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- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



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

Editor Chris Rees
chrisrees@auto-italia.net
Photographic Editor Michael Ward
michaelward@auto-italia.net
Events Director Phil Ward
philward@auto-italia.net
Editor at Large Peter Collins

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

Art Editor Michael Ward Tel: 01462 811115

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net
claire@gingerbeerpromotions.com

Managing Director Michael Ward
General Manager Claire Prior
claire@gingerbeerpromotions.com

Advertisement Managers
David Lerpiniere
david@talkmediasales.co.uk
Simon Hyland
simon@talkmediasales.co.uk
Tel: 01732 445325

Classifieds email liz.solo@ntlworld.com

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CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Chris Chilton



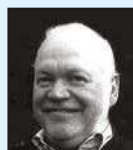
Tim Pitt



Hugo Reis



Richard Heseltine



Peter Collins



Matteo Grazia



We've been waiting with baited breath to discover whether Ferrari's brave new supercar would be a welcome one. The SF90 Stradale takes Maranello in a new direction of hybrid power, four-wheel drive and four-figure power outputs. Of course it reaches spectacular new heights of acceleration and traction – as well as, bizarrely, being the first ever Ferrari that can drive itself by the front wheels only – but we do admit to having a certain apprehension about whether it would feel like a 'real' Ferrari to drive. Well, now we know the answer – and so can you, by turning to page 16 and reading Chris Chilton's first drive.

In other major news, the merger of Fiat Chrysler Automobiles (FCA) and Peugeot (PSA) seems to be going full steam ahead, and is expected to be concluded early in 2021. And now we know what the merged FCA/PSA entity will be called: Stellantis.

My first reaction was probably like yours: what on earth does that mean? I guess the group has to be known by some name, and 'FCA-PSA-SpA' is a bit of a mouthful. Apparently Stellantis derives from the Latin 'stello', meaning "to brighten with stars" and "pays tribute to the rich history of its founding companies, while the evocation of astronomy captures the true spirit of optimism, energy and renewal". So there you have it. Don't worry, though: the name will be used only at corporate level and won't affect any of the names of the brands we love: Fiat, Abarth, Lancia and Alfa Romeo.

Speaking of Alfa, it's great to be able to share its 110th birthday celebrations at the Arese museum this issue – even though I wasn't there personally, as I'd planned to be, for obvious reasons. Happy birthday Alfa!

Chris Rees
Editor

chrisrees@auto-italia.net

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ITALIAN CAR NEWS

Lamborghini Lifts Roof on Sián



A new open-top version of Lamborghini's Sián hybrid hypercar has been unveiled. Despite the Sián Roadster being roofless, Lamborghini claims it keeps the same aerodynamic efficiency. Patented active rear cooling vanes on the rear deck form a lightweight cooling solution by using special materials triggered by exhaust heat, causing them to rotate. The rear buttresses, meanwhile, evoke the iconic 'periscopio line' of the Countach.

Like the Sián FKP 37 coupe unveiled in 2019, the Roadster combines an Aventador V12 engine with a 34hp electric motor and is only slightly slower than the coupe. The combined power output of the V12 engine and electric motors remains the same at 819hp, as does the top speed of 218mph, but the 0-62mph time is 0.1sec longer at 2.9 seconds.

The electric motor, incorporated into the gearbox, is used both at low speeds and also during acceleration, increased torque

at speeds up to 81mph.

The colour chosen by Lamborghini to signify electrification is 'Oro Electrum', in which the wheels and aluminium highlights are finished. The cabin air vents are produced via 3D printing, allowing customisation with a client's initials.

In addition to the 63 units of the Sián FKP 37 being made, 19 examples of the Roadster are on offer, but all are already accounted for. The price is well over 2 million euros.



LAMBO SCV12 READY TO GO

Lamborghini has released new images of its SCV12, a limited edition hypercar developed by Squadra Corse exclusively for track use. Mechanical tweaks to the Aventador 6.5-litre naturally aspirated V12 engine mean it delivers 830hp – the highest ever output for a Lamborghini V12.

The structure is a carbonfibre monocoque with aluminium front frame and a steel rollcage. Lamborghini is promising “higher downforce levels than a GT3 car” thanks to tweaks such as a double front bonnet air intake, a central rib directing airflow to the roof intake scoop, front splitter, side sill fins and carbonfibre rear wing.

The SCV12 is rear-wheel drive with a six-speed sequential Xtrac transmission that is load-bearing, with pushrod suspension connected directly to it. The mechanical differential can be adjusted by the driver.

The new track car will be assembled by Squadra Corse and owners will be able to drive in special programmes at world circuits, with tutoring by Emanuele Pirro, five-time winner of Le Mans. The SCV12’s world première is scheduled for summer 2020.



LAMBORGHINI MIURA BOOK

A new book about the Lamborghini Miura has been published, claiming to be “the definitive work” on the 1960s supercar. “Years of in-depth research, skilful writing and careful honing” have gone into the work, says the publisher.

The Lamborghini Miura Book runs to 456 pages, has over 650 photographs and comes in a special slipcase. As well as the Miura Book, an additional volume will be published in October called the Lamborghini Miura Register, listing all 762 Miuras built, detailing their original specification and history.

Only 762 numbered copies of the Lamborghini Miura Book will be printed. It can be ordered on its own at £400, or with the accompanying Register as a twin-set for £550 (up to 8 August, £650 thereafter).

LAMBORGHINI MUSEUM REOPENS



Lamborghini’s Museum of Technologies (MUDETEC) in Sant’Agata Bolognese has reopened after months in lockdown. Visitors

can once again access such iconic and historic models as the 350 GT, Miura, Espada, Countach and LM002, as well as more recent

cars like the Asterion concept and Centenario. To ensure safety, entry is by advance booking only.

MASERATI'S 'MILD' GIBLI HYBRID



A new Hybrid model has joined Maserati's Ghibli range. The 'mild hybrid' powertrain combines a 2.0-litre four-cylinder turbo petrol engine (a modified version of Alfa Romeo's Giulia powerplant) with a 48-volt alternator and an "electric supercharger" called e-Booster that fills the torque gaps as the turbo spools up.

The total power output is 330hp and torque is 450Nm, giving the car a top speed of 158mph and a 0-62mph time of 5.7 seconds. Maserati is claiming an "unmistakable sound" thanks to special new resonators in the exhaust. The Hybrid weighs 80kg less than the diesel model and its battery is mounted in the rear of the car, benefiting weight distribution.

A light facelift includes a new front

grille and new rear light clusters with a boomerang-like profile, inspired by the 3200 GT. Blue-coloured design details include the triple side air ducts, brake callipers, rear pillar badge and stitching for the upholstery.

The Ghibli Hybrid marks the debut of an improved multimedia system with a larger HD screen (up from 8.4 inches to 10.1 inches) and new graphics. The instrument panel is also new.

Production begins in September, with UK deliveries starting soon after. The Ghibli Hybrid is available to order now, priced from from £58,220. The Ghibli's mild hybrid system will soon find its way into the Quattroporte and Levante models, while the all-electric GranTurismo and GranCabrio are scheduled for a 2021 launch.

SPECS

Engine	1998cc 4-cyl turbo mild hybrid
Bore x Stroke	84mm x 90mm
Compression ratio	9.5:1
Max Power	330hp @ 5750rpm
Max Torque	450Nm @ 4000rpm
Weight	1878kg
Fuel economy	33.2mpg (TBC)
CO2	192g/km (TBC)
Max speed	158mph
0-62mph	5.7sec
Price	£58,220



MASERATI REVEALS 630HP 'F1 INSPIRED' ENGINE

Maserati has unveiled details of its 'Nettuno' (Neptune) engine that will power the new MC20 supercar, due for launch in September. The engine was designed at Maserati's Innovation Lab in Modena and will be built at the Engine Hub at Maserati's famous Viale Ciro Menotti address.

The new power unit is a 90-degree V6 with 3.0 litres twin turbos and a dry sump. It delivers 630hp at 7500rpm (a specific output of 210hp per litre) and 730Nm of torque at 3000rpm.

An innovative pre-chamber combustion system features twin-spark plugs. The system is derived from Formula 1 and is the first time it has appeared on a road car. It's joined by a twin-injection system (both direct and indirect injection), claimed to reduce noise at low revs and improve fuel consumption.

ENGINE SPECS:

Format	3.0-litre V6 twin-turbo
Bore x Stroke	88mm x 82mm
Compression ratio	11.0:1
Max Power	630hp @ 7500rpm
Max Torque	730Nm @ 3000-5500rpm
Max Revs	8000rpm
Weight	220kg





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GIULIA QV TO RACE AT NÜRBURGRING

An Alfa Romeo Giulia Quadrifoglio will race at the 24 Hours of Nürburgring 2020. The world's first Giulia QV built for racing, it will also be the first time an Alfa has raced at the German endurance event for 17 years.

Prepared by Lanza Motorsport and run by the Scuderia del Portello team, it will run in the SP8 T (turbo) 'Appendix 5' class. Its engine is only mildly changed to develop 520hp but the car uses many carbon parts to reduce weight to 1400kg. The new carbon rear wing conforms to race specs, as do the rollcage and six-point belts.

The QV will race in Lanza Motorsport/Scuderia del Portello colours with an all-Italian driving team consisting of Mauro Simoncini, Ugo Vicenzi, Alberto Carobbio and Bruno Barbaro. Simoncini made his debut at the Nürburgring 24 Hours 20 years ago in an Alfa 155 V6. The last time an Alfa Romeo raced at the event was in 2003 with an Alfa Romeo 156 Super Production. This year's 24 Hours of Nürburgring takes place on 24-27 September.

FIAT CENTOVENTI IS 'CONCEPT OF THE YEAR'

Fiat's acclaimed Centoventi has won the Concept Car of the year award in this year's Car Design News Awards. The international jury of 18 style centre directors from major car manufacturers praised its "innovative modular concept and exceptional use of colours and

materials". FCA's design director, Klaus Busse (pictured below), accepted the award, which joins the Red Dot Award 2019 and the Trophées Argus 2020 Special Jury Prize. The Centoventi is expected to form the basis of the next-generation Fiat Panda.



GIULIA GTA IN BIG DEMAND

Expressions of interest are reportedly very high for Alfa Romeo's new Giulia GTA and GTAm limited edition. Alfa Romeo's European manager, Arnaud Leclerc, revealed at the brand's recent 110th anniversary event at Arese that the company has already received over 2000 requests from potential customers interested in purchasing the £155k GTA. That's four times the number of cars that will be made available in total (500). As *Auto Italia* reported last month, consumer interest appears to favour the two-seat GTAm version.



GIULIA TOPS WHICH? SURVEY

A survey by consumer group Which? ranks Alfa Romeo's Giulia as the UK's most satisfying new car. Thousands of owners were polled in the survey, rating the Giulia top in the 2020 satisfaction rankings. Which? commented: "It would seem the Giulia's excellent performance and sharp driving dynamics have left owners smitten. One owner who provided feedback in our car survey summed up the general level of feeling for the model: 'This is an exceptional car with stunning performance and handling. It is good to drive and stands out from other similar cars on the road. It makes me smile every time I drive it.' And, as much as fuel economy and safety are at the forefront of most people's minds when buying a new car, it seems we're still suckers for looks – which works in the Giulia's favour, as its voluptuous Italian styling is a direct contrast to its conservative German rivals."

CASA 500 CELEBRATES FIAT'S BABY

Fiat has launched a 'virtual museum' to tell the story of the Fiat 500. Called Casa 500, it tells the story from 1957 to the present day. A special space at Turin's Lingotto complex plays host to the virtual show – and from spring 2021 it will open for real to the public. 11 themed zones include treats such as 500 one-offs, the design story and 'vintage vibes'. The virtual Casa 500 show can be viewed by smartphone, PC or tablet at www.fiat.co.uk



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MACALUSO FOUNDATION LAUNCHED

A new car foundation has been inaugurated in Turin. Named after ex-European Rally champion, the late Gino Macaluso, the Fondazione Gino Macaluso hosts a collection of historic rally, race and road vehicles spanning the 1960s to the 1990s. Cars from the collection are set to take part in numerous events, including the Milan Monza Open Air Show (29 October to 1 November) and Goodwood Festival of Speed (July 2021). In December 2020, several cars will also be presented in a new 'Golden Age of the Rally' exhibition about the World Rally Championships at MAUTO, the National Automobile Museum in Turin.



SALON PRIVÉ IS 'GO' FOR SEPTEMBER

Salon Privé has been given the go ahead for 23-26 September 2020 at Blenheim Palace, with Rainbow Trust Children's Charity as its charity partner. Among the attractions are the Concours d'Elégance on Wednesday, then Ladies' Day on Thursday. On Friday comes a special 'Evolution of the Supercar' display, celebrating five decades of the supercar from the Lamborghini Miura onwards – expect to see several iconic Italians there. Saturday will host the Classic & Supercar day featuring more than 1000 cars.

Automotive brands confirmed to attend include Aston Martin, Bugatti, Ferrari, Lamborghini, Morgan, Polestar, Rimac and Rolls-Royce, alongside Italian-made specialists like Ares Design, Aspark, MAT and Puritalia. Several new car debuts are promised, including the latest MAT New Stratos.

Salon Privé is held within the grounds of Blenheim Palace, with extensive social distancing measures in place and a refund policy should government guidelines change. For more go to salonpriveconcours.com or call 0808 100 2205.

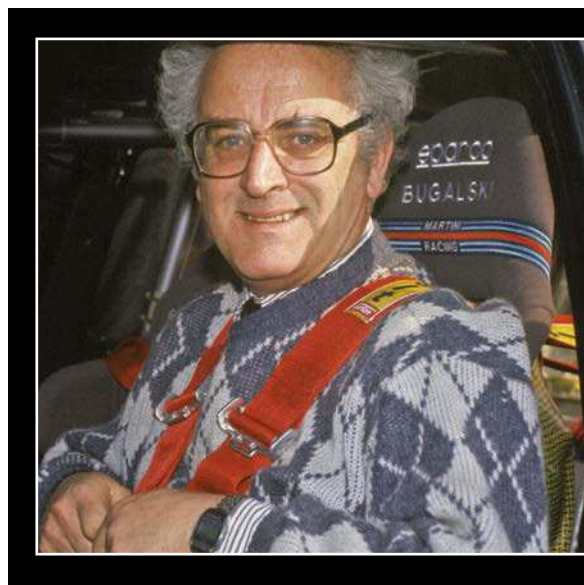
FERRARI EXPANDS INTO KENT

Ferrari has opened a new official service centre and used car showroom in Sevenoaks, Kent. The Jardine Motors facility employs Ferrari-trained technicians and features three workshop bays and a four-car showroom for approved used cars. The new site brings the total number of official service centres in the UK to 15.



AGNELLI POWERBOAT ON SALE

RM Sotheby's is auctioning a unique 1968 Sonny Levi-designed powerboat, commissioned by Fiat's boss at the time, Gianni Agnelli. Called the G Cinquanta (G50), it was both elegant and powerful. Agnelli had a large collection of yachts, cruisers and speedboats. The 37ft boat features a luxurious cabin designed by Sergio Pininfarina. Power is by four BPM 8.0-litre V8 Vulcano engines totalling 1280hp in period, now boosted to even more, so a speed of 50 knots (57mph) can be reached.

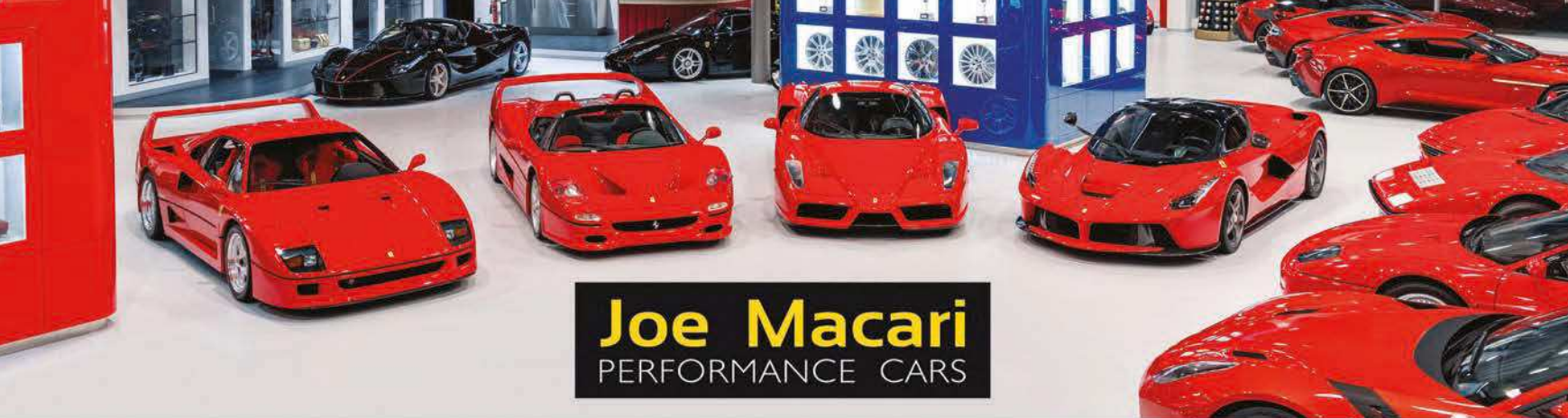


MARTIN HOLMES 1940-2020

We are sad to report the death of *Auto Italia's* friend and contributor, Martin Holmes. Martin was a talented photojournalist with a combination of skills that would make him the leading authority in world rallying. He was completely immersed in rallying, both from the outside with his camera and pen but also from the inside as an accomplished co-driver. Few people were better informed than Martin who shared his knowledge as the publisher of series of yearbooks that catalogued rallying in great detail from 1978 to 2010.

It was his first edition of World Rallying that inspired me to complete my own first book because it was packed with rare images of Fiat and Lancia rally cars. Martin didn't simply take stock action pictures, he also had a keen eye for technical detail, essential for recording engineering development. He agreed to provide images for my books and *Auto Italia* features and became a valued contributor to this magazine.

Martin was a no-nonsense professional and his shock of white hair in later years combined with intense eyes to give him a somewhat formidable appearance. However, he was always welcoming at his home, tucked away in leafy Surrey, where he kept his treasured archive under the watchful eye of his secretary Ursula Partridge. They really don't make 'em like Martin anymore. – *Phil Ward*



Joe Macari

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Green Cross Road

Finally it's time to test Fiat's first ever hybrid car on UK roads. Is the Panda City Cross Hybrid a bold new dawn for Fiat?

Story by Chris Rees
Photography by Michael Ward





Everyone's trying to get their CO₂ emissions down these days – and that includes Fiat. Its new Panda Hybrid is powered by what's called a 'mild hybrid' system and therein lies the rub – this isn't a 'proper' full hybrid (i.e. one capable of running in electric-only mode) but a cheaper, simpler and perhaps more half-hearted proposition. The hybrid battery power merely boosts the petrol engine in, you guessed it, a very mild way.

We've already tested the 1.0-litre three-cylinder FireFly petrol engine in Fiat's 500X and we know it's a great little powerplant. It's got a zingy, old-school feel to it, revving happily and charismatically all the way to 6500rpm. As a hybrid, it's hooked up to a simple 12-volt 'belt-integrated starter generator' (BSG) that siphons off electrical energy during deceleration, storing it in a lithium battery to use later for acceleration.

Let me say this up front: such a set-up does not result in the last word in performance. With just 70hp at 6000rpm and 92Nm of torque at 3500rpm, it's pretty lethargic. The battery's acceleration boost is only really noticeable when you take off from a standstill. As soon as your speed increases, the boost effect dissipates, and on motorway inclines you'll find yourself changing down gears simply to maintain progress.

