an Alfisti of nearly 30 years, having owned two 1972 Alfa 2.0-litre Berlina autos. Now have a 1981 Giulietta 1.8 and a 2003 Spider JTS. I just wanted to say that your magazines have kept me positive and are enabling me to cope with these worrying times. Please stay safe and I expect you will all be there when we get out of the other side of this.

Robert Brian Smith

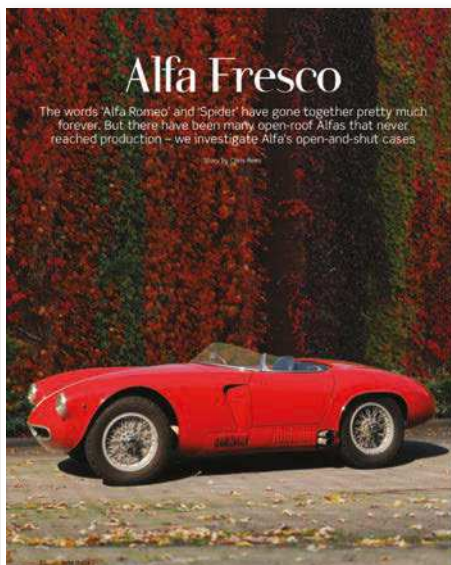
of the Simca 1000 Coupé. You have, however, slightly compounded your felony in the same issue by showing the picture of the Simca 1200S Coupé which was on show at Paris Rétromobile, describing it as being designed by Giugiaro! The 1200S was obviously almost entirely based on the Giugiaro-penned 1000 Coupé but it was fairly heavily reworked at the front around the radiator, which had been moved to the front for this model, and there were some Miura-esque grilles added to the front bonnet along with more minor changes around the rear. None of these was carried out by Giugiaro as he had left Bertone some two years previously to establish ItalDesign.

The changes were actually made by the young Paolo Martin (who of course went on to design his own masterpieces after moving to Pininfarina) under the direction of Giugiaro's successor at Bertone, Marcello Gandini. Keep up the brilliant magazine!

Norman Hawkes

SIMCAS IN A TWIST

Thanks for printing my letter correcting your error about the designer



Alfa Romeo has had pretty much as many open-top models as it does closed-top ones. In the 1950s, there were only two models of any significance – a sport convertible to take from the end of the 1950s to the start of the 1960s and a four-door sedan to take from the end of the 1950s to the start of the 1960s. The latter was the Alfa Romeo 1600, which was a very good car for its time, but unfortunately the Alfa Romeo 1600 convertible was never made.



In 1964, Enrico Fumia worked at Bertone to design the Alfa Romeo 1600 convertible. The car was never built, but it was a very good car for its time. It was a very good car for its time, but unfortunately the Alfa Romeo 1600 convertible was never made.



The next abandoned open-top was a sport version of the Alfa Romeo 147. It was designed by Bertone and was a very good car for its time. It was a very good car for its time, but unfortunately the Alfa Romeo 147 convertible was never made.



In 2001, the Alfa Romeo 147 Concept Zagato was designed by Bertone. It was a very good car for its time, but unfortunately the Alfa Romeo 147 convertible was never made.



Giugiaro's Simca 1000 Coupé

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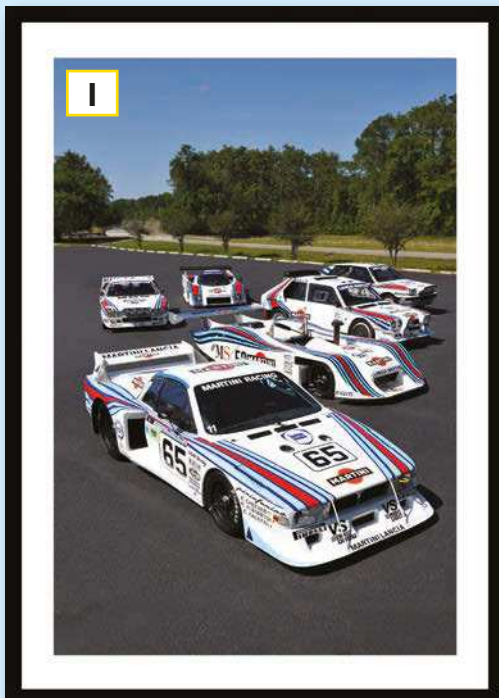
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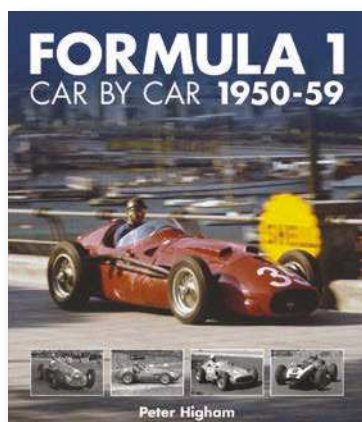
THE LANCIA RALLY COLLECTION



THE ALFA CORSE COLLECTION



*Frames for illustration only



**FORMULA 1:
CAR BY CAR 1950-59**
By Peter Higham
Evro Publishing
£50

Exactly 70 years ago, the very first official Formula 1 race was run: the 1950 British Grand Prix at Silverstone. Some 22 competitors turned up; only 11

situation that would remain for most of the decade – so this volume is of special interest to Italian car fans (including how the Italians began to be eclipsed by the Brits such as Vanwall, Cooper BRM and Lotus).

