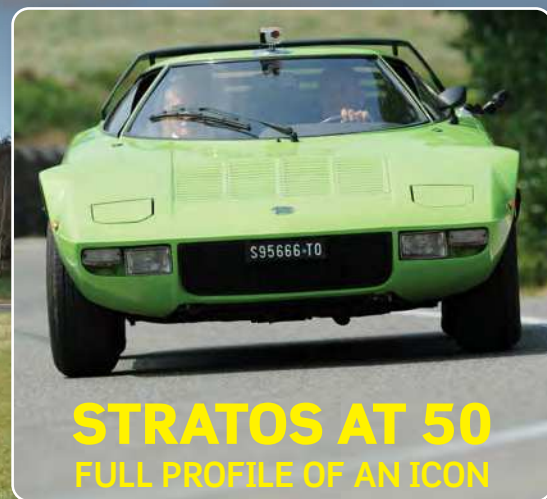


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Issue 306 August 2021 £4.99

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We love to celebrate anniversaries here at *Auto Italia* and birthdays don't come much more golden than that of the Lancia Stratos, which turns 50 this year. Everyone loves the Stratos: designers extol its Gandini-penned purity; collectors appreciate its extreme rarity; and rally drivers praise the dynamics which brought them victory after victory. I count myself as one of the very lucky ones to have driven a genuine example – John Reaks' magnificent rally machine – and the one thing I recall above all else is the uncanny directness of its steering; really there's nothing else I've ever piloted to compare with that incredible feel at the helm.

To tell the story of the Stratos, I'm delighted to welcome a new contributor to *Auto Italia* this month, long-time friend and colleague Karl Ludvigsen. He's ideally qualified: while working at Fiat during the 1970s, he asked his colleagues in Italy to find him a car to buy – and then tasked Bertone with getting it painted in a unique two-tone colour scheme. You can read his full Stratos profile on page 20.

As if that weren't enough, this month Richard Aucock discovers the joys of the car that preceded the Stratos: another of Lancia's rallying legends, the Fulvia Coupe HF. To say he's smitten after driving both 1300 and 1600 HF variants is an understatement.

Another thing that greatly pleases me personally this month is the chance to tell the story of a design talent whose name is almost totally unknown. Federico Formenti was the shy and humble genius at Carrozzeria Touring who created some of the prettiest cars of all time. Not only did he style the Maserati 3500 GT (as featured on page 42) but also such icons as the Ferrari 166 MM Barchetta, Alfa Romeo Disco Volante, Aston Martin DB4 and Jensen Interceptor. It is genuinely gratifying to reveal the true depth of 'Mimmo's' talent in our story starting on page 50.

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ITALIAN CAR NEWS

EV037 Fuses Rally 037 & integrale





The specification has been revealed of a new car that mixes elements of the legendary Lancia Rally 037 racer and Delta integrale. The Kimera Automobili EVO37 melds the profile of the 037 with styling touches of the integrale Evo.

The team behind the car includes several people who worked on the original Rally 037. Sergio Limone approved the setting of the chassis and the layout of the new car, while other talents include Franco Innocenti (workshop), Claudio Lombardi (engine), Vittorio Roberti (assembly and materials) and ex-rally World Champion Miki Biasion (testing).

The starting point of the EVO37, as with the original Lancia, is the central section of the Beta Montecarlo, to which self-supporting tubular frames are affixed front and rear. The EVO37 draws some styling inspiration from the Delta integrale in aspects such as the flared wheelarches, quad headlights and alloy wheels, while the body makes use of carbonfibre in its construction. The cabin uses the dashboard and central tunnel of the Lancia 037 but adds S4-style seats and new trim.

The 2111cc engine shares the original Rally 037's four-cylinder twin-cam Group B block but with the Lancia S4 concept of a

turbocharger and supercharger added. Engineered by Claudio Lombardi – the inventor of the original Lancia 'Triflux' engine – it delivers 500hp and 550Nm of torque. With an all-up weight of less than a tonne, performance should be exceptional but the car been designed with daily use in mind, says Kimera. A choice either manual or sequential automatic transmission is offered.

Pirelli run-flat tyres wrap around 18in wheels up front and 19in at the rear. The suspension keeps the original 037 scheme but with adjustable Öhlins dampers. Brembo brakes are available with conventional or carbon-ceramic discs.

Kimera Automobili, based in Cuneo in Italy, was founded by rally driver Luca Betti, who has a long history of renovating Delta S4s and Rally 037s. He commented: "This is the car that Lancia would be making today if had kept going with the 037."

Only 37 examples will be made priced at 480,000 euros each, 11 of which have already been sold. Kimera is evaluating making a further 10 'integrale' examples with four-wheel drive.