The only other time the hybrid system makes itself felt is when you take your foot

off the accelerator. The battery recharges by applying a gentle braking effect, meaning you don't need to use the brake pedal nearly as much.

Here's another thing: at speeds below 19mph, a little 'N' symbol comes up on the dashboard, prompting you to change into neutral, at which point the engine 'e-sails' (switches itself off) to save fuel. It then suggests which gear to re-engage when you need to. Frankly, I can't see many drivers doing this. Not only have we all been taught to leave the gearbox in gear when in motion, but we drivers are also a pretty lazy bunch. Why hasn't Fiat made e-sailing automatic, rather than asking the driver to do it?


The six-speed manual gearbox (an evolution of the existing 'box) works well, the chunkily square gearknob in the dashboard being perfectly sited. In many ways, though, the Panda is now starting to feel its age. The info panel ahead of the driver is basically the same one from the second-generation Panda, a design that dates from 2003. The chassis is also based on the 2003 original, so the basic architecture is now 17 years old.

For now, you can only buy the Panda Hybrid in City Cross form, a high-riding front-wheel drive model. Fiat says the hybrid's lower centre of gravity sharpens the cornering, but I didn't really notice that; understeer and body roll are quite pronounced. Here's a plus,

though: the Cross's long suspension travel absorbs speed bumps and deals with rough roads very well. And I suspect that, with winter tyres fitted, it would be an excellent machine in which to tackle icy roads.

It's also very frugal. The official fuel consumption figure of 49.6mpg actually underplays the car's potential. In my week of mixed driving in it, I never dipped below 50mpg. CO₂ emissions of 89g/km make it very tax-friendly, too.

The Panda still looks great, its famous 'squirrel' design theme standing the test of time very well. The new paint scheme for the Launch Edition, Dew Green, looks very cool, too. New 'H' logos, looking like stylised dew drops, enhance the sense of urban chic, as does 'Sequal' upholstery partly made of recycled plastic from the sea (comfortable to sit on, even in the heat of summer).

Prices start at £13,940 but for only £500 extra you can have the smarter Launch Edition which is a no-brainer. Fiat's entry into the hybrid era may feel a little half-hearted but as ever the Panda projects fun. I suspect there may well be more interest in the 500 Hybrid, not to mention the all-new 500 Electric that's due by the end of the year. 



TECHNICAL SPECIFICATIONS

FIAT PANDA CITY CROSS HYBRID

ENGINE:	999cc 3-cyl petrol hybrid
POWER:	70hp at 6000rpm
TORQUE:	92Nm at 3500rpm
TRANSMISSION:	6-speed manual
MAX SPEED:	96mph
0-62MPH:	14.7sec
FUEL CONSUMPTION:	49.6mpg
CO ₂ :	89g/km
PRICE:	From £13,940

Brave New World

It's crunch time: does Maranello's new 1000hp hybrid supercar behave like a true Ferrari on road and track? Strap yourself aboard – it's going to be one hell of a ride

Story by Chris Chilton
Photography by Ferrari





What's your favourite Ferrari sports car experience, real or imagined? Even if you've never driven a car with a Prancing Horse badge, you've probably imagined click-clacking your way through down-changes on a classic Ferrari metal shift gate. Or pictured yourself twisting an F355's key for the first time and letting a wave of induction and exhaust noise wash over you, steeling yourself for the even bigger sensory experience that's to come.

If the key-twisting dream does it for you – and for us, that's always one of the most exciting moments when driving an Italian car for the first time – you'll be shocked to learn that the 1000hp SF90 Stradale, the fastest accelerating, most powerful road car Ferrari has ever built, makes almost no noise at all when you prod the 'Start' button on the steering wheel. Why? Because it's a hybrid, and by default it 'fires up' and drives away using electric power alone.

Welcome to the weird world of the modern supercar. Even the likes of Ferrari and McLaren aren't totally exempt from international requirements to cut CO₂, and the only way to make that happen, while safeguarding the power and performance of a petrol engine, is by adding volts to the recipe.

Strictly speaking, the SF90 Stradale, named in honour of last year's 90th anniversary of the Scuderia Ferrari racing team, isn't Ferrari's first hybrid. The limited edition 950hp LaFerrari hypercar also featured electric power. While a handful of LaFerrari owners persuaded Ferrari to modify theirs to run as an EV, it was never designed that way.

The ability to drive through a city while emitting no exhaust gasses and almost no noise is a key part of the SF90 experience. It might look like any other Ferrari, but it's a very different beast under the skin. And did we mention that this is also Ferrari's first four-wheel drive mid-engined car? And its first that can be driven by the front wheels alone? Like we said, a very different beast.

Before we get to all that, though, it's worth explaining where the SF fits in Ferrari's range. It doesn't replace either the old £1.2m LaFerrari hypercar, or the £203k F8 Tributo, the car that evolved from the 488 GTB. Instead, at £376,048, it slots between the two, occupying roughly the same



patch of ground as cross-town rival Lamborghini's charismatic but aging V12 Aventador.

Unlike many of its rivals, Ferrari only builds its most expensive, limited series models in carbonfibre. Being a series production car with no limits on numbers made, the SFgo is fashioned almost entirely from aluminium, which Ferrari says makes it easier to build in high numbers – and easier to *rebuild* after the inevitable SFgo fender benders that will soon be plastered all over the internet.

Though the structure is new, conceptually you could liken it to an F8 Tributo with a bonus shot of electric power. A fractionally wider bore lifts the V8's capacity by 100cc to 4.0 litres, while new heads and intake systems improve power and torque to 780hp and 590lb ft from the 720hp and 568lb ft served up by the F8.

That lot is sent to the rear wheels through a new eight-speed dual-clutch transmission that's both lower and lighter than Ferrari's older seven-speeder, partly because it has no reverse gear! Going backwards is handled exclusively by the electric motors, of which there are three: one sandwiched between the engine and transmission, and another pair at the front, each driving a front wheel. Collectively, the motors add a battery-limited maximum of 220hp to the V8's tally, for a nice round total of 1000 horsepower.

All three motors draw current from a battery mounted on a rear bulkhead. There's enough juice to give an electric-only range of 15.5 miles, contributing to an impressive claimed consumption figure of 46.3mpg (based on starting with a full charge). You can charge the battery in a couple of hours using a plug, or simply by driving with the petrol engine activated for a couple of miles.

Clearly, the SFgo is a very clever, very complicated bit of kit. Yet at a casual glance it doesn't look much different to its non-hybrid F8 brother. The front lamps spread horizontally, rather than from front to back to emphasise the width, while the rear lamps are slightly squared, rather than Ferrari's circles of old.

Opening the front boot, which is usually impressively large on Ferrari's mid-engined cars, we get the first glimpse that this is a new kind of Maranello machine. There's a small window through which you can peek at the hybrid powertrain, and disappointingly little room for luggage.

In the cabin there are a few more clues to the tech wizardry going on below the skin, including a head-up display and a widescreen TFT digital instrument



Badge-like 'key'; window lets you see hybrid gubbins; steering wheel hosts strange new buttons



FERRARI SF90 STRADALE



binnacle, though such tech is only new to Ferrari: both have been around for years on far more ordinary cars. Our two favourite details are the key (or the matchbox that passes for a key these days) which looks like a Ferrari bonnet badge, and the gear selector on the console that tips a hat to classic Ferraris' gated manual shifters.

We already know what the SF90 feels like at start-up, but can it still deliver the kind of excitement we expect from a mid-engined Ferrari, and from those silly headline numbers? The answer is yes, but first you need to work out how to extract the magic.

As with most modern cars, the SF90 offers various different driving modes, but in this case the difference between them is huge. As the name suggests, eDrive is a purely electric mode and perfect for leaving the house for a 4am blast on empty roads without waking up the neighbours. It's fine for keeping up with traffic right up to its 84mph maximum, but the step-off is surprisingly ordinary, and 9.3secs to 60mph makes you easy meat for Abarth 500s, never mind Porsches. So far, it doesn't sound or go like a 'real' Ferrari.

You're probably never going to spend any time in eDrive, though. Because 'Hybrid' mode, the next step up the powertrain ladder and the car's default mode

from start, gives you all the benefits of silent electric running in town but with the reassuring knowledge that the V8 is called to the stage whenever extra muscle is required.

I was surprised how often the SF90 defers to its electric powertrain in hybrid mode, frequently dropping the engine out altogether, before bringing it back to life, in gentle driving. There's no mistaking the switchover is happening, but it happens so smoothly that you can't help but be impressed – even if you don't feel connected to the car in the way you expect when driving a Ferrari, because none of this is happening at your choosing.

Hybrid is probably a mode you'd find yourself falling back on regularly, and coming to enjoy, if you actually owned this car and used it for commuting or a weekend away. It really does add a GT-like refinement you don't get in Ferrari's other sports cars. But if it's something closer to a traditional Ferrari driving experience you're after, noise and all, you need to select 'Performance' mode, or the even more focused 'Qualify' mode, via the steering wheel buttons, which brings the V8 into permanent play.

When both power sources are working together, the acceleration is absurd, hurling you down the road far



Yup, it's a Ferrari you can plug in! On track, the SF90 behaves - thankfully - like a pukka Ferrari should





Performance is truly extreme, more than you can ever deploy on normal roads. Traction is amazing

faster than anyone has any need to go. Zero to 60mph takes just 2.5 seconds; 0-124mph (200kmh) barely believably takes only another four. Equally striking is the way the electric motors almost completely mask the V8's turbo lag. Truth be told, there's more performance here than you can comfortably deploy on anything but a very open, flowing road.

And that's not because the SF90 struggles to put its colossal power down on the road. Traction is excellent, although the sense of torque being fed through the front wheels is very alien for a Ferrari. No, it's just that you can shrink straights so quickly, it's often a struggle to find somewhere to pin the throttle for more than a couple of seconds at a time.

To experience what the SF90 can really do, you need somewhere like our next stop: Ferrari's Fiorano circuit. And even then, you need to be on your toes. The last time I drove a Ferrari with this much power here was at the launch of LaFerrari back in 2014, when it proved so much faster than any Ferrari I'd driven before I managed to completely misjudge my braking into the first right-hander on an overconfident flying lap, and

sailed into the gravel. Oops.

So the SF90, with 50hp more to tame and an alarmingly high 1570kg (and that's dry, not at the kerb) of heft, ought to be a nightmare for anyone without the god-like driving skills of Ferrari's test drivers.

In fact, it's a pussycat. Okay, maybe a friendly lion, but you get my point. Ferrari's engineers have an uncanny ability to deliver outrageously powerful cars that make even a vaguely competent driver feel like an absolute hero behind the wheel. Even with an obscene 1000hp to its name, the SF90 is no different.

Under the surface there are all kinds of fiendishly complicated torque vectoring and damper adjusting going on. But from behind the wheel it all feels so natural and effortless. The brakes are hugely strong, but just as importantly they don't suffer from the horribly inconsistent pedal feel that hybrid cars usually do. With the optional sticky Michelin Pilot Sport Cup 2 tyres fitted, there's almost no understeer. Switch the *manettino* to Race mode and there's no oversteer either, making laps both quick and confidence-inspiring for ordinary drivers.



TECHNICAL SPECIFICATIONS

FERRARI SF90 STRADALE

ENGINE (ICE):	3990cc V8 twin-turbo
COMPRESSION RATIO:	9.5:1
POWER (ICE):	780hp @ 7500rpm
TORQUE (ICE):	800Nm (590lb ft) @ 6000rpm
HYBRID SYSTEM:	3 x electric motors
POWER (ELECTRIC):	220hp
COMBINED POWER:	1000hp
COMBINED TORQUE:	900Nm (664lb ft)
TRANSMISSION:	8-speed F1 dual-clutch
BRAKES:	398 x 223 x 38mm (front) 360 x 233 x 32mm (rear)
TYRES:	255/35 ZR20 (front) 315/30 ZR20 (rear)
DIMENSIONS:	4710mm (L), 1972mm (W), 1186mm (H)
DRY WEIGHT:	1570kg (Fiorano: 1540kg)
FUEL CONSUMPTION:	46.3mpg (Fiorano: 47.1mpg)
CO ₂ :	154g/km (Fiorano: 160g/km)
ELECTRIC RANGE:	15 miles
MAX SPEED:	211mph
0-62MPH:	2.5sec
PRICE:	£376,048



But the real testament to this car's gentle nature is that a lap later we switched the traction control off and were four-wheel drifting through fourth gear corners like a 1950s GP racer. I'd like to think it was all down to me, but I know better than that.

If you're really serious about your track days (or just want everyone in Knightsbridge to think you are) you'll probably want to spend a bit more for the Assetto Fiorano pack. OK, quite a bit more: for £39,360 you get carbon door panels, titanium springs and exhaust, and a 30kg weight saving, plus a big rear wing. We didn't drive the Assetto Fiorano version, but Ferrari's test drivers say it's worth a second around Fiorano, bringing the SF's time down to the

same 79 seconds achieved by the LaFerrari.

For the rest of us, the standard car is perfectly fine. But then, for the rest of us, a standard £203,000 F8 Tributo or a peachy used 488 GTB at £140,000 would deliver much of the same. And you could argue that the those cars – lighter, simpler, rear-wheel drive – offer a purer Ferrari driving experience, and while not quite as bonkers fast, are more than fast enough.

But Ferrari will find no shortage of buyers happy with the SF's price, complexity and kerb weight. Which is just as well, because like it or not, supercars have to go down the hybrid route to survive. On this experience, the reassuring news is that hybrid, for once, definitely does not mean boring. 🇮🇹

V8 from 488 GTB is expanded to 4.0 litres and 780hp, on top of which is 220hp of battery power



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In the Name of the Father

The only road car ever named after Enzo Ferrari, the Enzo hypercar marked Maranello's highest pinnacle in the early 21st century. We experience it on the road

Words by Tim Pitt
Photography by Michael Ward

Naming cars after people is fraught with pitfalls. While the Fiat 125S Samantha gleaned some glamour via association with 1960s *Vogue* model, Samantha Jones, the Seicento Sporting Michael Schumacher didn't fool anyone. So when, in 2002, Ferrari chose to name its new hypercar after its founder, the stakes were high. Would the Enzo be a fitting tribute to *il Commendatore*?

The car that many expected to be called the F60 was launched as the 'Enzo Ferrari' – a syntactical shuffle rivalled only by 'Ferrari LaFerrari' – but most people today reverse the name as 'Ferrari Enzo'. This wasn't the first Ferrari named after one of the family; the 1967 Dino took its name from Enzo's son, Alfredo (known as 'Alfredino'), who died of muscular dystrophy aged 24. However, while 'Dino' was literally and figuratively Ferrari's 'son', the Enzo was very much the daddy.

Revealed the day after Michael Schumacher clinched a fourth consecutive F1 constructors' championship, the Enzo inherited a bloodline that began with the 288 GTO, then evolved via F40 and F50. With a top speed of 217mph, this was Ferrari's fastest road car yet: swift enough to defeat the Porsche Carrera GT (205mph) and Mercedes-Benz SLR McLaren (208mph) in a game of Top Trumps. "I wanted to go a little bit too far in every element to build a super-extreme car," explained Ferrari president Luca di Montezemolo.

Schumacher himself, who helped calibrate the car's powertrain and chassis, described it as "the closest you can get to the F1 experience in a road car". But while the F50 had broadly the same brief, the Enzo interpreted the idea in different ways. Its engine lacked



a direct F1 lineage (the F50's V12 was derived from the Tipo 035/5 unit in 1989's Ferrari 640) and wasn't a load-bearing structure bolted to the tub. But it did boast a plethora of new gadgetry, including integrated electronic control for the engine, gearbox, suspension, active aerodynamics, traction control and ABS.

The Enzo was styled by Pininfarina under the leadership of Ken Okuyama, who subsequently became the *carrozzeria's* creative director. His Japanese influence arguably

shows in the sharp lines and origami folds, but the design owes much to motorsport. The jutting nosecone evokes the F2002 piloted by Schumacher and Rubens Barrichello, while the canopy cockpit has echoes of classic Le Mans racers, with its scissor doors cutting deep into the roof like a 330 P4. At the rear, Ferrari's traditional round taillights were reimaged as jet afterburners.

As the first Ferrari road car to feature active aerodynamics, it had electronically adjustable front air flaps, a flat floor, meaty venturis and a pop-up wing to glue it to the tarmac. Maranello quoted downforce of 334kg at 124mph, rising to 775kg at 186mph, then dropping back to 585kg at 217mph – all achieved without a towering rear spoiler. There was even a no-nonsense approach to paint colours: buyers were limited to red, yellow or black. Okuyama certainly fulfilled his 'pure and hard' design brief.

Under its composite skin, the Enzo bristled with state-of-the-art hardware. Its chassis was a sandwich of carbonfibre and aluminium honeycomb, while suspension was by double wishbones with horizontal, pushrod-actuated Skyhook dampers. This was the first

road car ever to have carbon-ceramic brakes – 380mm Brembo discs that saved 12.5kg – and its 19-inch centre-lock alloys were wrapped in bespoke Bridgestone Scuderia rubber. Ferrari declined to adopt electric steering, however, saying a hydraulic setup offered more feel.

The steering wheel itself was F1-inspired, with brightly coloured buttons for reverse gear, traction control settings and Race mode (the now-familiar *manettino* would not debut until the F430 of 2004). Shift lights in the wheel rim flashed in 500rpm increments beyond 5500rpm, warning the driver when to pull the carbonfibre paddle. Electric windows and a stereo were sacrificed to save weight, but air conditioning was included. Unlike the F50, there was no option to remove the roof.

Clearly, this wasn't a Ferrari where you bought the engine and got the rest for free. Yet the Enzo's heart was indisputably its 65-degree 'F140' V12, which used variable valve timing and a drive-by-wire throttle, along with a six-speed automated manual gearbox and double-disc clutch. In 2002, a 660hp output (110hp per litre) made it the most powerful naturally aspirated engine in the world, even outgunning the BMW V12 in the McLaren F1. It was also the last non-hybrid Ferrari hypercar – and likely to remain so.

Reactions from the press ranged from reverence to astonishment. In *Car and Driver*, Peter Robinson said the Enzo "requires a massive upward adjustment of expectations", while *Drive's* Richard Heseltine agreed: "It redefines your perception of speed". Writing for *Evo*, Harry Metcalfe said: "Big speeds are incredibly easy in the Enzo. It's like the car is covered in a special layer of Teflon... This side of a Veyron, I can't think of a car that builds speed quite as easily".

More recently, Jay Leno declared: "It's less visceral than the F40, but no less pleasurable. It doesn't beat you up unless you want to get beaten up". Perhaps so, but Michael Schumacher proffered some words of caution to *Car* in 2002: "[The Enzo] has two characters. If you are a known driver with some ability, you can allow yourself to switch off the traction control. If not, I would suggest not to do so."

This combination of speed, F1 technology and critical acclaim makes the Enzo highly sought-after, as does the fact that only 349 were built (plus one extra built as a gift to the Pope). For comparison, Maranello made an identical number of F50s, just 273 examples of the 288 GTO and more than 1000 F40s. The Enzo later spawned the track-only Ferrari FXX and the barely road-legal Maserati MC12, a homologation special limited to 25 units. However, even a 'standard' Enzo now costs well into seven figures – compared with £450,000 when new.

That's the background, now for the reality. Arriving at Bell Sport & Classic in Hertfordshire, the Enzo is parked front-and-centre outside the showroom. Even at a coffee morning for Ferrari owners, where today's eye candy includes a 275 GTB, F12tdf and Koenig 512 BB (see *Auto Italia* May 2020), the 18-year old hypercar steals the show. It's a riot of aggressive angles, a stealth fighter in none-too-stealthy Rosso Corsa. Not even owner Barry Treacy could call it beautiful, though.