The book is subtitled 'Car by Car' but it's equally

about the drivers, one of whom, of course, stands proud above all others: Juan Manuel Fangio, who won the World Championship five times. While 1950 saw Farina win in an Alfa Romeo, Fangio's first championship arrived in 1951.

Ferrari then steamed in for 1952 and 1953, Ascari emerging as champion in

rans, all of which receive due coverage.

The book is profusely illustrated with more than 600 well-reproduced (mostly) photos from the Motorsport Images archives. Unsurprisingly the early years are exclusively black-and-white but a pleasing number of later images are in colour. It's a remarkable achievement to show every type of car raced by every team and driver.

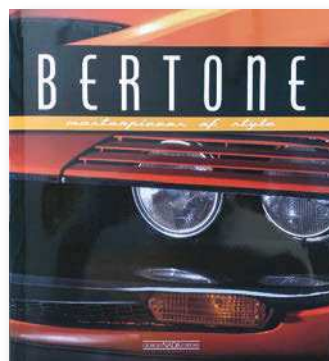


finished; and Alfa Romeo dominated with a 1-2-3 by Farina, Fagioli and Parnell.

That's a great set-up for arguably the most interesting decade in the history of Formula 1. Peter Higham's new book is the latest in a decade-by-decade series covering all Formula 1 cars and teams, and as with other decades, the formative years of the 1950s are explored in beautiful detail, justifying the publisher's description of this book as a "completist work".

That first World Championship year was dominated by Italian cars, notably Alfa Romeo, Ferrari and Maserati – a

both years, and later Fangio (1956) and Hawthorn (1958) both won in Ferraris. Maserati's fabulous 250F propelled Fangio to two more championships (1954 and 1957). It's not just about the stars, either: this fascinating era bristles with privateers and also-



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

The latest in Giorgio Nada's excellent 'Masterpieces of Style' series (which has already covered Giugiaro, Pininfarina, Touring, Vignale and Zagato) focuses on Bertone. Fair to say, this is a volume we've really been looking forward to; Bertone is arguably the preeminent Italian *carrozziera* alongside Pininfarina, with a proud history stretching over almost 100 years. It's therefore a big subject to

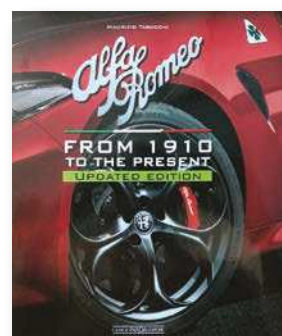


cover in a single volume but this 216-page book emerges as a superb reference tool.

Carrozzeria Bertone is best remembered for its bold and groundbreaking concept cars such as the BAT Alfas, Testudo, Canguro, Carabo and Stratos Zero, penned by some of the greatest talents the world has ever seen, including Franco Scaglione, Giorgetto Giugiaro and Marcello Gandini.

Arguably Bertone's impact was just as great for bringing equally bold ideas to production reality, notably for Lamborghini – the Miura, Espada and Countach are unquestionably iconic supercars of the highest order. We should also mention more accessible machinery like the Alfa Romeo Giulietta Sprint and Montreal, Fiat X1/9 and Mini Innocenti go.

Bertone's story is of course tinged with sadness for the loss of a golden era: the last remnant of Bertone, which was bound in ever-decreasing circles, was wound up in 2014, while



Nuccio's wife Lilli Bertone died in 2019.

This book is defined by its many superb images, reproduced in high quality and in large format, but Luciano Greggio's well-researched copy also fizzles along to engage the interest, and we give top marks for the translation, too.

Alfa Romeo From 1910 to the Present (Updated Edition)
By Maurizio Tabucchi & Leonardo Acerbi
Giorgio Nada Editore
£50

There's certainly no shortage of books for the Alfa Romeo fan, so a new book that aims to give an overview of the whole marque from its inception in 1910 right up to date has a lot of ground to





cover. This book first appeared in 2010 under the title *Alfa Romeo From 1910 to 2010*, when Alfa Romeo celebrated its first century, and now it's been updated to mark the 110th anniversary.