The Kimera EVO37's dynamic debut will take place at the Goodwood Festival of Speed in July, with production scheduled from September. For more information, visit www.kimera-automobili.com



TOURING'S ARESE ALFA TRIBUTE

Milan-based coachbuilder Touring Superleggera is marking its 95th anniversary with the first mid-engined car in its history: the Aresé RH95. Although not specifically stated, the basis is the Ferrari 488 GTB. The Aresé RH95 is the latest iteration of Touring's 'Aero' lineage, born in 2012 with the Alfa Romeo 8C-based Disco Volante and developed with the Ferrari F12-based Aero 3 of 2020.

The bodywork is all new and realised in carbonfibre. Striking features include a trilobe-style front grille, aluminium side-slash interrupted by the front wheelarch and hinged clamshells front and rear. In contrast to the donor Ferrari, the doors open scissor-fashion and incorporate roof cut-outs to ease entry. A large, fully functional fin-like air intake behind the cabin is supplemented by shoulder air inlets and a corresponding rear outlet.

The Alfa-style grille and smooth profile reflect the Alfa Romeo 33 Stradale, to which Touring specifically refers, saying "a brief, enchanting memory tickle might occur to the connoisseur". The 'Aresé' name may also hint at this, although Touring says it refers to the street where the carrozzeria is located in Rho, near Milan.

The donor Ferrari 488 GTB's V8 engine delivers up to 720hp, while the Ferrari F1 seven-speed dual-clutch automatic gearbox is retained. Touring claims a 0-62mph time of 3.0sec and a top speed of 211mph. It also says Ferrari's "active dynamics have been engineered to handle the new body loadings and specifics".

The first example is finished in Verde Pino paint with silver accents, plus a cabin in caramel, cocoa and saffron. Car number two will have Alfa Romeo Rosso Competizione paint with a white nose, and number three will have an orange-and-blue finish.

A maximum of 18 cars will be built, each one taking six months to complete but prices have not been revealed. UK enthusiasts will be able to see the new car at Salon Privé at Blenheim Palace on 1-5 September 2021.



CARABINIERI CHOOSE GIULIA

Italy's Carabinieri police force has renewed its devotion to Alfa Romeo by ordering 1770 new Giulias. The Giulia 'Radiomobile' is based on the 2.0-litre 200hp automatic model. Special features include traditional blue livery, armoured front doors, armoured glass all round, explosion-proof fuel tank, flashing lights (including on the door mirrors), special message panel, single-person cell in the rear, police radio and external amplifier.

The first Alfa Romeo used for police duties was the 1900 M 'Matta' of 1951, followed a year later by the 1900 saloon, while the Giulia 105 was used from 1963 to 1968. The last Alfa Romeo to be widely used was the 159, while the Giulia Quadrifoglio has been assessed as a fast pursuit vehicle.



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FIAT COMMITS TO ALL-ELECTRIC FUTURE BY 2030

Fiat has announced it will become an all-electric marque by 2030. Between 2025 and 2030, the product line-up “will gradually become electric-only”, says CEO Olivier François. He added that Fiat was “reminded of the urgency of taking action... for planet Earth” and cited the new electric 500 as Fiat’s first step. “Our mission is to create sustainable mobility for all. It is our duty to bring to market electric cars that cost no more than those with an internal combustion engine, as soon as we can, in line with the falling costs of batteries.”

Meanwhile Lamborghini and Ferrari have both announced that they will embrace electrification. Stephan Winkelmann, CEO of Lamborghini, unveiled a new ‘Cor Tauri’ roadmap to the decarbonisation of future Lamborghini models. The first hybrid production model arrives in 2023, and by the end of 2024 the entire range will be electrified. A fully-electric model is expected in the second half of this decade. It’s not quite yet the end of the line for the internal combustion engine, though, as two new V12 cars will be announced this year.

Ferrari has also committed to launching its first electric car by 2025. During Ferrari’s annual general meeting, chairman John Elkann said: “You can be sure this will be everything you dream the engineers and designers at Maranello can imagine for such a landmark in our history.” Ferrari’s new line-up is likely to include both plug-in hybrids and full EVs, the latter with four-wheel drive using an electric motor powering each wheel.



FIAT 500E IS INSTANT BEST SELLER

Fiat’s new electric 500 is officially Europe’s best selling electric car in the city car class. In April 2021, sales across Europe amounted to 3250, putting it comfortably ahead of rivals like the VW e-Up (2936) and Smart Fortwo (2615). The figure represented 21% of all Fiat 500 sales, the remainder being the ‘classic’ 500 with petrol/hybrid power.



UK DEBUT FOR 2040HP FULMINEA

The Italian-made Fulminea will make its UK debut at this year’s Salon Privé in September 2021. This full-electric hypercar is by Automobili Estrema, founded by Gianfranco Pizzuto and based in Modena.