You'd like Barry. All his 10 Ferraris are kept MOT'd, trickle-charged and ready to drive. And drive them he does. "I took my F40 to Rome, which was incredible," he





Enzo was the first Ferrari ever to have active aero. Design brief was 'pure and hard' - think they nailed that





says. "People were overcome: shouting, waving and throwing sweets. One man even laid down in the road, begging me to run him over." Others in his collection include an F50 ("Tubi exhausts make it super-loud – my wife won't go near it"), 512M, F355 GTS, 488 Pista and a 360 Modena signed by Schumacher and Barrichello. There's also a 550 Barchetta "that Ferrari insisted I buy before I could have an Enzo."

Barry's love affair began in Italy: "I was never interested in Ferraris as a young man. Then in about 2000, I was driving a rented Fiat Punto on holiday. A black Testarossa came down the slip road on to the autostrada and howled past me at a three-figure speed. I was bowled over and had to own one." He



“ People were overcome in Italy. One man even laid down in the road, begging me to run him over ”

didn't waste any time and bought his own Testarossa when he returned, followed by the Enzo in 2003. Since then, it's covered more than 14,000 miles, including a number of track events. "I've hit 170mph on the mile straight at Millbrook," he grins.

I jump into the car alongside Barry. The view is an odd mix of naked carbonfibre, plush tan leather and plastic switchgear from the Fiat parts bin, while my mirror is chock-full of hungry air scoop. The speedo reads to 400kph (249mph) and the huge white-on-red rev counter is redlined at 8000rpm. The wraparound windscreen, shallow side windows, four-point harnesses and roof-mounted controls conjure the aura of a fighter jet. It feels pared back yet utterly exotic, topped by an engraved plaque that bears Enzo's signature (Schumi was presumably busy signing Seicentos and Stilos).

Pressing the start button takes things to the next level. The V12 idles fretfully at first, then calms to a

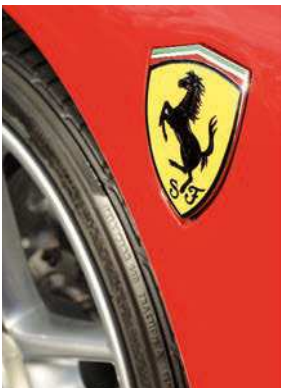
steady rumble. I secure the four-point harness, first gear lands with a weighty thunk and we're away: Enzo has left the building. On the hedge-lined lane leading to Bell Sport & Classic, the Ferrari already feels worryingly wide, while we need the hydraulic lift kit to gingerly scale a succession of speed humps. No matter: the sun is shining, the oil is warming through and open roads lie ahead.

The electrohydraulic gearbox doesn't have an auto mode so your fingers are constantly busy with the column-mounted paddles. It uses triple cone synchronisers for relatively smooth changes in traffic, but switching to Race mode allows full-bore upshifts without lifting the throttle. "I like how brutal it is," says

Barry. "You get a kick every time you change gear." The clutchless 'box also rev-matches on downshifts, years before this became a supercar staple.

To make his point, Barry drops a couple of ratios, then flattens his right foot. The exhaust bypass valves open and the V12 erupts with a snarl so hard-edged it could crack concrete. It revs like a superbike, gathering speed insatiably as the tumult builds to a glorious, peacocking howl. The 'kick' Barry mentioned gets me square between the shoulder blades, a head-nodding wallop that makes the Enzo a visceral, physical experience – even for a passenger. "It's difficult to keep up with the shift lights when you accelerate hard," says Barry. "They flicker across so quickly."

Even with half the power of some modern hypercars, the Enzo feels ferociously fast. Judging the dynamic side of things, though, is more difficult. The steering is evidently very quick ("and light," notes Barry), while the chassis feels fluid and unflappable.



TECHNICAL SPECIFICATIONS

ENZO FERRARI

ENGINE:	5998cc V12
BORE X STROKE:	92mm x 75.2mm
COMPRESSION RATIO:	11.2:1
POWER:	660hp at 7800rpm
TORQUE:	657Nm (485lb ft) at 5500rpm
TRANSMISSION:	6-speed semi-auto, rear-wheel drive
SUSPENSION:	Double wishbones, inboard coil springs, variable electronic dampers
BRAKES:	Carbon-ceramic discs
TYRES:	245/35 ZR19 (fr), 345/35 ZR19 (rear)
DIMENSIONS:	4702mm (L), 2035mm (W), 1147mm (H)
WEIGHT:	1365kg (kerb)
MAX SPEED:	217mph
0-62MPH:	3.7sec



Thank the clever electronics, which even prime the dampers to prevent squat and pitch during those maximum-attack upshifts. Taut damping, a hugely stiff chassis and the lack of sound deadening all seem to amplify every input. The Enzo feels alive with restless mechanical energy.

And then it's over. I swing the door upwards and clamber out, brain fizzing like asti spumante, legs wobbling like mozzarella. The Enzo is a landmark Ferrari: awe-inspiring and overwhelming. How anyone in Maranello could have concluded that the LaFerrari needed 50 per cent more power is beyond me. Enzo Ferrari was famously ambivalent about road cars, regarding them as simply a means of funding his race team. But I think he'd have been proud that they named this one after him. 🇮🇹



Many thanks to Barry Treacy and Bell Sport & Classic
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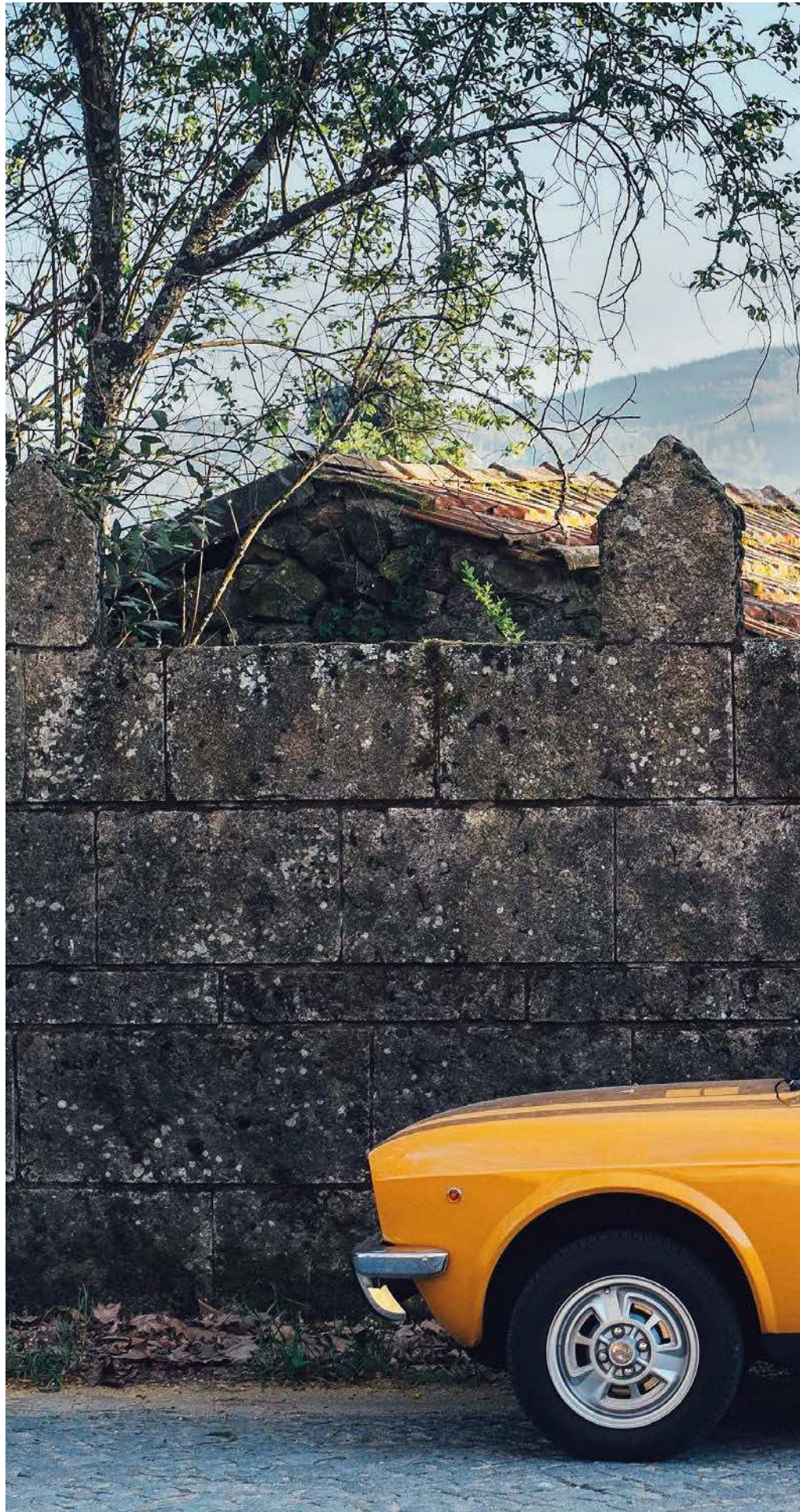
FUNNY MAN'S FIAT

Jerry Seinfeld is the seemingly unlikely owner of this Fiat 128 Sport Coupé. We enjoy a test drive and find out why the New York comedian loves it so much, he went to Portugal to buy it

Story by Hugo Reis
Photography by David Guimarães
and Rui Reis

I vividly recall the day when my dear friend David, Portuguese owner of many 1980s sports cars, posted a photo of this pristine Fiat 128 Sport Coupé in *Giallo Positano* online. The look of it was above criticism, but I knew this wasn't his kind of car, so I asked him why. Because it was absolutely perfect, original and practically a one-owner car, he said. When I saw it in the metal for the first time, there was no doubt about it: had it been kept in a bubble, it wouldn't look much better. The interior is totally original and unmolested and even in areas such as the engine bay, there's little evidence of use. It looks so attractive in this colour and sporty 'L' trim, instantly recognisable by the four headlights.

However, I can't help thinking that by shortening the Fiat 128 wheelbase, Dante Giacosa gave the Centro Stile boys quite a headache. With such a short platform, it was hard to come up with a sleek shape without stretching the overhangs too far. While the aggressive nose is unquestionably attractive, the side view is perhaps less happy because of the truncated





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rear. The upside of the 'hunchback' profile is that the rear seats are still usable, although anyone above 5ft 6in may get a sore head after a long journey, or at least a radical hairstyle.

When my friend put the car up for sale some years later – he just wasn't using it – little did he know that Jerry Seinfeld would end up buying it. As Seinfeld, the character, used to say: "People don't turn down money! It's what separates us from the animals." David priced it accordingly for an example in top condition. It was eventually bought by a car dealer and friend of mine called António Carvalheira but to be honest, I wondered if it made sense for a dealer to buy a car which was already premium priced.

A few days later, the lovely Fiat got its first showing to potential buyers at Portugal's biggest classic car show in Porto. Truth be told, it caused quite a stir. Hundreds of shots taken, lots of enquiries, but no sale – the price seemed too high. But António was confident about his car and waited, but not for long. A week later an email arrived from someone in the USA,

asking two simple questions: "Do the original licence plates come with the car? Would you help to ship it by plane?" The deal was quickly closed and the contract sent to be filled in. The new owner's name sounded quite familiar. "How many Jerome Allen Seinfelds can there be?" António wondered. Sure enough, it was indeed the one and only Jerry Seinfeld.

Being a fan, I knew that Jerry was a self-confessed car nut and collector, but I never pictured him collecting popular classics. The big question was: why a Fiat 128 Sport Coupé? Jerry's "car guy" – as he referred to the person buying and selling for him – told António that the comedian owned one as his first car. And to make it even more desirable, he found a personal meaning in the Portuguese registration PO-80-73. That's because Jerry's first 128 was a 'Parent's Offer', and his car was also made in 1973.

In 2017, interviewed by Spike Feresten at the Pebble Beach Classic Car Forum, Seinfeld talked publicly about the purchase: "I was just walking through my living room and, you know, we got that damn phone, which is

Coupé's short wheelbase increases understeer but the 1.3-litre engine is a peppy, raspy delight



responsible for 90% of our hobby, and I just went 'Fiat 128 Sport for sale. Let's see what comes up'. And boom, there it is! In Portugal! Original interior, original everything! Fifteen grand..."

He went on to explain the reasons why he returned to the Fiat: "It had rack and pinion steering, transverse engine, independent rear suspension, MacPherson struts... That's it! Buying it was one of the most exciting car moments of my life. I haven't really driven it that much, but a few weeks ago, I got in it and, you know: between that car, in 1973, and now, how many Porsches have I had? I had everything from a 917-30, to a Gmünd and every Porsche iteration in between. And

While it's easy to see that the coupe version of the 128 was not planned in the same way as say, the Alfasud Sprint, it still makes perfect sense as a practical, straight-to-the-point car to which was added a strong dose of personality and charm.

Inside, the black leatherette interior feels cosy and cool in so many ways. The waistline is higher than the 128 saloon's, so you feel like you're sitting lower in the car. The sporty two-spoke steering wheel is something only Fiat could get away with; it doesn't make much sense but it does look cool. It also has good grip and gives a clean view of the pair of instruments. It's impossible not to have your attention caught by the

“ I drove it around and I went: I was right! This was a great car back in 1973. I don't want a Mustang ”

then I got in that Fiat, and I drove it around and I went: 'I was right! I was right! This was a great car back in 1973! I don't want a Mustang... That was not advanced. I want forward-thinking."

Rewind to 2015 and as soon as the deal was closed, Jerry was excited to get his hands on his new toy. But I had a request for New York: could the very last drive of the yellow Fiat in Portugal be mine, in my hometown? The great man said yes.

The Fiat 128, even in its glamorous coupe form, is still essentially a city car. So to the city we went. Whatever the background, its visual impact is always strong, thanks to the beautiful, very Italian colour.

tachometer, whose redline starts at all of 6900rpm.

Many of the quirky elements of the saloon are recognisable, such as the offset pedals, weird steering wheel angle and the resulting awkward driving position. Italian ergonomics are always something to forgive more than appreciate. And the forgiveness is instant as soon as you fire up the engine. The sound of the 1300cc engine belies its size. Its deep, raspy tone is definitely more exciting than I was expecting.

The memories I have of the 1116cc saloon are of a slow yet vigorous car, which always felt nimble and light on its toes. Over the first few miles, the Sport Coupé suffers by comparison: the smaller diameter

Small wonder Jerry was drawn by the near-perfect condition of this car. Two-spoke helm looks great



TECHNICAL SPECIFICATIONS

FIAT 128 SPORT COUPE

ENGINE:	1290cc 4-cyl OHC
BORE X STROKE:	86mm x 55.5mm
COMPRESSION RATIO:	8.9:1
INDUCTION:	32 DMTR carb
POWER:	75hp at 6600rpm
TORQUE:	68lb ft (92Nm) at 3600rpm
TRANSMISSION:	4-speed manual, front-wheel drive
SUSPENSION:	MacPherson struts, coil springs (front), leaf springs (rear), anti-roll bars (front & rear)
BRAKES:	Discs (front), drums (rear)
TYRES:	145/65 HR13
DIMENSIONS:	3810mm (L), 1562mm (W), 1308mm (H)
WEIGHT:	820kg
MAX SPEED:	99mph
0-62MPH:	12.9sec



steering wheel and the larger tyres make it heavy to manoeuvre at slow speeds, despite the low-geared steering. Once up to a faster pace, things become more civilised and gentle, if not exactly relaxing.

The bored-out version of the Lampredi-designed OHC engine debuted in the 128 Rally in 1971, putting out 67hp. For the 128 Sport it got minor tweaks such as a redesigned manifold, increasing its output to 75hp, more than compensating for the small increase in weight. Being an over-square engine, it needs revs to show its full potential, which is not exactly desirable in our urban test environment. You have to work your way up and down those gears which, thankfully, are very well stacked. The feeling of the gearshift is a bit crude, with a long, vague throw and a less than smooth action. Once you find the engine's sweet spot, there's no denying the Sport L is a fast car for its day.

While the all-independent suspension is composed, I can't help feeling that the short wheelbase does no favours to the Coupé. Comparing it with the saloon, it has a less flowing attitude and is more prone to understeer. Even during a mid-corner lift-off, the Coupé

remains neutral, at best, resulting in punishment for the tyres rather than a real shift in balance. The steering also feels too slow for a car with sporting intentions, but that was always the case with classic Fiat models. You really have to work your arms and elbows to make the best of the precise chassis.

But for a young American in the 1970s, the 128 Coupé was clearly a refreshing, charismatic and exciting machine – a true connoisseur's choice. Obviously there were other, more obvious, Italian brands on his radar but, for Jerry, Fiat had a special coolness to it: "Fiat was not a 'passion' brand like Alfa Romeo or Lancia. It was just a manufacturer dedicated to make everyday cars in the best way possible, with Italian flair. That gives it a very special character." I couldn't agree more.

If I were given the choice to drive any of the cars in Jerry Seinfeld's collection, maybe this wouldn't be my first pick, but after knowing how much this little Fiat means to its owner, no other car would feel such a privilege. Thank you Mr Seinfeld for this special drive, and thank you for being one of us. 🇮🇹

Special thanks to Jerry Seinfeld, António Carvalheira and David Guimarães for their help with this feature





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LIVING LEGENDS

Twelve of the greatest living heroes of Italian design look back at their greatest triumphs and tell us how they see the future

Story by Chris Rees

Italy is, almost beyond argument, the world capital of design in general; that it is the capital of car design is absolutely indisputable. While the golden age of car design may have passed – for the record, we'd nominate the three decades from the 1950s to the 1970s as the period of peak creativity in Italy – we

are very lucky that so many of the greatest designers from this era are not only still alive but also very active.

Inspired by our regular visits to the Museo dell'Automobile Torino (MAUTO) and its excellent permanent exhibition celebrating Italian car design, we've decided to gather the thoughts of 12 of

the greatest stylists of all time. Not only do they reveal the cars that they're most proud of designing themselves, but also the cars that they really wished they'd designed, their sources of inspiration and their choice of the best inventions ever. They also reveal what, in their view, the future of car design holds.





MARCELLO GANDINI

Born: Turin, 26 Aug 1938

Career: Bertone, freelance

My source of inspiration: Ideas

My debut: Lamborghini Miura

My greatest success:

Lamborghini Countach (*pic below*)

The car I most wished I'd designed:

Citroen DS

Most ingenious invention in history: Car chassis

better, creating such flashes of genius as the 1967 Alfa Montreal prototype, Alfa 33 Carabo, Lamborghini Marzal/Espada, Lamborghini Countach and Maserati Khamsin. In 1970 came the car that's often cited as the best concept car ever, the Lancia Stratos HF Zero. He also found time to pen mainstream classics like the Renault 5, Citroen BX and Innocenti Mini 120.

What's the future of car design?

"In 1970 we imagined cars in 2000 would be crystal spheres without wheels which would float through the air. But 2000 came and cars were the same as in 1970, except for their electronics. The fancy ideas we had about the future in the 1970s have been completely abandoned. The recent past has been about adding more and more elements, new gadgets. Weight



Cited by many as the most original car designer the world has ever seen, Marcello Gandini was chief designer at Bertone from 1966 to 1980, during which time he produced some of the bravest car shapes in history. As a starting point, you can't get much better than the Lamborghini Miura of 1966. Except Gandini did do

has gone up. Addition isn't difficult to achieve; it doesn't require inventiveness. Creating the same functions with fewer elements is much harder, and this is going to be the challenge for the future. Instead of having 10 pieces, we must have one." *Auto Italia's favourite Gandini design: Lancia Stratos HF Zero (pic below)*



ROBERTO GIOLITO

Born: Ancona, 10 Nov 1962

Career: Fiat Centro Stile

My source of inspiration:

"Nothing is an end in itself"

My debut: Fiat Multipla

My greatest success: Fiat 500

The car I most wished I'd designed:

Citroen Ami / Alfa Giulietta Sprint

Most ingenious invention in history: Film

Ecobasic, the latter forming the basis of the second-generation Panda's shape. His most remarkable work for Fiat was undoubtedly the Multipla, widely regarded now (if not in 1998) as a work of genius. Then came his 21st century Fiat 500, derived from the Trepiano concept of 2004. The best-selling new 500 won the World Car Design of the Year award in 2009 and resulted in Giolito being promoted to head of design for Fiat in Europe. He's now head of FCA Heritage.