The original author, marque expert Maurizio Tabucchi, sadly passed away a few years ago. So it has fallen to Leonardo Acerbi – well known for his definitive synopsis of Ferrari models – to bring the story up to date. And it is very much up to the moment, including the Tonale, for instance. It also covers Alfa Romeo's return to F1 in partnership with Sauber.

This is a book that certainly looks good and feels hefty at 352 large-format pages. The imagery is appealingly

realised, even if most of the photos have been seen many times before. There are lots of technical drawings and cutaways, plus a few design sketches but very little from inside the Alfa factory.

The main problem with this book is that, sadly, the text is pretty hard-going. It's entirely in English but sometimes it doesn't read like it, with some overwrought prose that's seems, in places, to have been translated by a Zanussi washing machine. The lack of an index is a demerit, too.

Fiat 124 & 125 Fuoriserie
By Alessandro Sannia
Il Cammello

£30
Alessandro Sannia is fast cornering the market in

books about Fiat. As an employee of FCA, he is ideally placed to write about the marque (independently, of course). He has dozens of volumes to his name already but the latest is a much-anticipated addition to the 'Fuoriserie' (coachbuilt) series – this time the Fiat 124 and 125.

As Sannia comments, the 124 and 125 marked the end of an era, since these were pretty much

Europe; and if you don't like reading horror stories, you might want to look away now – most of the results are truly terrifying.

Fiat's excellent twin-cam engine was widely adopted in motor racing, and Sannia covers these, too, from rally machinery to single-seaters, including Abarth Formula Italia, Formula Vostok (Russia), Formula Seat 1430 (Spain) and many more.

This 146-page softback



the last Fiats on which coachbuilders could create bespoke bodywork for sale to the public. So you have coupes and pushed-up specials from the likes of Moretti, Giannini and Savio, plus all the oddball concept cars created by Bertone, Touring, Zagato and the like.

As ever with these books, the joy comes from reading about cars you never knew existed (ever heard of the 1971 Glowin? Nope, nor us). There's great info on things like the Lotus-built Top Gear car, off-roaders, vans, hearses and kit cars. I would like to have seen some of Fiat's own prototypes, though.

Since the Lada was derived from the Fiat 124, this book also majors on creations based on Ladas. That means there's a high percentage of material from Eastern

is a great addition to the library, and even if some of the photo quality is poor, it's better to have an illustration than none at all. It'd be handy if you spoke Italian, too, since the text is all-Italian, but thankfully the captions are translated into English. Finding a copy might be tricky but we bought ours in the UK via David Thomas Motoring Books (allautobooks.com).

MODEL CORNER: STRATOS ZERO

It's not often I get to enthuse over my toys, especially the ones on my shelves and not in the garage. I recently received this stunning Top Marques Lancia Stratos Zero model from the guys over at Italia Diecast and was genuinely impressed with its quality and accuracy compared to the real thing.

It's rare to get to own a scale model of an actual car you've photographed and been up close and personal with. We featured this fascinating prototype back in our April 2004 issue, after visiting the Bertone factory (see pic below).

Surprisingly, we were allowed to drive it as it was – and still is – a fully functioning prototype.

Painted in its vibrant bronze colour, this model is a great addition to anyone's 1:18 model collection. I think I'll put it in the middle of my Kyosho Stratos hoard.

For more info and to view the impressive range that Italia Diecast has to offer, go over and visit www.italiadiecast.com. We have arranged an *Auto Italia* reader discount of 10% on any orders over £100. Just quote AUTOITALIA10 when you visit the website. – Michael Ward





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ALFA ROMEO



1975 Alfa Romeo Spider S2. Red, built in 1974 and registered 1st January 1975, barn find that has had a nut and bolt restoration including bare metal respray, reconditioned engine, gearbox and diff. Bills for over £23K, please email for spreadsheet of costs and photos, £25,000 with part exchange for newish car considered. Email: mark.klawinski@sews-e.com. A293/045



Alfa Romeo 156 Sportwagon 1.8 T Spark Lusso. Rosso Red with natural tan leather in excellent condition throughout. Full service history, low mileage 54,000 miles, recent major service in November 2019 by Autolusso Penrith, new cam belt, oils, filters, water pump, idler, front suspension with polyurethane bushes, new rear bearings. Sony DAB stereo with 4 uprated speakers, hands free bluetooth facility. New tele dial alloys with four new tyres February 2020, solid underneath, interior as new, 156 mats plus accessories. Madeno Racing rear box, BMC air filter, two keys full doc pack, £2750. Please contact Richard for full photo description. Tel: 07767 677309. Email: richardperegrine@btinternet.com. A293/072

Alfa Romeo Spider Veloce S2. 1980, 69,000 miles, red, American car originally, came into UK 1991, converted to RHD by previous owner. Clean and rust free, been restored to European spec. All new leather clad seats and door cards reupholstered in finest black leather, bespoke carpeting throughout, most interior fittings replaced provided by Alfaholics as with the 7x15 alloys. Genuine Italian mohair hood, Koni shocks and springs, comes with factory hardtop in black, £28,000 ovno. Tel: Mark, 07740 793446. A293/052



2007 Alfa Romeo GT 3.2 V6. 46,000 miles, two owners, red with light tan leather interior. Alloys with good Pirelli P Zero tyres, CD player and Bose audio, Scorpion rear box - great sound. Cam belts changed Sep '19, full Alfa specialist service history and comprehensive history file. Two keys, handbook, recent annual service and new MOT, this car is in excellent condition, £6500 ono. Tel: Charles Lumby, 01252 843584. Email: charles.lumby@btinternet.co.uk. A293/073



2001 Alfa Romeo GTV Cup V6 no.73. 40,365 miles, 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, offers. Tel: 07839 180000. Email: darrenpclement@protonmail.com. A293/074

Alfa Romeo 156 2.4 JTD Lusso.

183,000 miles, this car drives very well with a strong engine, currently delivering 49mpg, recent work includes new turbo hose and new 'GTA' style headlights, FSH, £1250 ono. Tel: 07557 809678 (Surrey). A293/053



2019 Alfa Romeo Giulia 2.0 TB 280 Veloce. 700 miles, regrettably forced to sell due to illness. Only 9 months old, in showroom condition, stunning Misano Blue with black leather interior, high specification including 19-inch wheels with yellow brake calipers. Supagard body protection, 5 years warranty, servicing and roadside assistance, £29,500. Tel: 07774 745254. Email: roger.randle@icloud.com. A293/071



Ferrari 488 GTB. May 2018 registered, 1400 miles, perfect and 1 owner. Red/cream/red stitching, Bordeaux carpets, carbon fibre LED steering wheel, Scuderia shields, Matte Grigio alloys, sports sill, sports exhaust, park sensors, 7 years free service, 4 years warranty from new, please email me for detailed photos of the car. May part exchange with a 458 Italia, £174,950 or reasonable offers. Tel: 07881 260192. Email: gilespalfreyman@gmail.com (Stratford-upon-Avon). A293/017



Ferrari 458 Challenge. Upgraded Aero by f.f.Corse. Recent CCM discs, includes two spare sets of wheels with fresh Dunlop slicks, 10,500kms only. Great condition and well maintained, race at Brands, Spa, Nurburgring, Hockenheim and Ochersleben (FCR & FCD) in 2020 and do the fabulous Red Bull Ring event in May or just play in the UK in Britcar, GT Cup, or AMOC GT - plus track days! Priced to sell at £120,000, no VAT liability, displayed NEC Classic Car Show. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A293/015

FERRARI



Ferrari Dino 308GT4. 1977, LHD, 80,000km, ex Bertone Design Director car. Bought in London in 2012, now Italian registered, beautiful car to drive and own, new cam belts, documentation available. Email: davidwilkiehome@gmail.com. A293/044



Ferrari 355 Competition car. Ready to race in PFFC challenge specification, RHD with spares package, offers to John, 07823 447241. Email: johnshirleyinverroy@gmail.com. A293/013



Ferrari 430 F1 Spider '08. Finished in Rosso Corsa with Crema leather and Crema roll bars, only 6500 miles, first registered 03/08. This immaculate concours prize winning vehicle is fitted with Red brake calipers, carbon fibre driving zone, Scuderia Ferrari shields, Daytona style seats, Rosso stitching, Bordeaux carpets, 60th Anniversary plaque, yellow rev counter, front and rear parking sensors, 6CD changer, original tool kit, charger, tyre kit, cover, original book pack and leather wallet with all manuals, FFSH, £110K. Email: caecmw@hotmail.co.uk. A293/007

Ferrari 488 GTB. May 2018 registered, 1,400 miles, perfect and 1 owner. Red/cream/red stitching, Bordeaux carpets, carbon fibre LED steering wheel, Scuderia shields, Matte Grigio alloys, Sports sill, Sports exhaust, park sensors, 7 years free service, 4 years warranty from new, £174,950 or reasonable offers, please email me for detailed photos of the car, may part exchange with a 458 Italia. Tel: 07881 260192. Email: gilesalfreyman@gmail.com (Stratford-upon-Avon). A293/016



Ferrari F430 Spider Ceramics Reduced. Beautiful black with Nero leather, many original extras and upgrades including Ferrari Sports exhaust, headers, stereo and much more. Mine for 8 years, knew previous owner too. 27,200 miles, full service history, new battery and front tyres. Private 430 plate by extra negotiation, ceramics and lots of carbon, sounds awesome, £75K, call for more info. Tel: 07710 835837. A293/018