What's the future of car design?

"Every designer of the future will have to respond to the issue of how cars can guarantee the pleasure and safety of their passengers, not to mention those outside the car. But also how to manage the ever-increasing complexity of every car -



Jazz bassist-turned-designer, Roberto Giolito joined Fiat's Centro Stile design department in 1989 after winning a competition, and he's remained at Fiat ever since. He designed a string of clever 'eco' prototypes for Fiat, such as the Zic, Downtown and

cybernetics, electronic intelligence and above all the intelligence of how it's made. Intelligence will be a factor in how we perceive beauty, revealed by all-round use of the vehicle."

Auto Italia's favourite Giolito design: Fiat Multipla (pic below)





LORENZO RAMACIOTTI

Born: Modena, 6 Jan 1948
Career: Pininfarina, Fiat Centro Stile
My source of inspiration: Beauty in all its forms
My debut: Pininfarina
Ferrari Mythos (pic above right)
My greatest success: Maserati Alfieri concept (pic below)
The car I most wished I'd designed: Bertone Alfa Romeo Canguro
Most ingenious invention in history: The wheel



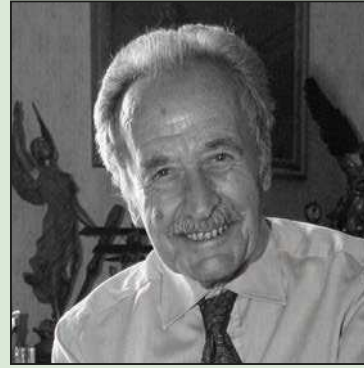
Head of Global Design. Here he was responsible for such designs as the Alfa Romeo 4C and Giulietta, Maserati Quattroporte VI and Ghibli, and the Fiat 500L. He finally retired 'properly' in 2015.

What's the future of car design?
"I don't like to make predictions about the future because they are either obvious or wrong. The future is wonderful because it is unexpected. The things that really change our lives are things we can't even imagine today. I don't want to paint the designer



Modena-born Lorenzo Ramaciotti joined Pininfarina in the early 1970s, eventually becoming manager of research and development. Although less of a hands-on designer and more of a master of project management, he was responsible for overseeing such classics as the Ferrari 456 GT, 550 Maranello, F430, 621 Scaglietti and Peugeot 406 Coupe. In 2007, two years after retiring from Pininfarina, he was tempted back to work at Fiat as

as this genius who can change the destiny of the world. Designers live their eras, so for me the future is today. I think designers have to face the future with great intellectual honesty and curiosity about the outside world, while maintaining a child's perspective. For me, a designer's work is not only technology but also, above all, poetry."
Auto Italia's favourite Ramaciotti design: Alfa Romeo 4C (with Marco Tencone) - pic below



ALDO BROVARONE

Born: Vigliano Biellese, 24 June 1926
Career: Cisitalia, Pininfarina, Stola
My source of inspiration: Formula 1 cars
My debut: Maserati A6GCS Berlinetta (pic above right)
My greatest success: Ferrari Dino Speciale 1965 (below)
The car I most wished I'd designed: Citroen DS
Most ingenious invention in history: Air conditioning



he followed that up with some truly exceptional designs, including the Alfa Romeo 6C 3000 Superflow and Ferrari 375 America for Gianni Agnelli. He is most famous for designing the Dino Berlinetta Speciale of 1965, the seminal shape that spawned the Dino 206 GT. Among his mainstream work, the Peugeot 504 saloon and Lancia Gamma Coupe stand out.

What's the future of car design?
"I see the future of cars as



Starting his design career in Argentina working for Cisitalia among others, Aldo Brovarone returned to his homeland in 1953 to join Pinin Farina, where he stayed for the next 35 years. His first contribution was to Farina's iconic Maserati A6GCS coupe and

positive. Cars are still desirable objects. People are interested in cars. Despite all the constraints and limitations, cars will still exist."

Auto Italia's favourite Brovarone design: Dino 206 GT (pic below)





LEONARDO FIORAVANTI

Born: Milan, 31 Jan 1938

Career: Pininfarina, Fiat Centro Stile, Fioravanti

My source of inspiration: Locomotion

My debut: Ferrari 250 LM Speciale (Geneva 1965)

My greatest success: Ferrari 365 GTB/4 'Daytona'

The car I most wished I'd designed: Citroen DS

Most ingenious invention in history: The wheel

impressed on no fewer than nine Ferraris. Without question, his most feted creation was the 365 GTB/4 'Daytona', which he embarked on using his own initiative as a speculative replacement for the 275 GTB. How about this for a CV of Ferrari excellence: he designed the 365 GT4/400/412, the 308/328 GTB, the 365 GT4 Berlinetta Boxer, 288 GTO, Testarossa and F40, among others. After departing Pininfarina, he also enjoyed considerable success as an independent.

What's the future of car design?

"The future of car design has never been as promising as it is today. We all know that cars in the near future will still have mechanical components – platform, suspension, engine, drive system – but the mechanical parts will be essentially the same for all manufacturers in the future. This means that car design will be all



Alongside Brovarone, Fioravanti was Pininfarina design. His career with the *carrozzeria* spanned the years 1964 to 1990 and his personal design stamp was

the more important."

Auto Italia's favourite Fioravanti design: Ferrari 365 GT/4 BB (pic below)



GIORGETTO GIUGIARO

Born: Garessio, 7 Aug 1938

Career: Bertone, Ghia, Italdesign, GFG

My source of inspiration: Forms in nature and art

My debut: Alfa Romeo Alfesud

My greatest success: VW Golf Mk1

The car I most wished I'd designed: Citroen DS

Most ingenious invention in history: The Wheel



GT, Iso Grifo and De Tomaso Mangusta. In 1968 he struck out on his own by founding Italdesign and penning dozens of mass-market classics like the Alfesud, VW Golf, Fiat Panda, Lancia Delta, Fiat Punto, Lancia Thema and Alfa Romeo 159/Brera. Concept cars abounded, too, from Maserati Boomerang to VW W12, the latter leading VW to buy out Italdesign. In 2016, Giorgetto went independent again, founding GFG with his son Fabrizio.



If there is such a thing as car design royalty, Giorgetto Giugiaro must surely be the pharaoh overlord. An artist first and foremost, he was hired by Fiat in 1955, aged just 17. His work at Bertone (1959-1965) and Ghia (1966-1967) was exceptional, including the Alfa Romeo Giulia

What's the future of car design?

"For us to think of the forms and needs of the future is rather pompous, because we build our future while we progress, or indeed regress."

Auto Italia's favourite Giugiaro design: Maserati Boomerang (below)



FLAVIO MANZONI



Born: Nuoro, 7 Jan 1965
Career: Lancia, Seat, Fiat, VW, Ferrari
My source of inspiration: Aircraft, horses
My debut: Lancia Fulvietta Concept 2003
My greatest success: Ferrari Design Team
The car I most wished I'd designed: Bertone Lancia Stratos Zero
Most ingenious invention in history: Einstein's Theory of Relativity

Manzoni's first car design job was at Centro Stile Lancia, working on interiors. After a spell at Seat, he returned to Lancia as Design Director. He was responsible for the Lancia Ypsilon but his big coup was styling the Fulvietta Coupe concept of 2003. That helped him be promoted to Director of Design at Fiat, from where he was poached by VW. By 2010 he was back in Italy as Ferrari's design boss, setting up a major design studio at Maranello, the first fruits of which were the

Ferrari SA Aperta, FF and F12berlinetta. As a trained architect, he designed Ferrari's stunning Centro Stile building, inaugurated in 2018.

What's the future of car design? "The question future designers will have to answer is, how do you combine beauty with ethics? This is the most important problem in this era of world change, forcing designers towards a very conscientious approach."
Auto Italia's favourite Manzoni design: Lancia Fulvietta (below)



MICHAEL ROBINSON

Born: Los Angeles, 2 May 1956
Career: Fiat/Lancia, Ford, Volvo, Open Design, Ghia, Bertone, ED
My source of inspiration: The female body
My debut: Fiat Bravo (pic above)
My greatest success: Bertone Alfa Romeo Pandion
The car I most wished I'd designed: Bertone Lancia Stratos Zero
Most ingenious invention in history: Helicopter by Leonardo da Vinci

American-born Michael Robinson started off working as a designer with Ford in Dearborn, but his passion was always Italian design. He visited every studio in Italy before taking a job Aldo Sessano's little-known Open Design outfit. In 1983 he moved to Ghia and then Chris Bangle invited him to join



Fiat. In 1996, he progressed to become design director at Lancia, creating the Dialogos (the car that led to the Thesis). In 2009 he switched to Bertone, penning striking concepts like the Alfa Romeo Pandion and Jaguar B99. He is an active designer in Italy to this day, working at ED Design.

What's the future of car design? "Anyone entering the world of car

design must project into the future – a future of work, energy, traffic congestion. This is a very matter-of-fact kind of future. If we apply our imagination to these problems, we will improve the industry. The only thing a real car designer wants to do is change the world."

Auto Italia's favourite Robinson design: Bertone Jaguar B99 (below)



ANDREA ZAGATO

Born: Milan, 26 April 1960
Career: Zagato
My source of inspiration: Forms and materials
My debut: Lancia Hyena (next page)
My greatest success: Ferrari 575 GTZ (pic next page)
The car I most wished I'd designed: Cisitalia 202 (1947)/Ferrari 166 MM Zagato Panoramica (1948)
Most ingenious invention in history: The bicycle

Andrea Zagato is the natural-born inheritor of the Milanese Zagato dynasty founded his grandfather, Ugo Zagato, and then run by his father Elio. Andrea took over as CEO in 1992, as the business changed from manufacturing for the likes of Maserati and Alfa Romeo to a much more bespoke enterprise. He has overseen such



CHRIS BANGLE

Born: Ravenna, Ohio, 14 Oct 1956

Career: Opel, Fiat, BMW, freelance

My source of inspiration:

Ansaldo Biplane

My debut: Opel Vectra

(interior) 1988

Alfa Romeo 145 (interior) 1994

My greatest success: Fiat Coupé,

BMW 5 Series (2006), BMW M6

Coupe (2006)

The car I most wished I'd designed:

BMW 5 Series

Most ingenious invention in

history: Geometry

Although born in America, Bangle's working life has been almost exclusively in Europe. He started out in 1981 at Opel in Germany and by 1985 he was in Italy with Fiat. At Centro Stile Fiat, he famously produced the winning design for the iconic, if polarising, Fiat Coupé of 1993. He also worked on the Alfa Romeo 145 and the second-generation Fiat Panda. In 1992 he became chief of design at BMW but his heart remained in Italy, to where he returned when he set up his own design company, Chris Bangle Associates, based in Clavesana, Cuneo.

What's the future of car design?

"The future of car design will be fascinating, as long as we can get this word 'car' out of our heads, which tends to fix us on a sculpture on four wheels. If that's all there is to car design, maybe it won't have such a rosy future as many people like to think it has. If you re-imagine the car as not just personal transportation but with a real emotional factor to it, then maybe it will still be there. 60 years ago, the whole thing was, how do we create a surface around a volume? Now people talk about surfaces as sculpture. What about when it's gesture? The choreography of a vehicle becomes important. What happens when the surface itself emits light, like a big television screen? Why does it have to have a shape at all? What happens when you don't buy cars to keep, but we share them? As long as car design stays on a path of emotion, of passion, not reiterating sculpture on four wheels, then I think it's going to have a great future."

Auto Italia's favourite Bangle design: Fiat Coupé (pic above)



successful production projects such as the Lancia Hyena, Aston Martin DB7 Zagato, Ferrari 575 GTZ, Bentley GTZ, Alfa Romeo TZ3, Maserati Mostro, Aston Martin Vanquish Zagato, Lamborghini 5-95 and IsoRivolta Vision GT. Along the way, there have been influential concept cars like the Lamborghini Raptor.

What's the future of car design?

"A designer is someone who synthesises different types of expertise: technological,

economic, marketing, communication. In the past, one person could control all these elements, or one of the elements dominated the others. Today we are at the dawn of a revolution in the car industry. The designer's work relies heavily on a team. Designers must have multi-disciplinary skills and be able to communicate with the team."

Auto Italia's favourite Zagato design: Lamborghini Raptor (with Alain Wicki & Norihiko Harada) - pic below





WALTER MARIA DE SILVA

Born: Lecco, 27 Feb 1951

Career: Fiat, IdeA, Alfa Romeo, Seat, Audi, VW

My source of inspiration: Working in collaborative groups every day

My debut: IdeA VSS (1978)

My greatest success: Alfa Romeo 156, Alfa Romeo 147, VW Polo (2009)

The car I most wished I'd designed: Citroen DS

Most ingenious invention in history: Smartphone



Walter de Silva worked in the Italian car industry for 27 years from 1972 until 1999, before switching to Germany and VW/Audi/Seat. His first post, aged 21, was at Centro Stile Fiat. Five years later he moved to IdeA but left just before the IdeA-styled Fiat Tipo reached the market. His new post was at Alfa Romeo, where from 1986 to 1999 he headed the Centro Stile department, designing such crucial Alfas as the 146, 156, 166 and 147. He was also in charge of the Alfa Romeo Nuvola project,

which so nearly resulted in the rebirth of the independent coachbuilder movement. With the VW Group, he was responsible for two Lamborghinis, the Miura

concept of 2006 and the Egoista (2013).

What's the future of car design?

"The future isn't a crystal ball. The future is in our hands. One of the important things young designers face is 'complexity'. There is great complexity in terms of products, their distribution, markets, technology and techniques. Beware of a closed future: our future must be open and generous. In order to achieve results, we have to give a lot."

Auto Italia's favourite De Silva design: Alfa Romeo Nuvola (below)



PAOLO PININFARINA

Born: Turin, 28 Aug 1958

Career: Pininfarina

My source of inspiration: Aerodynamics

My debut: Ferrari FF (pic below)

My greatest success: Pininfarina Ferrari Sergio (pic above)

The car I most wished I'd designed: Lancia Aurelia B24

Most ingenious invention in history: Mobile phone



Some of the biggest shoes to be filled in the whole design world are those at Pininfarina. Paolo joined his father Sergio Pininfarina's company in 1982, initially liaising with Cadillac and Honda. He then concentrated on non-automotive design projects for Pininfarina, and eventually succeeded his brother Andrea after his death in 2008, heading the whole company. As clients like Ferrari have taken design in-house, Pininfarina's focus has switched elsewhere, notably creating a new supercar brand with the all-electric Battista.

to the identity of future products. We need ideas, teams, people producing ideas together."

Auto Italia's favourite Pininfarina design: Alfa Romeo Duettottanta (with Lowie Vermeersch) - pic below



With thanks to the Museo dell'Automobile Torino (MAUTO) whose permanent 'Cars & Design' exhibition celebrates the genius of design in Italy. Find out more at www.museoauto.it



What's the future of car design?

"The future of design will have to address two issues: functionality and sustainability. It is connected to engineering, and fundamental



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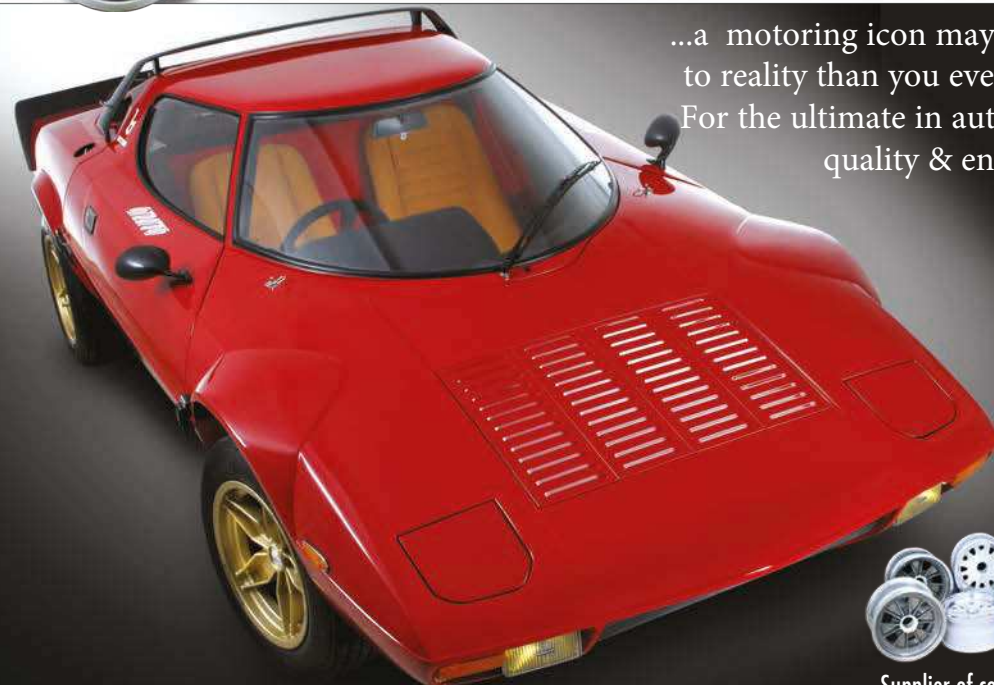


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SHORT AND SHARP

Zagato's stubby-tailed take on the Giulietta was such a successful racer that Alfa adopted the SZ as an official model. We catch up with a superb 1961 example that originally raced in France

Story by Richard Heseltine

It's a shape that is uncluttered yet far from empty. Zagato has crafted countless landmark classics, and even if one or two horrors are thrown into the playlist every once in a while, it still makes other great design houses appear terribly unimaginative. By its own lofty standards, though, the Alfa Romeo Giulietta SZ is a visual treat. Perfectly proportioned, and free of anything remotely like styling tinsel, it's a masterclass in less-is-more subtlety. The minimal overhangs, front and rear, combined with a small front area, render it stubby, almost egg-like. It's bloomin' gorgeous.

This particular example, restored over a seven-year period by Alfaholics, is all the more lovely because it isn't red. Before you warm the acetone and pluck the chicken, please consider the fact that Zagato's cars are, by definition, colour-sensitive. A scarlet Alfa is a thing of loveliness, for sure, but this blue SZ... we only wish we had the wherewithal. Just shy of £800,000 ought to land it. The remarkable thing, though, is that while we now lionise this raciest of Giuliettas, the SZ wasn't liked by the suits in Arese way back when – at all. If anything, it was a source of embarrassment.

Backtrack to the early 1950s and Alfa Romeo was still tattered and bruised. The switch from small-series exotica to mass production brought with it inevitable

growing pains in the immediate post-war years as Italy dug itself out of the rubble. The 1900 promised much but, for all its virtues, it failed to sell in the sort of numbers once envisaged, regardless of variant. The Giulietta would change that – although, for a brief period, it might just as easily have become another footnote in marque lore. Cash-strapped and on the hop, Alfa's management famously conceived a novel means of raising revenue. With the Giulietta Berlina due for

the Berlina. It also caused a sensation, demand massively outstripping supply. With its achingly handsome Franco Scaglione-penned looks and all-alloy 1290cc twin-cam 'four', there was little to touch it in its category in 1955, and not just in the showroom. The topflight Sprint Veloce soon began making its presence felt in competition, winning its class everywhere from the Mille Miglia to the Sebring 12 Hours, while also taking the occasional outright

“ Zagato's Giulietta showed up Alfa's SS with such regularity that it was accepted as an official model ”

release in 1954, a lottery scheme was launched: punters would part with large amounts of money in the hope of winning one and, hey presto, there would be enough *lire* for manufacture to commence.