Ferrari F430 Challenge - project. Race/track day car, this car is damaged and is sold as a project. Manufactured in 2006, this car was purchased in the USA on the 16 February 2016 and imported into the UK on the 25 April 2016, and all import duties, VAT etc have been paid. It runs and drives (video available), but needs body/panel work. The clutch has 37% wear, £40,000. Tel: Anthony, 07779 726845. A293/011



2010 Ferrari California. Massive spec, Rosso Corsa with creme leather, 26K miles, fully electric and heated seats, yellow calipers, yellow dials, ceramic shields, carbon fibre number plate surround, carbon fibre door entry sills, carbon fibre vent surrounds, carbon fibre dash, carbon fibre steering wheel with led gear change indicator, carbon fibre paddle shift, carbon fibre door cards and handle, sav nav, ceramic brakes, plus loads more! £79,500, may px. Tel: 07968 897716. Email: imy5000@hotmail.com. A293/009



1990 Ferrari Mondial T Cabriolet. Corsa Red and Cream interior, service book fully stamped showing a comprehensive history from new, extensive invoices giving details of work done from new and complementing the service book. Comes complete with full original Ferrari T tool kit, original manual in leather folder, 2 sets of keys, hood cover, Tubi exhaust, smart charger and indoor/outdoor cover, asking just £36,500. Email: lpbedford@btinternet.com. A293/012



Ferrari 430 Challenge (GTC) 2007. White car + 3M blue wrap and graphics. Run by Ferrari GB, FF Corse then Graham Reeder and SB Race Engineering, current owner 2015. FF Corse GTC specification, Aero pack, 3 way dampers, uprated ECU, steel brakes. Racelogic VBOX, 3 sets of wheels, slicks and wets. Factory 430 Challenge diagnostic and laptop, factory Challenge engine at 30,000 Euros, light use last 5 years, discs and pads one race. Podiums and class wins Festival Italia, FCR Series, AMOC GT, eligible for lots, £79,950. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A293/006



Ferrari F12 Berlinetta 2015. Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £189,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A293/008

1989 Ferrari Mondial T. Well known car, fully modified Ferrari Classic Group 4 race car specification, road legal with MOT, ready to race. Complete with original seats, trim and glass to return to road car specification if desired. Spare wheel/tyres, black tailored car cover with Ferrari logo, £39,995. Tel: Nick Taylor, 07747 002941. Email: nicktaylor.com@gmail.com. A293/010

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Ferrari 599 GTB Fiorano factory HGTE. 2010 Ferrari 599 Factory HGTE pack. Nero Daytona Metallic Crema leather interior, £34,000 of EXTRAS incl Alcantara A and B pillars, rear zone, out of range paint colour, painted 20" Monolithic wheel rims, Diamond style roof lining, Diamond style for rear bench and under door covers in leather. Full service history, original handbooks, service book, leather wallet, tool kit, 2 sets of keys and tracker fobs, car cover, battery charger, file of MOTs, invoices and historical documents. Email: taylor354@msn.com. A293/014

Ferrari 308 GT4 UK RHD rolling chassis project. I have a UK RHD Ferrari 308 GT4 project car for sale, needs rebodging, ideal for a special. Complete with Build Confirmation from The Maranello Archive, offers invited. Tel: 07375 288003. Email: ferrari50595@gmail.com. A293/042

FIAT



Fiat Panda 1000CL 1990 in Neptune Blue. Genuine 13,200 miles in museum condition. Despite having a few owners, this car stood for a decade and has VOSA recorded documentation for proof of mileage. The car is original showroom condition, professionally recommissioned and undersealed in 2019. Flawless interior, paintwork, wheels and tyres. New cam belt, oil, filters, clutch slave, distributor, brakes, wheels and tyres at 12,500 miles. The very best available, offers over £4500, incredible 30 year old gem, please email for full photographic description. Tel: Richard, 07767 677309. Email: richardperegrine@btinternet.com. A293/066



Fiat Tipo Sedicavalove 16v. Hot hatchback, just recommissioned after hibernation, very unusual specification with green Recaro interior and Momo steering wheel and gear lever, believed a dealer special. MOT'd and ready to drive again, 86,000 miles, £9500. Tel: 07496 203434. Email: marcusservini@gmail.com. A293/065



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A293/067

MASERATI



Maserati Khamzin. One of the finest examples in existence, manufactured in January 1977, extensive file with the car detailing all work and the not inconsiderable costs involved to maintain a car as fastidiously as this. In latter years this Khamzin has become a familiar sight on club events, both driving and static, having been entered in the Club concours and also been seen on motor show stands. But even having been used regularly, the mileage today is still only 57,000. It has never been completely restored but at one time or another every area of the car has been refurbished. It therefore retains considerable originality but is thoroughly sorted, on the button and ready for its next event or tour. It is matching numbers, has considerable history, is from long-term ownership and is ready to go, £190,000. The car is available to view at McGrath Maserati. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A293/048



Maserati 3200GT. Unique in Giallo Fluo, delivered new in the UK in 2000, very low mileage of 36,000. Manual gearbox, full and fastidious Maserati history and superb original condition. Well known Club car and *Auto Italia* featured, one of the best and priced at a competitive £19,995. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A293/047



Maserati Mistral. One of only 23 Mistral Coupes to be sold new in the UK, it was completed in September 1964. The aluminium body was thoroughly restored during the 1990s and the colour was changed from the original silver to Blu Celeste Chiaro, one of the most stunning colours for any Mistral. The interior was also been retrimmed in beige leather and with blue carpets. All of this remains in good, though gently patinated, condition. £225,000. The car is available to view at McGrath Maserati. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A293/049

PARTS



Ferrari F430 headlights. I have a pair of slightly used oem F430 headlights, taken out to fit the carbon items including control units, £1000 each. Email: Waston, watsondnorman@gmail.com. A293/025

Ferrari F430 Spider exhaust and Mk2 headers. Removed in good condition from my car, available to be collected West Midlands, call for details. Sensible offers considered. Tel: 07710 835837. A293/019

Ferrari 575 19" modular wheels. Genuine Ferrari 575 19" modular wheels, will fit all 575s with big brakes. 4x brand new genuine centre caps, 3x TPMS sensors comes free with the rims, straight and true, £5500. Email: auzennemark7@gmail.com. A293/032



Ferrari 456 and 599 gearbox ECUs. I have 2 new gearbox ECUs for sale, one is for a 456 GTA part no. 175093, and the other is for a 599 part no. 236507. They were both purchased from authorised Ferrari dealers but never used, these are expensive items (especially the 456) but I am open to sensible offers for each, please contact me for more details. Tel: Tim, 07773 328543. Email: trwadman@outlook.com. A293/031



Ferrari Dino 246 roof top. Dino 246 roof top for sale. Email: gerassimos@windowslive.com. A293/027



Ferrari Dino 246 parts. I have roof top from a 246 GTS, 1 water temp gauge, 1 oil pressure gauge, 1 oil temp gauge and 1 set tool kit, please send me your offers. Email: gerassimos@windowslive.com. A293/043

Alfa 75 TS wheels. 4no. aluminium wheels off 75TS, will fit 156 + possibly others? Grey colour, reasonable condition, 6Jx15 (not Revolutions). Tel: 07952 525053. A293/054

Alfa GTV, Sud + Giulietta parts. GTV, bonnets, doors, wings, hatch, grilles, front spoiler, all parts on eBay. Alfasud 3dr side window glass set, Alfa Giulietta '76-'85, 4 doors. Tel: 07779 998116. A293/055

Ferrari A12/F12 gearbox for sale. This has been professionally stripped down and rebuilt with new bearings and NOS parts. Email: edseymour@outlook.com. A293/056

Giulietta roof bar and bike rack. Genuine Alfa Romeo roof bars and bike rack, bought for 2011 Giulietta, used twice, £100 ono. Tel: Paul: 07810 753952 (north Hampshire). A293/070

g16 Spider exhaust. Alfa g16 Spider MY1999 rear exhaust section, brand new, £75, buyer collects. Tel: Ian Mackenzie, 07552 238394. Email: ianmackenzie56@gmail.com (NE Lincs). A293/058

AR51 Matta parts. I have a large quantity of Matta parts for sale, body, electrical, instruments, electrics, wheels and mechanicals, 1900 engine, gearbox. Email: edseymour@outlook.com. A293/059



Ferrari 458 wheel set. I have a Ferrari 458 Syder coupe wheel set, all original in a new condition, price £4800, contact Colin. Email: teaalicol@gmail.com. A293/033

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Ferrari 430 Challenge centre lock wheels and bearings. 2 sets of single nut wheels (race used, but all run true, with almost no marks at all), one set of tyres (old but with loads of good thread), and two new (but with storage and handling marks) single nut skf bearings (one left and one right) with their nuts. All have been bought for an abandoned project. Collection preferred, but I can ship them worldwide, we are based in Thessaloniki, Greece. Please email: info@northplastics.gr for more photos and information. A293/041



Ferrari 308 GTS/GTB rear apron panel. This part is no longer available from Ferrari, this pattern part is made from GRP, same as the original. This panel originally cost £1985, now £1500 ono. Tel: 07711 764768. Email: kevinvester@adm-group.co.uk. A293/034