Except this is Alfa Romeo where best-laid plans are often the inverse of that. A date was set for tickets to be drawn and then it all went quiet. The media got the whiff of a story and a scandal began to brew. The 'prizes' were still in component form. To save face, Bertone was then tapped to cobble together a special coachbuilt Giulietta – the altogether sexier Sprint coupé – to appease aggrieved ticket holders. Everyone, or at least the winners, went home happy.

So the Giulietta Sprint went into production before

win such as the 1957 Tour de Corse. Accordingly, it didn't take long for marque bosses to appreciate the potential of a 'proper' motorsport-orientated variant, Alfa Romeo having vacated Formula One and the premier class of the World Championship for Sports Cars earlier that decade. A production car-based racer was just the thing.

Step forward Bertone's Sprint Speciale. Unveiled at the 1957 Turin Motor Show, and based on a Giulietta Spider platform, the SS was a study in streamlining. Scaglione produced another tour de force; one with a scarcely believable drag coefficient of 0.29. With a claimed top speed of 125mph, it was the world's fastest 1.3-litre production car. Unfortunately, that



didn't make it a great competition tool. The initial batch of 101 cars built to satisfy homologation requirements had lightweight aluminium panels. The problem was, Zagato's SVZ had already beaten the SS to the punch, and its car was lighter still. For all its wind-cheating properties, Bertone's offering was simply too heavy to compete on an equal footing.

The SVZ grew out of a one-off commission by brothers Carlo and Dore Leto di Priolo. Having bent their Sprint Veloce on the 1956 Mille Miglia, they approached Elio Zagato to reclothe the crumpled remains. In amended form, and when driven by third sibling Massimo, this ultra-lightweight (785kg) aluminium-bodied device beat Jo Bonnier's Sprint Veloce to the chequered flag at that year's Coppa Intereuropa GT race at Monza by a full 22 seconds. Inevitably, it wasn't long before other gentleman drivers and aspiring professionals made for Zagato's Via Giorgini works demanding replicas.

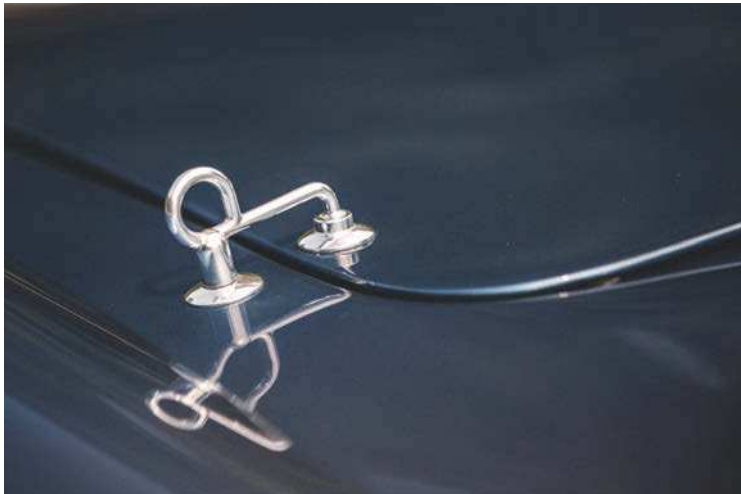
Four SVZs were built in 1957, and a further 15 up until 1959 as the ovular outline was tweaked and honed into what passed for the definitive shape. This being a coachbuilt offering, no two cars were ever strictly alike, mind. What's more, it reputedly took Zagato's artisans 60 days to craft each bodyshell at a retail cost of \$2000 on top of the donor car. Having coughed up nearly twice the price of a regular Sprint Veloce, you then needed one of Virgilio Conrero's hot twin-cam 'fours' to be truly competitive. An Autotecnica Conrero unit meant a useful 114hp from just 1.3 litres (up from 90hp). In 1957 alone, Conrero-

modified Alfas claimed 28 overall or class victories. A year later, that figure had risen to 67, and in 1959 a belief-begging 84.

But still Alfa Romeo officially snubbed the SVZ and refused to supply Zagato with platforms and running gear directly. It persisted with the Bertone-made SS, even though meaningful race results were found lacking, save perhaps for a class win on the 1960 Targa Florio. On the same event two years earlier, an SVZ had finished eighth overall, beaten only by 3.0-litre Ferraris and factory Porsches. That same season also saw Bernard Costen and Roger de Lageneste claim honours on the Coupe des Alpes in their example, Costen and Jean Hébert going on to emerge victorious on the beyond-gruelling Liege-Rome-Liege rally one month later. Zagato's Giulietta was a true giant-slayer, Milan's most characterful *carrozzeria* surfing a publicity tidal wave as its wares notched up win after win.

The SVZ scored with such frequency, and showed up the SS with such regularity, that it was finally accepted as an official catalogue model in 1960, in line with the Giulietta's revisions from 750 to 101 series. The SZ, as it was now known, was slightly chunkier and rounder than before, and quite possibly even lovelier. The car pictured here was among their number, and was first owned by privateer owner/driver, Pierre Orsini. A driver who was perhaps better known for his exploits on and off-piste in works Alpine-Renaults, his forays from the mid-1950s to the late-1960s nevertheless encompassed everything from Citroën DSs to assorted Abarths. The Corsican

Bodywork is aluminium over a light tubular frame, with Plexiglas windows and Campagnolo alloys



was quick, too, early successes including outright victory on his 'home' event, the Tour de Corse in 1959 (he would triumph again in 1962 and 1965).

The son of a judge, Orsini was barely 25 years old when he began campaigning the Giulietta. His exploits from 1961 to 1963 were many. However, deciphering chassis number 144's race history is still a work in progress as we go to press. So far we have ascertained that it contested the week-long Tour de

scuttle, top halves of the front wings, rear bodywork and bonnet are all repaired original items. In addition, the beautifully-manufactured Zagato screen surrounds, aluminium finishers, window frames and internal screen cappings were polished and reused."

The car has reputedly covered only 100 miles since the restoration was completed. However, it did venture trackside for the first time in more than half a century during the July 2017 Silverstone Classic

“ Just think, if there hadn't been a crash at the 1956 Mille Miglia, the SZ may never have happened ”

France Automobile in 1961, and again one year later. Orsini and his wingman Jean Canonici also participated in the 1961 Coupe des Alpes and the second-ever Criterium Jean Behra in 1962.

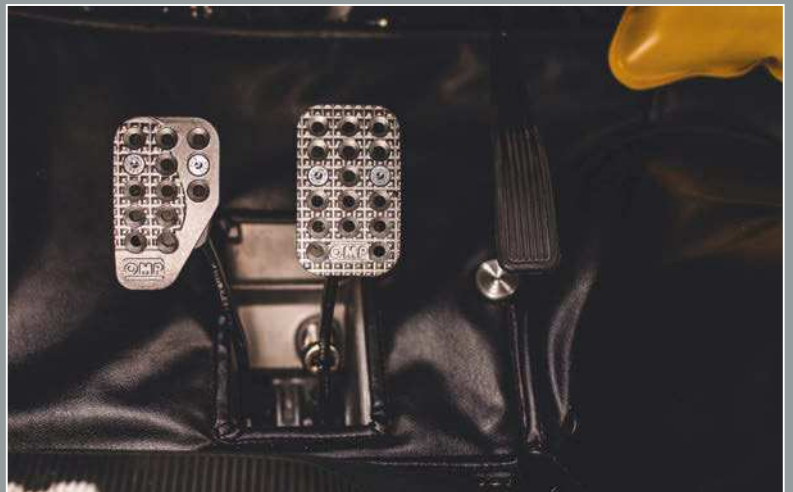
With the car came a pile of photos, one of them a Giulietta SZ – car 14 – competing on the 1962 Targa Florio. But by our reckoning, this may have been the seventh-place Scuderia Etna car driving by Coco/Arena, rather than this particular example. Whatever the truth, the SZ we have here is a wondrous thing. It was owned by Alfaholics' Richard Banks for 17 years, and according to the car's owner (and now vendor) Howard Wise: "During the restoration, retaining as much of the original body was a real priority. The roof, pillars, front

meeting (where, we're told, it bested the existing SZ lap record by four seconds). It was fielded in the RAC Tourist Trophy race for pre-1963 GT cars, the line-up comprising everything from the one-off Ferrari 250GT SWB 'Breadvan' to assorted Jaguar Lightweight E-Types. But then the Giulietta SZ always did mix it with the elite.

And just think, if Carlo and Dore Leto di Priolo hadn't lost control of their Giulietta on the downhill section of the Radicofani pass on the 1956 Mille Miglia, the SZ may never have happened. And just think what it led to. The past half a century or so of Alfa's motorsport history would have been very different had this shapely tiddler not existed, unwanted though it once was.

Spartan interior has lightweight glassfibre dashboard, very thin seats and skimpy doors







WHAT CAME NEXT: THE CODA TRONCA

Despite its success on-track and off-piste, the stubby SZ had its shortcomings, not least excessive rear-end lift at high speed. This gave birth to the SZ Coda Tronca. In 1961, Zagato's newly-installed artiste Ercole Spada transformed the basic SZ shape into something very different (*pic above right*), even if the initial impetus behind the heavily revised silhouette arrived as much by accident as planning.

Ercole Spada says: "The Giulietta SZ's superiority, which was maintained in road racing, was attacked on the fast tracks by the Lotus Elite. It is worth bearing in mind that the Alfa Romeo was based on a standard production chassis, while the Lotus had been created as a sports car with a special glassfibre monocoque, ideal distribution of weight and specially-designed suspension. From a mechanical point of view, the Giulietta had by this time reached the peak of its development, so in order to increase its speed we needed to concentrate on the bodywork. I decided that we needed to lengthen the body and, as an initial test, I took the profiles designed by Frank Costin in 1957 for a Maserati [450S coupe], which was driven by Stirling Moss at Le Mans.

"However, we were not satisfied with this initial test so I tried out other shapes until I realised that we needed to stretch the rear considerably in order to get a significant increase in speed. I therefore decided to put Wunibald Kamm's theories into practice; that of slicing off a long tail with a clean cut. We tried the car out with its new appendage on the usual stretch of road. Covering one kilometre in just over 16 seconds meant we had achieved a speed of 220km/h [137mph]! I thought I had made a mistake with the stopwatch but Elio Zagato, who was at the wheel, confirmed that the maximum revs had indeed gone up. We were very pleased when we returned to the workshop, but also very perplexed about the strange shape that had enabled us to obtain such a sensational result. How could we use that shape?"

The definitive SZ Coda Tronca broke cover at Monza on 29 June 1961. What's more, Elio Zagato qualified on pole position for the two-hour Grand Touring Grand Prix mini-enduro. "He won his race with ease," Spada adds. "This new variant of the Giulietta enabled Alfa Romeo to maintain its supremacy in the category while a new GT was being developed, which became the Giulia TZ1." 🇮🇹

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1961 Alfa Romeo Giulietta SZ (Coda Tonda)



FIA HTP Papers - Concours Restoration - £795,000



Lightweight aluminium-bodied competition version of the Giulietta w bodywork hand built by Zagato & based on chassis/mechanicals of the Sprint Speciale. With Plexiglass windows, this light, fast SZ is one of 217 built w the original 'Coda Tonda' round tail design. Successful in racing - both @ national/international level - the SZ helped Alfa Romeo to victory in the 1.3 litre class of the Intl Championship for GT Manufacturers in 1962 & 1963.

Historic Photographic evidence shows this car entered Le Tour de France, Coupe des Alpes, Criterium Jean Behra, Criterium Alpin & the Targa Florio with Corsican driver Pierre Orsini at the wheel between 1961-63. Records show it was prepared under Italian race team manager Virgilio Conrero - known for the turning of Alfa Romeo as well as Lancia & Opel.

Formerly part of the Banks' family private collection (Alfaholics) it's full restoration took some 7-8 years with priority given to retaining much of the original aluminium body & all roof, pillars, front scuttle, top front wings, rear bodywork & bonnet being repaired & retained. Original Zagato screen surrounds/aluminium finishers/side window frames & internal screen cappings were polished/re-used to also retain authenticity. The Zagato build number marks are visible on numerous trim/finisher components.

The car has covered just 100 miles since restoration & in recent years has tested @ Castle Combe & competed @ The Silverstone Classic in 2017 (beating the SZ lap record by 4 seconds). Race & Rally ready - pls call with your enquiries.

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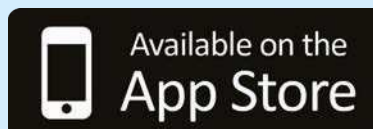
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THE NEVER CAR

Lancia's Experimental Composite Vehicle never got a chance to race, but as a demonstration of Abarth's technical prowess, the ECV2 was a fine showcase, as we discover

Story by Peter Collins
Images by Michael Ward





The story of the Group B rally era is a well trodden one – you know, how the category dreamt up at the beginning of the 1980s set rally teams and manufacturers on the road to building ever more fantastic cars to compete on the special stages of the world. How the cars were too powerful, too fast and too extreme. Motorsport's highest authority, FISA, had – even before Henri Toivonen took Lancia's debut win in the S4 on the 1985 RAC Rally – already started another of its blind panic, knee-jerk investigations as to how rally regulations would look in the future. It was once again frightened, this time of the increasing abilities and speed of the new crop of turbocharged, four-wheel drive, power-belching supercars that its badly thought-through rules had created.

So FISA came up with a new class, Group S, which it initially decreed, over the winter of 1985-1986, would be the new format for rallying starting on 1 January 1988. But once again, what it was proposing was overly complex. FISA required a ban from that date on all evolution Group B cars, meaning that the basic examples of that Group would still be allowed to run whilst the leading teams and manufacturers concentrated on reduced-performance Group S cars as the main World Rally Championship participants.

The first problem is obvious. How do you produce a new Group S car, with FISA-required reduced performance, that is faster than the still-allowed non-evolution Group B cars in the same rally? Manufacturers and teams would not be pleased to see their latest examples of technology being led by the previous year's vehicles.

The arguments went on and on. Meanwhile, Fiat's boss at the time, Vittorio Ghidella, was passionate about cars and encouraged publicity through factory competition in the shape of Abarth, whether on track or special stage. He supported innovative ideas and their application, and with the rise of interest in carbonfibre as a competition car material, Sergio Limone and the Abarth team at Corso Marche in Turin recognised that the then-current Delta S4 rally car was not the pinnacle of what could be achieved, given the possible uses of the new material. In Sergio's words in his book, *The Abarths After Carlo Abarth*, the design of the S4 was not, however, conducive to further development, since the chassis consisted of a spaceframe of square tubes with composite material panels glued in place. Ford's then-new RS200 rally car was already using composites for its tub-like chassis. All this was enough for Fiat to give the go-ahead for the construction and development of a totally composite body/chassis to replace the spaceframe on the S4.

For help it engaged a company called IDC (Ingegneria dei Compositi), run by Bizzarrini Junior. So a joint project was created whereby a fully composite body/chassis would be identical to, and therefore replace, the S4's underpinnings in order to achieve the ultimate evolution of that existing rally car, ensuring it would be lighter and stiffer than before.

The idea was that this would be the next stage in the evolution of the S4 and effectively still a Group B car, not a Group S as has always been assumed by many pundits. It was given the title of ECV –

Experimental Composite Vehicle – and given the factory designation SE041 in the Abarth directory.

That car was retrospectively called 'ECV1' since in April 1988, our feature car broke cover, making its public debut at the Turin Motor Show that year. This was named ECV2, even though it retained the Abarth designation SE041, the reason being that the most fundamental part of the vehicle, the chassis, had been taken from ECV1 (which then officially ceased to exist).

It is very difficult to look at this machine and visualise a squadron of them tearing up the special stages of the world, but that is essentially what it was, the ultimate concept of what the Delta S4 successor might look like. Whereas ECV1 had effectively utilised modified S4 body panels, ECV2 was a totally new design and shape on top of that carbonfibre tub.

The body was the work of Carlo Gaiuso, who had set up a new company in Turin called Synthesis Design. His first move was to lop 315mm off the length of ECV1, making the new ECV2 measure just 3690mm long. The

rear overhang was significantly shortened so as to diminish inertia and make the car more driveable.

Moving to the front, all the air principal air intakes were moved to the nose, with two large air outlets in the top of the bonnet where the low-pressure area exists. There was just one intake in the area of maximum pressure and the airflow was then divided into three. One was to cool the engine radiator, one was for the turbocharging system and the last was for the oil radiator. In contrast to the ECV1's classic air-to-air intercooler system, ECV2 utilised an arrangement developed by the SECAN company, which involved a two-stage water cooling system. Some of the water leaving the engine radiator was cooled further and sent on to water/air heat exchangers located next to the engine. This method had also been adopted by Peugeot for its Group B EVO2 205, and it allowed the engine compartment to be less packed with equipment and consequently smaller.

The 1759cc four-cylinder engine itself represented a



One-off ECV2 never ran in anger but was clearly built as a functional prototype with focused rally set-up





1.8-litre 'Triflux' engine has twin turbos and clever lag minimisation system. Car evolved from ECV1 (below)



radical departure. It had been designed by Claudio Lombardi for the ECV1 and was modified for installation in the ECV2. The cylinder head had four valves per cylinder but arranged so that the intake valves alternated with those for the exhaust. Designed to accommodate two turbochargers, the intake manifold connected centrally and vertically whilst the exhaust exited to each side, where the turbochargers were mounted. It borrowed some of the concept from the Apfelbeck head once used by BMW in its late-1960s

Balestre effectively screamed and stamped his feet, threw his toys out and overruled everyone by announcing the end of Group B and the cancellation of Group S's future. From 1 January 1987, rallying would henceforth be for Group A. The result of that, as Markku Alen said after about 18 months, was that his integrale was just as quick over a given stage as his Group B car. Whatever the regulations, the engineers will find a way...

Neither ECV model ever rallied. ECV1 may have been

“ Just when FISA was trying to get Group S agreed, Lancia was busy developing ever more incredible Group B cars ”

Formula 2 cars and tested by Ferrari on an F2 Dino.

The head was patented and given the name 'Triflux'. A modular system was employed on ECV2 so that the total gas flow was directed to one of the turbos when the car was moving at slow speeds, thus making it more controllable; but at higher speeds the flow was divided between the two turbos. This created a much more rapid response as, whilst operating on one turbo, the other could be allowed to speed up quickly and be brought into the circuit at a pre-arranged turbo boost level. Thus, the system allowed high torque values at low engine speeds and minimised turbo lag. Altogether these improvements led to improved aerodynamics, greater engine efficiency and therefore better performance. The quoted power output was 600hp at 8000rpm.

So, just when FISA was desperately trying to get manufacturers to come together and agree a new power-restricting formula for its Group S regulations, Lancia was busy developing ever more incredible concepts on the Group B theme.

So what happened? Head of FISA Jean Marie

tested to prove it all worked but the engine testing was done on a test-bed. It seems likely that ECV2 may never have run in any sort of anger.

We got to see it in the flesh at the FCA Heritage Hub in Turin, and even sat in it. The very Spartan cabin has a two-spoke Lancia-badged steering wheel, through which you can see the Abarth rev counter and vacuum gauge. Dominating the centre is a huge turbo pressure dial, calibrated up to 3bar, beneath which are buttons allowing you to switch between single turbo and biturbo. We were also allowed to see the engine, revealed by removing the rear end in one big section (a very heavy item that takes quite a bit of manpower to remove). One can only imagine what this must have sounded like in motion.