Ferrari Scaglietti 612 headlamp. Headlamp for Scaglietti 612, new, for left-hand traffic, colour: Rubino Mica, £1200. Email: charlotte.rawson@btopenworld.com. A293/037



Ferrari F430 Spider/Coupe 304 grade stainless steel exhaust manifolds, originally purchased to convert my car for track use, used for approximately 300 miles, alas change of plans so no longer required, offers. Tel: Mario, 07979 378078. A293/005



Ferrari 308 GTB wheels. Set of four Cromodora alloy wheels, bead blasted and stove enamelled, complete with centres. Ideal to complete your restoration project, £1000 ono plus shipping. Email: weir.nick@gmail.com (Huddersfield). A293/028

Mirror covers. A pair of genuine Giulietta mirror covers for 2015 model, £10. Tel: Paul, 07810 753952 (north Hampshire). A293/060

Ferrari 456 gearbox mounts. I have 2x brand new gearbox mounts, purchased for Ferrari 456 but never used. I am selling a pair. These are discontinued by Ferrari so impossible to find new, part number is 176995, please let me know if you would be interested in these. Email: louisemon1@hotmail.co.uk. A293/022



Borrani wire wheels. 4 set of Borrani wire wheels, RW 4075, 7.5 x 15. They are appropriate for the Ferrari 365 GT 2+2 and can also be used on the Daytona and the 365 GTC/4. I got them with my Daytona from the original owner in 1995 but never mounted them, I don't know when they were bought, but has not been used. They are in nice condition and have never been taken out of the plastic bags until now. Email: stearnvictorz@gmail.com. A293/024

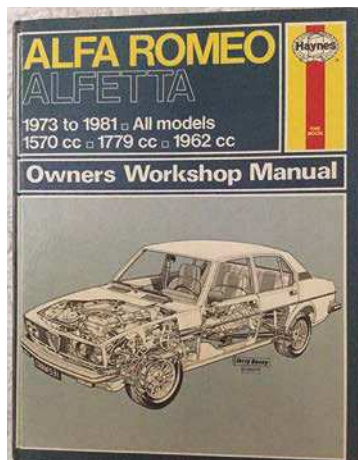
MISCELLANEOUS

Various Ferrari official magazines. 6 Ferrari magazines, nos. 26 Sept 2014–no.27 Year Book, Dec 2014–no.29 May 2015–no.30 Sept 2015–no.31 Y/B Dec '15–no.32 first TOFM edition April 2016. All in excellent virtually unread condition, £125 + delivery cost, collection available nr Bath. Tel: Brian Kendall, (ex FOC member) 01275 332459. A293/020

Ferrari Club magazine collection for sale. Three lots for sale either together or separately, will not split individual lots. All proceeds to charity. Lot 1: 'Ferrari' quarterly Spring 1988–Autumn 2005, 71 issues; lot 2 'Ferrari News' bi-monthly Oct 2002–Oct 2015, 71 issues; lot 3 'Ferrari' bi-monthly Dec 2015–Dec 2018, 18 issues. All in mint condition, serious offers please to: Michael Turner, 02380 893773 (ex FOC member), please note: buyer to collect from Hythe/Beaulieu area (Hampshire). A293/023



'A1 GTV' registration plate. On retention for sale, offers please. Tel: Montu, 07890 630610. A293/069



Alfa Romeo Alfetta Haynes workshop manual, 1973 to 1981, all models, hardback, £3.95, vgc. Tel: 07399 359072. A293/068



Ferrari number plate. Retromobile Paris 1981, with surround, Jim Griffin SO SF 589-7619, £30, post free. Tel: 020 8399 7541. A293/046



Alfa Romeo World magazines. First four issues of Alfa Romeo World magazine dating back to 1990/91, £20 posted. Tel: 07932 024948. Email: peccipriano@yahoo.com. A293/002



Breitling K13352 Chronomat. Lovely gold Breitling Chronomat, 2002 model, black dial with new brown crocodile strap, rare gold deployment clasp (clasp alone currently £1500 on Chrono24). More images available, collection only Leeds area, £4750. Email: purple@redwall.co.uk. A293/029



Ferrari 365 GTB/4 handbook. Daytona 'operating, maintenance and service handbook' printed in Italy in 1973, in near mint condition, offers around £750 please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A293/040

Ferrari 275GTB workshop manual. 275GTB workshop manual in blue Ferrari binder, used condition, reprint, part number 95990801, £150. Email: mark.charles@ntlworld.com. A293/061