But it was never to be. Nor was Lancia's *actual* Group S rally proposal; the car that Abarth was going to create to fulfil the Group S regulations never progressed beyond the stage of being a rough sketch on a piece of office paper, and of such little importance that it was never even bestowed with an Abarth type number. 🇮🇹

Body/chassis is full composite. Totally unique body shape isn't pretty, perhaps, but it's effective



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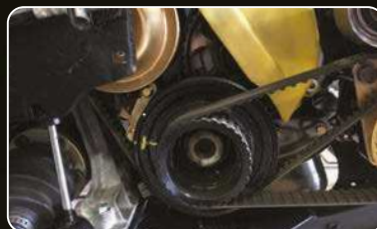
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Wedding Racer

From honeymoon transport to class-winning racer, this Celeste Blue 1750 Spider is the perfect all-rounder. We test it on track

Story by Chris Rees

Photography by Michael Ward and Jeff Bloxham

How many drivers can say they've gone from 'Ding Dong the Bells' to the chequered flag in the same car? For Antony Ross and his round-tail Alfa Spider 1750, it's the perfect marriage: honeymoon transport; summer fun car; and also class-winning historic racer.

When we caught up with Antony, he'd just returned from winning his class at Brands Hatch in the HSCC 70s Road Sports championship. More than that, the very same weekend saw his son, Adam, take class spoils in the 60s championship in the exact same car. A true family affair.

"This is an original right-hand drive 1750 Spider from 1969 that I bought 33 years ago to replace my VW Golf GTI," says Antony. "I ran it for three years and went on my honeymoon in it."

When Antony's son Adam wanted to go racing, a Giulia Super was bought, painted green with a white stripe down the side. The father-and-son team shared the racing in HRDC, enjoying some good battles with Louis Frankel. "But it was a tricky car to drive," says Antony, "a bit of a handful, and the gearbox was quite hard. So I sold that and it's now gone to France."

Because the Spider was a lot easier to drive, it was resurrected as a racer. "I did a few races but then in 2015 I nearly totalled it and killed myself, barrel-rolling it at Brands Hatch. It was quite spectacular. The cause was a split pin dropping out of the brake main cylinder actuation rod as I approached Paddock. The doors and hardtop all flew off in different directions.

"Going through the gravel, one of the back wheels

“ I nearly totalled the car barrel-rolling it at Brands Hatch. It was quite spectacular ”

But then came an itch to go racing and he entered the Spider in the HSCC Historic Championship. "I ran in the Novice class," recalls Antony, "and then in Improved Road Sports, winning the title in 1993. Looking back, it had an absolutely terrifying rollover bar. I suppose I did two or three years more racing in it, and it was one of very few 105 Spiders ever to race in the Alfa Championship."

The Spider then retired from racing and returned to road use. Antony recalls: "It got to the point where it needed a proper restoration. It was either throw it away or restore it. Up until then, it had always been red in my ownership but during the restoration we discovered that its original colour was Celeste Blue, so we got it repainted."

Then came a spell of single-seater racing. "I raced a Formula Ford in the early years of the Historic Formula Ford Championship and campaigned a Lotus 59 in Historic Classic Racing Cars, which was terrifically fantastic with 180hp and only 400kg on historic tyres – peak single-seater."

shattered. It was on its original Momos at the time, which I should really have changed earlier. When we got the car out, amazingly the chassis was all straight. Luckily it had gone almost perpendicular into the gravel and the damage was really only to the panels. So it was just a case of straightening it all out. That's why it looks reasonably smart today."

The second restoration was fairly straightforward, even if it was hard to find a replacement for the battered bootlid – one was eventually sourced via Classic Alfa. The original glassfibre hardtop was trashed in Antony's Brands 'moment' but a genuine replacement was located in the small ads – a lucky find as these hardtops are quite rare.

In the last two seasons, the Spider has seen a lot of action with father and son racing the car in HSCC Road Sports. Since this is a 1969 Spider, it's eligible for both 60s and 70s series – dad doing 70s and son doing 60s during the course of one weekend. This is one of very few intergenerational pairings in HSCC.

How has the racing been, we ask? "At Anglesey, the



track really suited the car. My lap times were better than some much more powerful HSCC cars and I got a fourth placing. Then at the last race of the Road Sports series at Silverstone in 2019, I got a top 10 placing and was again fastest of the Alfas. I certainly enjoyed the first couple of laps at Silverstone, recovering a few positions after a wet qualifying session.

"Then I did the HRDC Classic Alfa race at Castle Combe in October last year and it really flew on such a fast circuit. I ended up with a podium – third overall – and first place in the 'Nord' class.

"Obviously all racing was postponed for some time in 2020 and sadly the Silverstone Classic went, too, which we'd got an entry for. But we're now back racing again. At Brands Hatch HSCC in July, I came eighth overall and Adam came 13th, both of us winning our classes."

What's your favourite circuit, we ask? "The one I win at! Donington, Brands Hatch and Anglesey all suit this car really well. At Anglesey I'm two seconds a lap quicker than the Alfettas, and in general I'm quicker than the Giulia saloons. But Silverstone's straights are

too long and at Castle Combe the car hits the rev limiter in fifth along the straight. Most of the time you're running in third, fourth, fifth, which is great."

What about the spec? The 1750 engine retains its standard capacity but it has things like uprated pistons, shot-peened rods and bigger valves. You've got to run standard carbs in HSCC; this is on twin 40s with standard 32 chokes. The alloy radiator has been specially made, and the expansion tank has been moved to the opposite side to make room for the air filter. Other mods include an Alfaholics fuel tank and a battery relocated to the boot.

The suspension still has the original Harvey Bailey kit that Antony put on it when he started racing, including an anti-roll bar and adjustable dampers. The gearbox is a standard five-speed unit and it's pretty much on standard brakes, too. On the fronts it's got an Alfaholics dual-cylinder system, which goes straight on to the pedal box, replacing the single master cylinder. It's adjustable for brake bias, although not from inside the car.



You get a good idea of the driftable nature and flat cornering attitude of the car from this shot

"It doesn't have a servo on it, you don't need it," says Antony. "You could tailor the brakes to suit each circuit but I don't bother – this is easy racing after all! The only thing you've got to watch is that you have to replace the pads when they're half-worn, otherwise the callipers start to overheat and you get too much brake fade. A set of pads will last maybe three races and three practices."

The wheels are Classic Alfa 6x14 GTA road wheels, using long studs. They're wider than the original Momos and there's more space in the wheelarches to create a wider track than the Giulias. You can run 15-inch wheels with 50-profile tyres in the 70s race series, but this car has 14-inch wheels on 60 profile (195/60 R14) to satisfy both 60s and 70s formulae.

The racer conforms to the requirement to be road legal. The full rollcage, made by a local company, can be unbolted fairly easily. "Sometimes I'll take the cage out and run the car on the road for fun," says Antony. "It's quite useable."

The bumpers have been taken off to keep weight

down and the seam under the rear bumper has been removed to tidy things up. Also saving weight are Perspex windows instead of glass, the side ones having self-made aluminium quarter-lights. Inside, the door trims have been retained.

Do you ever race the car without a hardtop, we ask? "Yes I ran it the season before last with a soft-top, which was fine. But you get a little bit more top-end speed with a hardtop. It just flows a bit better. It's also nicer because it's not so dark in the cockpit as with the soft-top fitted."

A broad range of specialists helps to look after the car. Dave Ashford of Brunswick Racing did the engine rebuild; Charlie Skinner of Clover Leaf Transmissions did the transmission; Max Cawthorne of Cawthorne Repairs did the bodywork after it rolled; and Raceworks Motorsport of Royston did the race set-up. Says Antony: "Raceworks do quite a lot of GTAs now, they are very into historic motor racing. They've done a good job and it seems to be working very well."

But on race weekends, Antony and Adam are their



own mechanics. "This is such an easy car compared to the single-seater, it really is. I'll do most things except for the engine, gearbox, axle and wheels," says Antony. "I think everything else is hammer and spanner, isn't it?"

So if the Spider is such a good racer, why don't you see them competing more often? "I don't know actually," says Antony. "They were raced in period and it's fully homologated to race. It works really well for both the HSCC series and the HRDC Alfa series. But I think mine is the only one racing in the whole of Europe. In 30 years of racing, I have never seen another one. But with Giulia GTs now more expensive to buy than round-tail Spiders, maybe that will change."

OK, now it's time for us to get aboard and try it for ourselves. The steering wheel is set high compared to the low-slung Sparco seat but it's not an uncomfortable driving position. Fire the engine up and you're greeted by a throaty and purposeful sound. The exhaust – a standard Alfaholics stainless system – has that wonderful rasp. There's another, less welcome noise from the clutch when you depress it, though – a squeak that suggests perhaps a worn thrust bearing.

As soon as we're in motion, it's clear it's deliciously easy to drive. Since it's much lighter than a road-going Spider (tipping the scales at just 915kg, meaning it needs ballast in HSCC), performance with an estimated 165hp on tap is very lively indeed. You can rev the engine up to about 7000rpm but we're sticking below that today – not a chore at all as it's so torquey. You can tell it hasn't quite got the power of a full-race GTA, but the spread of torque is far more usable than some of the peaky GTAs.

Tackling our first bend, the first thing to strike you is how flat it corners. The anti-roll bar and clear camber on the front end seem to be doing their job, aided by very grippy Dunlop DZ03 road-legal tyres, which seem to suit the car well. As we get used to the set-up, we start to enjoy the playfulness a lot – it's extremely driftable on the throttle.

What a great little car. And with a string of class victories to its name over the last couple of years, we can't help wondering if more people might be tempted into putting a Spider on those classic racing grids. In the meantime, keep your eye out for this sky blue Spider in HSCC and Classic Alfa events – it's more than likely to be a winner. 🇮🇹

Castle Combe proved a happy hunting ground for the Spider in the Classic Alfa race last year



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ITALY'S ROLLS-ROYCE

Italy's most prestigious car marque, Isotta Fraschini, got close to being revived in the 1990s, using German engineering and a design by Tom Tjaarda (of De Tomaso Pantera fame). Why were the new Isotta Fraschini T8 and T12 ultimately stillborn?

Story by Chris Rees



Speak of the illustrious names of Italian motoring and alongside Ferrari, Maserati, Alfa Romeo and Lancia, one other name of quality should always be included: Isotta Fraschini. This Milanese brand was, in its day, a true Italian Rolls-Royce, combining luxury, prestige and racing prowess. It was also a pioneer; for instance, its signature model, the Tipo 8 of 1919, already had a state-of-the-art overhead camshaft straight-eight engine and four-wheel braking. The company's motto, 'No Two Alike', helped earn it the moniker 'The Aristocrat of Automobiles' and clients included Hollywood royalty like Rudolph Valentino.

But ravaged by the great depression and World War Two, Isotta Fraschini fluttered out of existence in 1949, after a final, failed attempt to make the Tipo 8C Monterosa, a Tatra-like rear-engined luxury V8.

Dead marques have a habit of coming back from the grave, and in the 1990s revivals were very fashionable. Why not Isotta Fraschini? A scheme was duly concocted by Giuliano Malvino, a wealthy industrialist who in the 1970s had set up Rayton Fissore and, against all odds, had succeeded in building thousands of examples of Italy's equivalent of the Range Rover, the Magnum 4x4. In this new venture, Malvino was also joined by the ex-CEO of Lancia, Gian Mario Rossignolo.

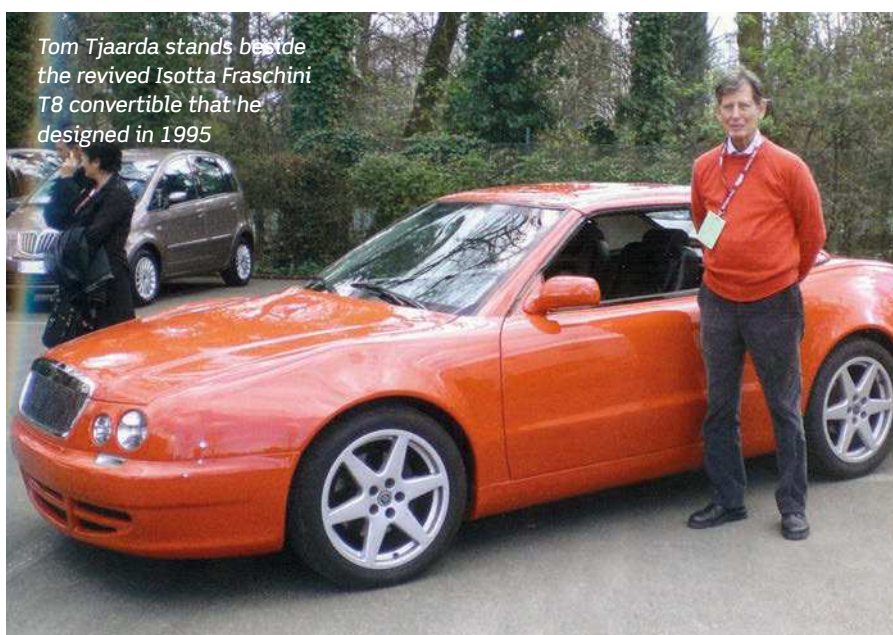
So how should Isotta Fraschini be revived? The plan was to build a luxurious and powerful new hardtop convertible using mass-produced underpinnings. Unexpectedly, the chosen basis for the new Italian luxury car was German – specifically, the then-new Audi A8, whose main claim to fame was being the world's first series car with an aluminium chassis.

It was actually quite a coup for the Italian team to secure such cooperation from Audi. The deal concerned not only the supply of A8 parts (engine, transmission, suspension and brakes), it would also – or so Malvino claimed in a 1995 interview – have partnered Audi up as a distributor, with the German brand set to sell Isotta Fraschinis through its dealer network. Malvino handed the design brief to Tom Tjaarda, the American-born designer whose CV included the Fiat 124 Spider, De Tomaso Pantera and the Rayton-Fissore Magnum. Tjaarda's design was, dare we say it, very Audi-esque.

You had to search hard to discern elements that invoked the aura of Isotta Fraschini. The 'IF' badges were one; the shiny chrome grille did, perhaps, recall Isotta Fraschinis of the 1920s; and the rear end, with its swoopy shapes over curved tail lights, could be said to echo the 8C Monterosa of the 1940s. While certainly not ugly, the shape perhaps lacked originality, with more than a hint of oversized Audi Cabriolet about it. If it had a 'good side', it was from the rear three-quarters, which had much more character than the front.

Inside, the two-seat cockpit featured leather upholstery, the seats incorporating rollover hoops and seatbelts, while the centre tunnel was covered in carbonfibre. The roof was a simple removable hardtop.

According to one source, the very first prototype was actually made by Italdesign, but we haven't been able to corroborate that. The prototype that would eventually debut at the 1996 Geneva Motor Show was



Tom Tjaarda stands beside the revived Isotta Fraschini T8 convertible that he designed in 1995



You had to look hard to find any link between the new cars and the 8C Monterosa of the late 1940s (above)

TECHNICAL SPECIFICATIONS

ISOTTA FRASCHINI T8

ENGINE:	Audi 4172cc V8
POWER:	299hp at 6000rpm
TORQUE:	400Nm at 3300rpm
TRANSMISSION:	4-speed tiptronic auto, 4-wheel drive
BRAKES:	Vented discs all round
TYRES:	255/55 R17
DIMENSIONS:	4530mm (L), 1890mm (W), 1380mm (H)
WEIGHT:	1700kg
MAX SPEED:	155mph

made by Rayton Fissore at its HQ in Cherasco, Cuneo.

The car was announced as the Isotta Fraschini T8, made by the grandly named Isotta Fraschini Fabbrica Automobili SpA. Powering it was Audi's 4.2-litre V8, pumping out 299hp and driving all four wheels via a four-speed tiptronic automatic gearbox. Despite having an aluminium spaceframe, and despite the bodywork being made entirely of aluminium, the T8 ended up being disappointingly heavy: at 1700kg it was only 50kg shy of Audi's fully-equipped A8 saloon.

A price tag of \$120,000 was mooted and grand production plans were talked about: 2500 cars in the first year, rising to 5000 after 1997, when the car was due to be launched in the USA. The former Oto Breda weapons factory in Gioia Tauro in the extreme south of Italy was earmarked to produce the cars. But following the T8's 1996 debut, the whole Isotta Fraschini enterprise went rather quiet. In fact, over two years passed before, at the 1998 Paris Motor Show, the relaunched marque showed a second model alongside the T8: the T12.

The T12 looked quite different to the T8, with a more rounded, coke-bottle shape, a more upright front grille, new headlamps and small circular rear lights. It was also a fixed-roof coupe rather than a convertible.



ISOTTA FRASCHINI T8 & T12



T12 (above and below) was a V12-powered coupe



The T12, said the company, was fitted with a 400hp V12 engine. What was the source of this powerplant? No clues were provided but it surely can't have been Audi, whose only V12 was a diesel. In any case, the tie-up with Audi was by then already dead, since Audi had bought Lamborghini in 1998 and supporting another high-end Italian brand was not in its interests.

The revival then simply stalled. No production line was ever completed at the factory and it was quite clear that a lack of finances was plaguing the project. With a certain sense of inevitability, bankruptcy came in 1999, following which Malvino was arrested for financial irregularities.

That didn't stop Malvino and Rossignolo going on to attempt another brand revival – De Tomaso – in 2009, with even less success and even more controversy. Intending to make a new SUV called the De Tomaso Deauville, the Italian pair bought the ex-Pininfarina factory in Grugliasco with the assistance of public funds, in exchange for providing employment. After the ignominious bankruptcy of this new venture, the police intervened once again, following accusations of embezzlement.

In his biography, Tjaarda is quoted as saying that three examples of the T8 were built, plus a single T12. Others say that only two T8s were made, still others four. It's difficult to say for sure. The initial T8 prototype was silver; the Geneva show car was orange; in Paris there was a black T8, while other images show a yellow car. Whatever the truth, it's likely that some cars were simply repainted. One source even states that at least one T8 had a Ford Mustang engine fitted. Whatever the truth, Isotta Fraschini never did make the showroom – although the brand is currently active as a manufacturer of marine engines, based in Bari. 🇮🇹



Alfa Romeo

110 YEARS OF ALFA ROMEO
A DATE WITH HISTORY

LIVE FROM ARESE MUSEUM



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ALFA 110TH AT ARESE

24 June 2020: Alfa Romeo officially celebrated its 110th birthday with a big party at the Alfa museum in Arese

Story by Chris Rees



We were supposed to be there. The 110th birthday party that Alfa Romeo had promised was simply too good to miss. I was all set to drive over to Italy in my Alfa SZ to join in with the celebrations. Of course, miss it we did; UK quarantine rules simply made it impossible to attend. But luckily the party did go ahead, even if it was without us. On the very day of its 110th anniversary – 24 June 2020 – Alfa Romeo reopened its museum at Arese after months in lockdown, with new health and safety guidelines strictly in place.

This was a major event, if inevitably not on the same scale as the 100th anniversary in 2010. Hundreds of Alfa owners and fans converged on the museum site on the outskirts of Milan. This

was very much a meeting of diehard Alfisti, whether from clubs, racing teams or just passionate individuals. Among the activities on offer was a parade of cars around the museum's internal track. Dozens of cars were also corralled on site to form a splendid 'AR110' logo which was photographed from above by drone.

Interviews were conducted with the likes of Arturo Merzario, the Stetson-wearing veteran racer, who pitched up with an appropriately Alfa-branded face mask. Sadly Alfa Romeo's current F1 drivers, Kimi Räikkönen and Antonio Giovinazzi, couldn't be there in person but they both did broadcast interviews on the day – with Kimi, of course, every bit as laconic as his 'ice man' reputation promised.

If you've never been to the Alfa Romeo Museum, it's a must-see place with more

than 200 Alfas on permanent display. But as of 24 June 2020, visitors now also have access to areas previously concealed from public view. An extra 150 cars, as well as trophies, artwork and engines, are all on show in a special new 'backstage' area. Among these are such highlights as the unique 916 Spider Monoposto, a TZ1 cutaway, 164 Pro-Car, Proteo concept, Formula 1 and Indy racers, Zagato Zeta 6, Bertone Navajo, Giovanardi's 156 GTA touring car and Alfasud Sprint 6C.

A completely new part of the museum is 'Alfa Romeo in Uniform', dedicated to the cars of Italy's national police force, the Carabinieri. Alfas have been beloved of the Italian police for decades. The earliest car on show is the Carabinieri's 1900 M 'Matta', which won its class at the 1951 Mille Miglia. Then there are several iconic Giulias (you





know, the ones that chased the Minis in *The Italian Job*), plus a very rare Giulia Giardinetta estate. You can also see a police Alfa 75, Alfetta and even an Alfa go.

The spectacular new limited-edition Giulia GTAm also made its first ever public appearance here, being driven around the track outside the museum. Inspired by the Giulia GTA of 1965, the new Gran Turismo Alleggerita (GTA) and Gran Turismo Alleggerita modificata (GTAm) are based on the existing Quadrifoglio saloon but have more power (540hp), less weight (100kg) and special aerodynamic and suspension changes.

If, like us, you missed the celebrations in person, you can see the new sections of the museum and catch up on the festivities online. In a virtual tour of the museum called *A Tour of 110 Years*, the programme consists of a series of videos including an overview of the museum and five themed stores: 'Timeline' (110 years of the brand), 'Beauty' (style and design), 'Speed' (technology and racing), 'Storage' (previously hidden vehicles and artefacts) and 'Archive' (photos, videos, technical drawings, sketches and production records).

You can also download a special 110th anniversary e-book – something that's

well worth seeking out, by the way. It tells the story of Alfa Romeo from its origins in 1910 with the ALFA 24 HP right up to the new Giulia GTA and forthcoming Tonale. Also included are feature sections called 'My Favourite Alfa Romeo Cars' by Ralph Gilles, FCA's Head of Design; 'Most Significant Performance Cars' by Lorenzo Ardizio, museum curator; 'Evolution of the Biscione logo' and the story behind the 'Trefoil' grille.

Let's hope that all of the current restrictions to travelling and meeting up with fellow enthusiasts are gone by June 2021, when Alfa celebrates its 111th birthday.



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Museo Enzo Ferrari

Ferrari's signature museum in Maranello is once again open to the public. We're among the first back in to witness the brand new exhibition of Le Mans cars and more

Story & images by Matteo Grazia

One of the great things about the Ferrari Museum in Maranello is that most of the cars on display come from collectors all over the world. These change on a regular basis to keep the exhibition constantly fresh. So we were especially delighted to return to Maranello in 2020 after such a long lockdown to see the new space.

The museum has reopened to the public with three exhibitions: *Hypercars – The Evolution of Uniqueness*; *90 Years – Scuderia Ferrari, The Complete History*; and *Ferrari at 24 Heures du Mans*, the latter being all-new.

The journey in the museum halls starts with the spread of Hypercars, from the 288 GTO up to the LaFerrari. In the glorious period between them, we find the F40 (the last car developed under the watch of Enzo Ferrari), the F50 (whose naturally aspirated V12 engine derived from the 640 F1 car of 1989) and the Enzo (produced from 2002 to 2004 and developed in collaboration with Michael Schumacher).

Crossing to the 'Tailor Made' section, we see an area dedicated to the infinite possibilities of customisation in which Ferrari customers can indulge. This process can go as far as the creation of one-off models, represented here by the P/80C, a track-only car commissioned by a Hong Kong enthusiast. It's inspired by 1960s sports prototypes but is made with resolutely modern mechanicals, in this case a 488 GT3 chassis, and with entirely carbonfibre construction. The display car (pictured right) is actually the prototype mock-up for this unique car.

The Le Mans 24 Hours race holds a special place in Ferrari lore and the new exhibition gives a taste of this. Ferrari's first participation as a manufacturer came in 1949, when the 166 MM Barchetta Touring driven by Luigi Chinetti and the English aristocrat Lord Selsdon won the race at an average speed of 132.946km/h (82.609mph). The very same 166 MM (chassis number 0008M) won the Mille Miglia that year with Clemente Biondetti and Ettore Salani behind the wheel. The car on display at Maranello is not, sadly, this car but it is exactly the same model.





In the same room, we find the 1964 Ferrari 275 P. One of four built, chassis 0816 was fitted with a very powerful 3.3-litre V12 engine developing 320hp. Raced by the Sicilian, Nino Vaccarella, and Frenchman Jean Guichet, it set a new record by covering the race at an average speed of 196.6km/h (122.2mph). The 1964 Le Mans race was a triumph for Ferrari as it occupied all three places on the podium; in second and third came two 330 P models, driven by Graham Hill/Joachim Bonnier and John Surtees/Lorenzo Bandini.

The 488 GTE racer occupies pride of place in the centre of the 'Victory Room' where Ferrari's Formula 1 achievements are shown off (16 manufacturers' titles and 15 drivers' titles, represented by a selection of single-seaters, trophies, photographs and memorabilia). The AF Corse car, number 51, was driven by Alessandro Pier Guidi, James Calado and Daniel Serra to victory in last year's 24 Hours of Le Mans – a result that gave Ferrari its 36th success in the French endurance race, divided between nine overall and 27 class wins.

The last part of the museum retraces 90 years of the Prancing Horse in racing, starting with the 1932 Alfa Romeo 8C 2300 Spider, dating from a time when Enzo Ferrari was managing the Milanese manufacturer's racing programme. Here we can also admire the Ferrari 125 S replica built by Automobili Michelotto with 'Ala Spessa' bodywork. This was the very first model produced by Ferrari in 1947; only two were made, neither of which, sadly, has survived. History records that on 25 May 1947, Franco Cortese won the Grand Prix of Rome at the Terme di Caracalla circuit in the 125 S.

Our gaze now falls on the 340 MM Barchetta Vignale (chassis 0284AM), which took fourth place overall at the 1953 Mille Miglia. A similar model (chassis 0280AM)

was driven by Gianni Marzotto and Marco Crosara, winning that race at an average speed of 142km/h. Moving on to the 1950s, the 375 MM Pinin Farina Spider (chassis 0376AM) was twice victorious in the Argentina national championship and took fourth overall in the Carrera Panamericana race driven by Luigi Chinetti and John Shakespeare.

At its side is the multi-victorious 250 GT Berlinetta Tour De France of 1957 (chassis 0677GT). Thanks to Olivier Gendebien and Jacques Wascher, the Tour of Sicily was won and third place in the Mille Miglia secured. Gendebien and Paul Frère also won the 12 Hours of Reims (a success repeated in 1958) but greatest of all was the victory at the Tour de France with Lucien Bianchi. The countless triumphs achieved by the 250 GT TDF – four times at the Tour de France, twice at the Mille Miglia and a class win at Le Mans – make it one of the most successful GT cars in history.

We are now in front of 1972 312 P (chassis 0890) which was victorious at the 1000km of Spa-Francorchamps, the 500km of Imola and the Kyalami 9 Hour race with Arturo Merzario and Clay Regazzoni driving. Renamed 312 PB, it won 10 races out of 11 and obtained the world title. The very last car to await us is the SF71H driven by Sebastian Vettel and Kimi Räikkönen during the 2018 season. With six wins and 571 points overall, Ferrari secured second place in that year's Formula 1 world championship.

The museum tour ends for us but you can now visit yourself once again. Visitor numbers are strictly limited, so you should book visit time slots in advance via the online ticket offices (musei.ferrari.com). Once inside, you'll be scanned by a thermal scanner and mask wearing is compulsory, except for children under the age of six.

ABOVE: New Le Mans display includes 166 MM Touring and last year's victorious 488 GTE



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DREAMING ON

I recently picked up the April 2020 issue of *Auto Italia* – I had to! Eight Fiat 8Vs, 50 Italian Dreams, two Alfa Romeo Disco Volantes – great issue!

I had to write in response to your request for other ideas on your Italian Dreams selections. I would replace the more unsuccessful or bland with the ones below, which pushed harder at being dreams, and less restless nights. I am not sure if any of mine were offered commercially, and I don't know why that's a restriction, as many dream cars and prototypes were sold or made into production by demand. I don't know why the Modulo rates as number one, and why the Ferrari P5 and Alfa 33/2 were not accepted by the motoring media... which says what?

Dream cars are so much a product of their time, and when seen in relation to what existed at the time, were amazing. I've been amazed a lot in my 72 years, but have never gotten over them.

Vignale 1953 Ferrari 250 Europa;

Pinin Farina 1956 Ferrari 410 Superfast Coupé Speciale;
 Italdesign 1969 Alfa Romeo Iguana;
 Bertone 1984 Chevrolet Ramarro;
 Bertone 1992 Blitz;
 Italdesign 1988 Aztec;
 Italdesign 2008 Quaranta;
 Bertone 1962 Ferrari 250 GT Jet;
 Pininfarina 1966 Ferrari 365 P Berlinetta Speciale;
 Pininfarina 1953 Alfa Romeo 6C 3000 CM Superflow IV
Jeffrey Barnes, Singapore

ALFA'S SECRETS

The article on Alfa's secrets unveiled in the July issue of *Auto Italia* brought back fond memories of a visit I made to the Arese Museo Storico in 2008. After a delicious dinner at a nearby restaurant for special Alfa guests (definitely no cars other than Alfa Romeo allowed to park!), our group of four had the privilege of visiting the underground 'inner temple' of the museum, and we live to tell it.

On our way back in the elevator, the people from the museum jokingly told



us they would have to kill us because of what we had just seen. Among the hidden gems were cars such as the original testing prototype of the first Giulia saloon, the 166 GTA (with a Maserati engine) which stood, hidden under a veil, on the Alfa Romeo stand at the Geneva Car Show, but had mysteriously disappeared on the following press days and sadly never went into production, and some odd-looking 4x4 jeep prototypes from the Arna era.

Cars such as the 2600 SZ, Eagle Spider, Zeta 6, Navajo and TZ1 cutaway were displayed on the upper floor from time to time, but the collection is so vast and varied that it could easily be used to illustrate an alternative history of the Biscione brand.

At that time, a small part of the underground bunker was used as a workshop where classic Alfa Romeo models from the museum were prepared by a small group of dedicated mechanics for car shows and races all over the world.

I have been a regular reader of your magazine for years and articles

such as this can only add to its outstanding quality!
Jan Wintein

TARGA FLORIO FIATS

First to say how much I enjoy your magazine with its broad-minded attitude to Italian cars at large and the various levels of Obscurati.

Then, a note relating to the Amelia Island story in the July 2020 issue and the Fiat Targa Florio Racer. I thought I was fortunate to see Fiat 20B at the Northern London-to-Brighton event, parked with the other entrants at Sewerby Hall, East Yorkshire in 2007. Not only see it but also hear it running. Seemingly very highly geared, it positively

jumped away when started. It was an unforgettable event for an Italian car and GP enthusiast.

At the time it had a plaque describing it as a 1906 Targa Florio Fiat, one of ten produced to qualify for entry into the Sicilian Grand Prix (i.e. Targa Florio) of 1907. Fiat cars were claimed to have finished first, second and eighth, I think correctly. Also it claimed to be the only surviving 40HP Fiat. There was no mention of Vincenzo Lancia.

However a number of problems arise. First, 20B was not the Lancia car but the winner, Nazzaro's. A period photo in *La Lancia* by Weernink shows Vincenzo Lancia in 20A. There are other photos of him in 20A and Nazzaro in 20B.

The Amelia and Sewerby photos seemingly show not the same car. Brass frame radiator at Sewerby, just paint at Amelia Island. Looking at old photos, it is the Amelia car which looks correct. The Sewerby car was described in *Motor Sport*



October 1993 as a reconstruction of a road car by Graham Rankin.

Jim Godfrey

HIGH PRAISE ESTATE

I was so impressed by Steve Berry's article on the Lancia Beta HPE (*Auto Italia* July 2020) that I felt I had to write. It was a very detailed and well-balanced article penned in typical Steve Berry style, on a car which deserves

light blue colour, there was never the slightest sign of any dreaded corrosion on it or under it. Thank heavens. I remember the upholstery being an unusual sort of 'wool' fabric which was superb and I have never since seen such a well-stocked dashboard, with eight dials!

I was most impressed, however, with the rightness of the whole concept. High Performance, certainly,

There is something very appealing, to me at least, in a well performing car with the bonus of practicality. It was so usable, day in, day out, that I held on to it for years. After all, what could replace it? Well, more recently, Alfa 156 and 159 Sportwagons and I'm still driving one of the latter today because – sadly – Alfa in its wisdom canned its replacement, the Giulia Sportwagon, because it would

decades to come? I won't.

I used to love the fact that, when describing a Miura, Boxer or Countach it was a challenge and sometimes a pain to drive them. That's the point: they were bonkers, otherworldly and really not attainable to mere mortals. The point is this, however: all older Italian cars have the same DNA present. I well remember looking around old car lots back in the day with dad. We passed by Cortinas, Vivas, Escorts, Marinas and the like but when you encountered an Italian car it just seemed so exotic.

On one occasion I encountered a series one Alfetta 1.8 saloon. Wow! Just to sit inside, open the bonnet and be greeted by the most glorious twin cam sporting twin choke Webers, on a family saloon. And when you fired it up... Needless to say I bought it.

We used to commute from the Warwickshire countryside to Birmingham every day in a

is a shame, but they are still that little bit more special than anything else. Keep up the good work and thanks for a great publication.

Gary Charles Albrighton

KEEPING UP IN LOCKDOWN

I just thought that I would write to thank you for maintaining my subscription in these times. It is a great help during isolation. When I couldn't drive my Alfas, I could at least read about them. The magazines this year have been really good.

Chris O'Brien

LOCK-DOWN-UNDER

Here in Australia, apart from the difficulty of maintaining lockdown, every business, organisation and club is trying to survive this insidious disease. The Fiat Car Club of Victoria is very determined to survive and indeed thrive, despite the restrictions and limitations at this time.



much more recognition.

I had the great pleasure of owning an excellent example in the 1980s (BJT 78T). At that time I 'commuted' each weekend between Cheshire and Dorset and I eagerly looked forward to the drive every time. It was a standard 2.0-litre model (no supercharger) but the perfect car for that drive – half motorway and half wonderful A-roads across the Cotswolds. That car was effortless and an absolute joy to drive.

Finished in a lovely

but Estate? Well yes, most definitely, although I always thought of it as a 'shooting brake' design (to use an old-fashioned term) rather than a full-size estate car, along the lines of the Reliant Scimitar. However, no Scimitar owner could ever have transported some of the items I carried in the HPE. With the rear seats folded, I remember carrying a chest of drawers and an easy chair, plus loads of bedding and assorted paraphernalia, on my final journey back to Cheshire.

compete in the same market as the Stelvio SUV. For those of us who prefer a 'real' car to an SUV (even the excellent Stelvio), there's not a lot of choice.

Anyway, keep up the good work, *Auto Italia*.
Barrie Watts

ITALIAN CLASSICS

Following on from my previous letter concerning the joys of Italian car ownership and the 'good old days', I was chuffed to see some of your recent content. When discussing supercars back then – the Miura, Countach, Boxer, Bora, Pantera et al – there was real excitement with these cars, and they still have the same effect today. The modern stuff probably are technical marvels but who will remember them in



lot of Italian cars, including many Fiat Pandas. All were thrashed mercilessly on the daily commute and all performed valiantly. They're Italian – what else! Every trip felt like a stint on the Mille Miglia. Too many modern cars are too anodyne and built to a formula, including unfortunately supercars and to a degree a lot of modern Italian cars, which

I have taken the opportunity to revisit motor magazines, including *Auto Italia*, to maintain my sanity during these challenging times. So to all involved at *Auto Italia* magazine, please stay healthy and safe so you can continue to produce your excellent magazine that we now need more than ever.
Bill Freame, Fiat Car Club of Victoria



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September 23-26

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salonpriveconcours.com

September 27

Auto Italia Italian Car Day

Stanford Hall, Leics

www.auto-italia.co.uk

October 3

Auto Italia Italian Car Day at

Brooklands

Brooklands Museum, Surrey

www.auto-italia.co.uk



September 4-6

Lancia Motor Club Welsh Weekend

Conwy, Wales

www.lancia.myzen.co.uk

September 5

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Day at Raby Castle

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October 11

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FERRARI 250 SWB



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ALFA ROMEO



1993 Alfa Romeo 164 Cloverleaf for sale. One owner 27 years, full service history, 12 months' MOT, resprayed 12 months ago, mileage 200,000, but engine rebuilt 2 years ago. Cherished car, much spent on it, receipts available, £6000 ono. Tel: 07798 646458 (Hornchurch, Essex). A295/050



Alfa Romeo 159 Sportwagon Lusso 1.9 JDtm. 2009, 73,000 miles, silver, 16v diesel engine, manual, near full service history, in very good all round condition. MOT to June 2021, just serviced including new rear tyres, front LH wishbone and front pads, cambelt replaced 53,000, new clutch 52,000. Full black leather interior, electric windows all round, voice recognition, Bluetooth and USB connectivity, paintwork in good condition, £3500. Tel: Clive, 01787 247316. Email: grenville.clive@gmail.com. A295/016



2003 Alfa 916 Spider 3.2 V6 Phase 3. 1 of 38 UK RHD sold. 250bhp Busso V6, 6 spd manual box. Q2 diff, 68K miles, full MOT, Grigio Chiaro with excellent black leather, all original spec, excellent electric hood. New full belt service at Autolusso, new ECU, previous engine rebuild at 60K. New brake discs and pads all round, suspension overhaul including new springs, spring pans, polybushed rear arms and more. Body braces, stainless steel OEM sound exhaust with sports cats and single outlet. Recent paint refresh so excellent all round, powder coated OEM Speedline Enzo 17" alloys with premium tyres. £14,950. Tel: 07966 913388 (Hants). A295/011



Alfa Romeo 156. 2005, silver, excellent example of a rare 2.4 20v. 144K, full service history in my 8 years of ownership and comprehensive history file, 2 keys, full TI spec with Bose sound system. Solid floor with no rust, cambelt, dual mass flywheel, clutch and injectors done at 100K, new alternator at 134K. This car is very reliable and has wanted for nothing in my ownership, £1990. Tel: 07968 082250. A295/051



1998 Alfa Romeo 916 Spider 2.0 Lusso. Reg no 'K900 UFO', MOT Dec, unfortunately engine problem, no compression on 2 cylinders. Lots of money spent in 6 years of ownership, new clutch and rear brake cylinders 2000 miles ago, good tyres and exhaust. Decided to cut my losses, possibly sell for spares, £300, must be worth that for the reg no. Email: vivolsen@yahoo.co.uk. A295/010



2005 Alfa Romeo 147 JTD 16v M-Jet 1.9. 125k miles. Owned the car for the last 13 years. Good service history, Fast, economical, great handling and eminently practical. In good all round condition. Original spec. Never abused or molested. Great engine and perfect 6-speed gearbox. Unmarked interior. Original paint. The bad bits: The clutch needs replacing making the car very difficult to drive. Air-con needs a new condenser (£100). The Mot expires on 2 August but has a 6 month extension after that date. Too good to break for spares. Located in Sunbury-on-Thames, 7-mins from M25 J12. £500. Cash on Collection. Call Roberto Giordanelli 07973 508132