Ferrari magazines (various). 19 copies of Ferrari News, bi-monthly owner's club magazine, December 2001 to December 2004, issues 88 to 106 inclusive, £50 plus £6 postage. 13 copies of Ferrari quarterly owner's club magazine, winter 2001 to winter 2004, issues 132 to 144, volume 33 number 4 to volume 36 number 4 inclusive, £50 plus £6 postage. First 7 issues of World in Red, 2001 to 2003, first 4 issues in French, issues 5-7 in French and English, amazing photos of road and completion cars, issue 1, limited edition, number 434 of 500, each issue was 23 plus postage, excellent condition, £75 plus £6 postage. Email: tim.j.bell@btopenworld.com. A293/021



Ferrari Dino 246 tool kit. Dino 246 tool kit for sale. Email: gerassimos@windowslive.com. A293/026



458 Schedoni luggage. Ferrari 458 Italia, Schedoni luggage set of 3, 2000 Euros. Email: gerassimos@windowlive.com. A293/035



F430 Schedoni luggage. I have an F430 3-piece leather luggage set in red (2 identical hard cases and 1 garment bag), has never been used, price £3300. Email Will: wilsth@gmail.com. A293/030



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Auto Italia magazines. Collected over 19 years, issue 53 (Jan 2001) to current issue 290, £150 for all 237 issues, collection from Bristol or delivery at buyers expense. Tel: 07773 767859. Email: mark@xenodesign.co.uk. A293/050



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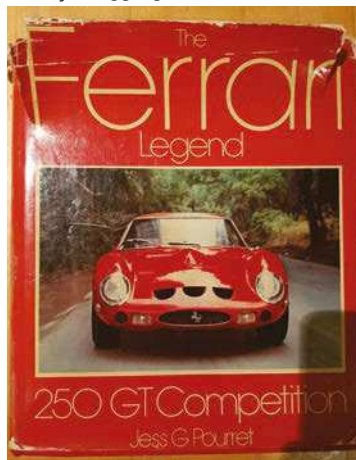
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Ferrari 512 BBB

THE ERRATIC STORY OF THE FABLED 512 BERLINETTA BOXER BELLANCAUTO

Story by Richard Heseltine

Fabrizio Violati is perhaps best remembered for his famous – some might say ‘infamous’ – Maranello Rosso collection of historically-important sports and racing cars. Ferraris were chief among their number, but the wealthy Roman wasn’t above trying to improve the factory originals. Witness this oddity. It’s just that decent results proved hard to come by.

Born in June 1935, Violati gained a degree in geology prior to joining the family firm which, among other things, produced mineral water. However, motor sport was his great passion. Aged 16, he became a works rider for Vespa, before making the switch to four wheels in 1959 to compete in hillclimbs aboard a Fiat 600. A year later, he graduated to an Abarth 750, only to have a massive accident which resulted in him being hospitalised for six months. His family forbade him from racing cars thereafter.

The passion for fast cars never went away, though, and in

1965 he stumbled across a Ferrari 250 GTO. He overruled family objections and returned trackside to claim countless wins in historics aboard this car before going for broke and entering the World Championship for Makes. A Ferrari 512 BB/LM (chassis 25229) was delivered to Violati’s workshops in Rome in 1980. The regular LM bodywork received revisions which, Violati hoped, would help it cleave the air more cleanly. It was still clearly recognisable as a BB/LM, however. The car was first fielded in the April 1980 Monza 1000km under the Scuderia Supercar Bellancauto banner, with Violati and Spataco Dini driving. They failed to finish. Two months later, the duo were then joined by Maurizio Micangeli for a tilt at the Le Mans 24 Hours. The car was out after 10 laps.

No matter, Violati then



initiated the construction of something more radical: the so-called 512 BBB, or Berlinetta Boxer Bellancauto. It was not, however, built on the foundations of the team’s existing car, but rather a new Ferrari (chassis 35529). What’s more, it looked nothing like a regular BB/LM, instead featuring a (purportedly) low-drag body which, contrary to what has been written elsewhere, had nothing to do with Pininfarina. It was conceived

and created inhouse by engineer/designer Armando Palanco, who was assisted by F1 occasional Roberto Lippi and former Scuderia Ferrari chief mechanic, Giulio Borsari. Breaking cover at the 1981 Monza 1000km, the car lined-up sixteenth on the grid, and finished fifteenth. It was the last classified runner, but this was still sufficient for it to claim class honours. The car was then entered in that year’s Le Mans 24 Hours, but was forced out with a broken transmission.

This became a familiar theme. The car proved quick so long as it stayed together. The bodywork was chopped and changed, silted and reconfigured seemingly between each outing. Following another unsuccessful attempt at Le Mans in 1984, by which time the car bore distinctive ‘bubble’ livery in honour of the family’s Ferrarelle brand of mineral water, the car never appeared in frontline motor sport again. Not that anyone really noticed.





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