2005 (55) Alfa Romeo GT Coupe 3.2 V6. In Gabbiano Blue metallic (693) with blue leather (494) and carpets, 69,380 miles with MOT until 1 November 2020. 17-inch 'Spoke Design' alloy wheels, two keys and one of the last Alfas to use the fabulous 3179cc Busso V6. Two owner car with one private owner, formerly being a Fiat Auto UK car supplied by Chris Variava Alfa. The car would benefit from a replacement or repair to the nearside front wing and a repair to the bottom of the offside front wing, both rear wheel arches and sills would benefit from some general cosmetic work. Drives well with lots of history, excellent interior, original handbook pack and sales brochure and GT mats. The basis of a really good useable, exciting proper Alfa (Auto Italia 291 May 20) for £4000, contact for further details and images. Tel: 01743 350288. Email: pottspeelplace@hotmail.co.uk. A295/049



Alfa Romeo 939 Spider 2.2 JTS. 2010, silver, selling on behalf of my late husband, AROC member. 2.2 JTS semi-automatic Selespeed box, 19" Prodrive Brera S wheels. We bought it from Veloces in North London, but it was originally registered in March 2010 in County Kildare in Ireland, at some point it seems to have moved north of the border and acquired a Northern Ireland registration and then moved to the mainland. The current mileage is just under 49,000 and that seems to be in line with old MOT certificates, but those are in kilometres and the speedometer is now in mph, and Veloces have confirmed that it was when they took ownership. MOT to October, comes with a speed camera alert system, dash cam and Alfa car cover as well as Alfa mats and umbrella, £13,000. Email: woofers25@btinternet.com (Kent). A295/013



Alfa Romeo 916 GTV Phase 3 Lusso. 2004, 1970cc JTS Lusso, genuine ultra-low mileage: 44,500, in Grigio with black leather interior. Two owners from new, in present ownership since Oct 2016. Full service history, Feb 2019 at 41,756 service included: timing belt, water pump, auxiliary belt and tensioners along with nearside lower suspension arm, Waxoyl to underside and washer arm replaced. New battery fitted Jan 2020, 3 keys and lots of receipts, £6916 ono. Tel: Luke, 07467 147032. Email: luke515@btinternet.com (West Berkshire area). A295/048



Alfa Romeo GTV Cup V6. 2001, 40,515 miles, red. I have decided to sell my GTV Cup no.73, she is a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts where possible. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent mechanical 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, £15,995, offers. Tel: Darren Clement, 07839 180000. Email: darrenpclement@protonmail.com. A295/014



Alfa Romeo Spider 3.0L V6. 2002, 88,000 miles. We bought the car when it was 2 years old and have loved it ever since, unfortunately my husband died recently and I cannot justify keeping two cars. It is a rare example of the right hand drive 3.0L V6, blue with black leather trim, petrol, 215bhp, cambelt replaced at 69,000 miles, MOT November. Very good condition, needs to be seen, £6700 ono. Tel: Gwen, 07724 676486 (Kent). A295/017



Alfa Romeo Giulia Quadrifoglio V6 Bi-Turbo. 2017, 16,908 miles, tri-coat Competizione Red with yellow brake calipers, leather/grey Alcantara interior, convenience pack with sat nav, carbon inlays, electric and heated seats, blind spot/collision warning and a full service history, UK supplied and VAT paid. Excellent condition, immaculate interior, new brakes and tyres all round and just serviced (3 year/27,000 miles). Please contact me for more details and photos, £34,500. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A295/015

FERRARI

2009 Ferrari 599 GTB. Stunning example is finished in one of the most desirable colour combinations, ordered with the addition of an extensive options list that include: fully electric Recaro seats, leather headlining, leather rear parcel shelf, leather sill kicks, carbon fibre interior trim, front and rear parking sensors, Scuderia shields, Rosso Corsa brake calipers, Bose hi-fi system, electrochromic inner mirror and Bluetooth connectivity. Presented in 'as new' condition throughout. Email: james@okanelavers.com. A295/027



Ferrari 430 Scuderia LHD. 2008, 15,675 miles from new, 1st registered Switzerland, imported UK 2015. Rosso Scuderia with Argento painted stripe, Oro wheels, black interior, all Scuderia features. Stunning car, excellent condition, never tracked by me, certificate conformity included. Purchased by me from DK Engineering 4 years ago, serviced by Dick Lovett each year since, all advisory items sorted. Suspension overhaul 2020, 4 new Pirelli Corsa tyres – Pirelli UK, history, £119,000 ono. Email: bob.challis1960@gmail.com. A295/020



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. A295/023



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, £175,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A295/019



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. A295/026



Ferrari 308 Vetrosesina. 1976, chassis 19459, MTB 191R. 43,685 miles, 4 previous owners. Very rare dry sump (one of only 100 produced), only 154 cars made in right hand drive. Recent major service including belts (March 2020). Metallic silver, with Burgundy leather, original handbooks, wallet, tools, 'space saver' spare wheel etc, £139,500 ono. Tel: Anthony, 07779 726845. A295/021



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. A295/025

MECHANIC REQUIRED

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

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specialist based near Harpenden in Hertfordshire.

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important than qualifications.

Overall, the applicant should be able to demonstrate a steady career, a passion for the subject, fanatical attention to detail and a desire to meet the extremely high standards for which we are known worldwide.

The salary will be dependent on experience and the working week will be Monday to Friday. If you would like to apply for this position please send your CV to elspeth@mcgrathmaserati.co.uk with a covering letter stating why you are applying for the role.

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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. A295/024

Ferrari 458 Spider. 2013 in Rosso Corsa, FSH, 10,500 mls. Full carbon fibre, has £60K extras from new, owned three and a half years, well retired owner who uses very little and wants to stay with Ferrari so will consider exchange for red 430 Spider. Tel 07785 277780 (north east). A295/022

Ferrari 456. Great condition, in silver Argento Nurburgring with blue hide and light blue carpets. This car has been meticulously maintained, has 20 stamps in the service book, an extensive file of invoices and old MOT certificates, and it is complete with the original tan hide tool case, leather owner's wallet and all original factory books and car cover. I am happy to put you in touch with the garage who have looked after it. Email: ajcleeds@gmail.com. A295/047

FIAT



Fiat Abarth Punto Evo 2011. A rare car with low mileage and Sabelt seats! Genuine 47,000 miles, MOT until Jan 2021, Sabelt seats, black gloss painted wheels, air con, rear privacy glass. Cambelt and full service one year ago at 40,000 miles, very good condition, drives well, £5750 ono, from a smoke free/pet free home. Email: funkyphilip@gmail.com (Kent). A295/001



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. A295/005

LAMBORGHINI



Black Lamborghini Gallardo Spyder manual. 33,500 miles, £79,995. Very high and unusual spec: reversing camera, modern upgraded Apple CarPlay high tec touchscreen entertainment system and sat nav with Bluetooth and DAB, original Lambo head unit will be provided with car, SmartTop upgrade: allows hood and/or windows to be opened remotely using key fobs or from inside with one touch operation and also while the car is under 20mph, two-tone luxury cream and black leather interior, rare and stunning. Heated electrically adjustable seats, lifting gear, branding pack with logos on headrests, home link garage door opener, electrically folding mirrors, dual climate control, grey Callisto split rim alloy wheels. Upgrades: to later chrome switch gear, and day time running lights. PPF on bonnet, front tyres fitted 100 miles ago, rear tyres fitted 3K miles ago. Full history with stamped book and all invoices, very rare Spyder manual which is holding its value, true driver's car with open gated manual gear shift, the last manual Lamborghini model so one for collectors. MOT to 28 Oct 2020, full accessory kit is included with the car (inc soft top tools, gloves etc), exciting to drive, amazing noise, watch 'Top Gear Gallardo Spyder Manual Review' on YouTube, Clarkson was in love with this car. Tel: 07939 083832. A295/018



Lamborghini Gallardo. This e-gear Gallardo Spyder is factory original with FLSH and receipts from new, making it truly rare. Grigio Lynx with Nero upgraded leather, Nero hood and gloss Nero Callistos. Fitted with all the desirable options: front axle lift, reversing camera, leather package 2, window frame in body colour, sat nav, Bluetooth, Tracker, indoor cover, all original tools, manuals and keys. Exhaust valves disconnected so you can hear the exhaust note all the time (5 minute job to reconnect if you want it quieter at low revs), tyres 5mm. Serviced only at Lamborghini main dealers: London and Pangbourne (once) - clutch wear just 2.2mm. Last service was a major service at 17,608 miles in December 2019 at Lamborghini London. With just four owners from new, you will find it very hard to find a better Gallardo! Does not include private plate, full service history. Email: russell.chaplin1@googlemail.com. A295/003

LANCIA



1986 Lancia Thema 2000 i.e Turbo 8v. Silver Grey, new engine and turbo 1996, FSH, same owner since 1991, 148,680 miles, MOT expires July 2021, garaged, £4000. Email: antonyzozzo@btinternet.com. A295/002

PARTS



Alfa Romeo 116 Alfetta saloon parts. Including two rear bumpers complete, underhood insulation, all unused Alfa parts in original packaging, contact for complete list. Email: robinrands@aol.com (Essex). A295/012



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. A295/044

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. A295/033



Fiat Coupe 20V Turbo. 2 side mirrors in green colour, £70. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A295/063



Ferrari 599 left-hand drive headlights. Barely used, only used for a few months, price: £1750 open to offers. Tel: 07768 028400. A295/065



Ferrari F430 Spider/Coupe 304 grade stainless steel exhaust manifolds, originally purchased to convert my car for track use, used for approximately 300 miles, alas change of plans so no longer required, £1000 ono. Tel: Mario, 07979 378078. A295/064



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. A295/062



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Set of OEM Ferrari 458 Speciale wheels. The set is in fantastic condition, the rims are without any marks. These were fitted on my 458 Italia, they come with matching set of genuine wheel caps in silver with chromed metal Cavallino badge and are fitted with the top road model of Michelin – Pilot Sport 4S. Tyres are in top condition, with 8mm thread. Sizes are the original ones for the Speciale, 245/35/ZR20 front and 305/30/ZR20 rear. Email: wilsth@p@gmail.com. A295/032



Ferrari Dino 246 parts. I have roof top from a 246 GTS, 1 water temp gauge, 1 oil pressure gauge, 1 oil temp gauge and 1 set tool kit, please send me your offers. Email: gerassimos@windowlive.com. A295/046



Fiat Coupe 2L 20V Turbo. Complete fuel tank and electronic fuel pump for sale, only 50K, £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A295/066

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. A295/052



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, watsondorman@gmail.com. A295/038



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). A295/041



Ferrari California space saver wheel. Ferrari California genuine space saver spare wheel for sale. Comes with carrier bag (not Ferrari), tyre has never been used. Wheel has some cosmetic marks on surface, hence heavily discounted price, a new spare wheel costs over £1000, offered at bargain price of £499. As courier will be fairly expensive can deliver up to around 40 miles from Southend or meet you half way for return cost of my fuel. Tel: Chris Taylor, 07771 921317. Email: christaylor.fsc@googlemail.com (Essex). A295/030



Ferrari 355 Challenge wheels and Corsa tyres. 4 genuine Speedline Ferrari 355 Challenge wheels finished in satin black, complete with Ferrari centre caps. Fitted with Pirelli PZero Corsa tyres. Originally purchased from Damax and refurbished by Kent High Performance and fitted to my 355. Also available complete set of AP Racing discs and callipers from the same 355. Genuine offers to Martin at mwenban@aol.com. A295/029



Ferrari Dino 246 roof top. Dino 246 roof top for sale. Email: gerassimos@windowlive.com. A295/040



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. A295/045



Fiat 128 Rally front panel. In good solid condition, rare and hard to find, nationwide delivery, £150. Tel: 07846 313250. A295/068



Ferrari F360 gearbox. I am selling a refreshed Ferrari 360 gearbox, this gearbox originally came out of a lightly used Challenge car, and only needed light refreshing (bearings, seals, some synchros). This gearbox can be used with both the street or Challenge rear cover, and can be used in both cars. Email: teaalicol@gmail.com. A295/031

Alfa 75 TS wheels. 4no. aluminium wheels off 75TS, will fit 156 + possibly others? Grey colour, reasonable condition, 6Jx15 (not Revolutions). Tel: 07952 525053. A295/053

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. A295/054

Ferrari A12/F12 gearbox for sale. This has been professionally stripped down and rebuilt with new bearings and NOS parts. Email: edseymour@outlook.com. A295/055

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). A295/056

916 Spider exhaust. Alfa 916 Spider MY1999 rear exhaust section, brand new, £75, buyer collects. Tel: Ian Mackenzie, 07552 238394. Email: ianmackenzie56@gmail.com (NE Lincs). A295/057

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. A295/058

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. A295/059

Mirror covers. A pair of genuine Giulietta mirror covers for 2015 model, £10. Tel: Paul, 07810 753952 (north Hampshire). A295/060

MISCELLANEOUS



Registration 'EN20 FAN' (ENZO FAN). Currently held on certificate that includes £80 transfer fee, price £2950. Tel: 07773 078074. Email: pcuthbert250@btinternet.com. A295/004



Abarth World range brochure no.1 2013. This rare brochure is in 'as new' condition, 68 pages covering all 500/595 and Punto models. Size 10.5"x8", £20 plus £2.70 p&p. Tel: 07773 078074. Email: pcuthbert250@btinternet.com. A295/008



458 Schedoni luggage. Ferrari 458 Italia, Schedoni luggage set of 3, 2000 Euros. Email: gerassimos@windowlive.com. A295/069



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. A295/042



Ferrari Dino 246 tool kit. Dino 246 tool kit for sale. Email: gerassimos@windowlive.com. A295/039



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. A295/043



Ferrari 365 GTB/4 handbook. Daytona 'operating, maintenance and service handbook' printed in Italy in 1973, in near mint condition, offers around £500 please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A295/028

'C11 GTV'. On retention certificate, assignment fee prepaid. Offers to: davidhill@richmondconsulting.co.uk. A295/036

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. A295/034

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). A295/037

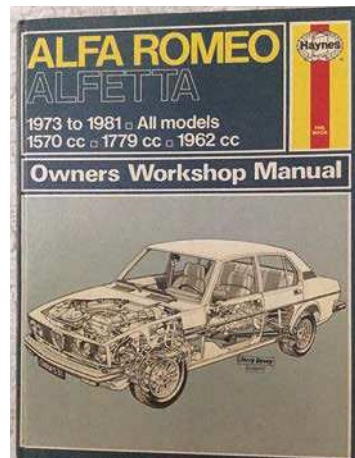
Ferrari 275GTB workshop manual. 275GTB workshop manual in blue Ferrari binder, used condition, reprint, part number 95990801, £150. Email: mark.charles@ntlworld.com. A295/061



'A1 GTV' registration plate. On retention for sale, offers please. Tel: Montu, 07890 630610. A295/071



Ferrari brochure collection. A set of 6 good condition brochures: range, 456, 550 (inc very rare sleeve), 575, 430 and California, can split. Looking for £195 for full set please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A295/070



Alfa Romeo Alfetta Haynes workshop manual, 1973 to 1981, all models, hardback, £3.95, vgc. Tel: 07399 359072. A295/009



Bespoke hand made 3D Alfa Romeo 110 year celebration sign. This one off sign is all wood construction. It is in recognition and to celebrate the 110th year birthday of this marque. The logo which is painted in red keeps the classic 'Biscione' (heraldic serpent). The background is white and has a black edged surround. This unique sign measures 915mm long x 610mm wide, £130, shipping extra. Tel: 07564 637636. A295/067

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. A295/035

WANTED

Car wanted: Espada S3. Prefer LHD, swap4 Merc 230TE auto estate, 70,000 mls, 2nd owner, 1988, many extras and new parts: alloys, exhaust, g/box, rad, batt etc; also Snap-On tools new, Nikon/Pentax camera collection and pro items and cammo clothes, ideal 4 wildlife, ELO record collection etc. Tel: 01277 200530. A295/006

Wanted anything Lambo: cars, tractors, boats, bikes, BMW-M1 etc, any language. Swap4 books, mags, brochures, posters etc, USA trucks, cars, guns, Mustang, GT40, Lincoln, limo/ hearse, Jag, Lotus, MG etc, wildlife, m/bikes. Tel: 01277 200530. A295/007

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

GIANNINI WINDSURF

GIANNINI'S SWOOPILY STYLED FIAT BRAVO-BASED WINDSURF SPORTS CAR STOLE THE TURIN SHOW IN 1996

Story by Chris Rees



For many years, Fiat helped promote its new models by giving them to Italian coachbuilders and asking for original new concept cars. It did so in 1992 for the Cinquecento, in 1994 for the Punto, and then again two years later for its important new pairing of hatchbacks – the Bravo and Brava.

No fewer than 10 specially built concept cars went on display on Fiat's own stand at the 1996 Turin Show. Five were coupes, two were MPVs, one was a pick-up, one an SUV and one a taxi. Some of the designs were quite funky, like Zagato's Bravo Bis; some were sleek, such as Fioravanti's Flair; others were practical, like Coggiola's Brava Sentiero off-road pick-up; and still others were plain wacky, like the Armadillo by Maggiora and the Formula Hammer by Italdesign.

But by common agreement, the best of the lot came from a company that was really not known as a coachbuilder at all: Giannini, which had made its

name in tuning Fiats. And unlike its compatriot *carrozzerie*, Giannini had another difference: it was based in Rome, not Turin or Milan.

While Giannini was still doing tuning work on Fiats in the 1990s, this activity was in sharp decline. Increasingly, its business lay in bodykits, retrims and general 'dolling up'. Indeed, in 1988 it switched from being in the *Gruppo Costruttori Vetture Speciali* (the industry body of car makers which it had belonged to since 1952, alongside Cisitalia, Moretti, Nardi, Siata and Stanguellini) and into the *Gruppo Carrozzeri*, or coachbuilding group.

Giannini's output in the 1990s was mostly sporty dress-up models like the 500 Sportline, Tipo Twentyfive, Uno Torino ES and even a four-wheel drive Punto called the TL 4x4 (Tempo Libero).

Rewarding Giannini's new-found status as a coachbuilder, Fiat

asked it to provide a Bravo-based concept car for its 1996 Turin Show stand, celebrating the Bravo and Brava. To design it, the Rome-based company called on the services of Nicola Crea, formerly a stylist with both the IdeA Institute and Fiat.

The coupe shape he created was called the Windsurf. If that name suggests a beach leisure vehicle, the reality was utterly different: here was a car whose mission was fast driving on road and track. The Windsurf name reflected the fact that its shape was derived from extensive wind tunnel testing. Perhaps its most striking feature was an enormous, and enormously swoopy, rear wing. Both this and the front spoiler were adjustable by the driver according to road/track conditions. The resulting Cd (coefficient of drag) was a mere 0.24 and Giannini said that its car was not only highly stable in a straight line but also through corners.

Some donor Fiat parts were recognisable, like headlamps from the Brava, but with an aggressive 'brow' above them swooping down to meet a stylised Fiat grille. Deep air dams behind hinted at the car's purpose, as did the robust shape of the lower front bumper, straddled by foglights. At the rear end, a set of superbly stylish Fiat Brava lights were clear to see, their 'slash' shape picked up by the rear bumper. The side windows featured small drop-down sections – or they would have dropped down, had they been functional; since this was a mere mock-up, it had no opening panels.

Giannini said its Bravo Windsurf concept was intended to be powered by a mid-mounted 2.0-litre 160hp engine which, in such a light and aerodynamic body, was good for a top speed of 155mph. The Windsurf still exists today, on show at the Museo dell'Automobile Giannini in Rome.



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