Set to go on sale in 2023, the Fulminea is claimed to be the world’s first car to combine lithium battery cells with solid-state ultra-capacitors. This keeps battery weight down to 300kg and overall weight to 1500kg. Composite materials are used for the construction and there are active aerodynamic elements both front and rear. Total power is 2040hp, driving four electric motors, with performance claims of 0-200mph in less than 10 seconds and a range of 323 miles.

The Fulminea will be one of 10 cars in a new Concepts & Prototypes class at Salon Privé, which runs from 1 to 5 September at Blenheim Palace.



ITALIAN CARS DOMINATE ‘MOST BEAUTIFUL’ LIST

Italian cars are the most beautiful in the world, according to a new ‘scientific’ study of vehicle proportions. Carwow used the mathematical ‘Golden Ratio’ to measure how closely car designs match this “perfect proportion”. Ferrari’s Monza SP1 tops the list with a ratio of 61.75%. Three other Ferraris appear in the top 10: the 1967 Ferrari 330 GTC Speciale in third (61.15%), 1962 Ferrari 250 GTO in fifth (59.95%) and 1967 Ferrari 330 P4 in seventh (58.65%).

Other Italian cars to score well include the Alfa Romeo Alfetta in eighth (58.53%), Lamborghini Miura in ninth (57.83%) and Maserati Indy in tenth (57.75%). The top-scoring brands in the top 100 are Ferrari (16 placings), Lamborghini (10), Porsche (7), Aston Martin (7), McLaren (6), Maserati (6) and Alfa Romeo (4).





NEW FCA HERITAGE PARTS

FCA's Heritage Parts scheme that supplies original spares for Fiat, Abarth, Lancia and Alfa Romeo classics has been expanded. Launched in 2019, so far it's offered reproduction bumpers for the Lancia Delta HF integrale/Evo, as well as bumpers for the Alfa Romeo 147 GTA and a 'car care set' for classic cars.

Now it has expanded further with seven more Delta integrale Evo items, including the bonnet, mudguards and door trims. These were created using a 'reverse engineering' process of digitally scanning a car in FCA's Heritage collection. FCA says accuracy and quality are guaranteed, with all steel items zinc-plated.

A further 31 components also make their debut in the catalogue, in limited numbers. Models covered include the Alfa Romeo GTV/Spider g16, GT, 147 and 156, plus the Fiat Coupé and Barchetta. Items available include injection control units, bumpers, wings and opening panels. Parts can be ordered via authorised dealers.

MODULO CONCEPT CAR CLOTHING

Pininfarina has teamed up with fashion brand La Martina to launch a new clothing range inspired by the design of the Ferrari Modulo concept car of 1970. Three limited edition men's items are available: a fabric jacket with hood (€439), a long-sleeved cotton polo shirt (€199) and a T-shirt (€99).



PININFARINA EXHIBITION OPENS

A new exhibition called *Pininfarina: The Shape of the Future* has opened at MAUTO, the national car museum in Turin. Celebrating 90 years of the design house, the new display includes 16 cars that demonstrate Pininfarina's "innate ability to imagine the future and give it shape" – including prototypes, dream cars and production cars. The event runs until 12 September 2021.



FRENCH DESIGN CHIEF FOR FIAT & ABARTH

François Leboine has been appointed Head of Design for Fiat and Abarth. A graduate of Britain's Royal College of Art, he was previously in charge of Renault Advanced Design, creating cars like the Clio, Captur and Dacia Sandero.

FERRARI CHALLENGE UK BEGINS

Brands Hatch saw an exciting opening weekend to this year's Ferrari Challenge UK series. On Saturday, rain forced a change to wet tyres when the cars were already on the grid and the Safety Car was deployed just before the half-way point. After a re-start, Lucky Khera just failed to catch Han Sikkens for the Trofeo Pirelli win, with Dhillon in the third podium spot. In Coppa Shell, Graham de Zille took the win, with Laurent De Meeus coming from 10th on the grid to finish second in his class.

On Sunday, it was another dry qualifying session followed by rain for the race. Winner Khera led from start to finish, with Dhillon second and Sikkens third. In Coppa Shell, De Zille started on pole in his class and finished third overall.

In the Ferrari Formula Classic event, Chris Butler won Saturday's race in his 328 GTB, followed by Vance Kearney and Wayne Marrs in their F355 Challenge cars, and Butler repeated his win in both Sunday races.

The remaining dates for Ferrari Challenge UK are Snetterton (10-11 July), Silverstone (17-19 September) and Oulton Park (1-2 October).



RUNNING UP THAT HILL

We attend Prescott Italia

Story by Claire Prior
Images by Michael Ward



After weeks of uncertainty the inaugural Prescott Italia was run behind closed doors on Sunday 30th May due to the restrictions still in place due to COVID.

However, the lack of spectators didn't detract from a glorious sea of Italian machinery on display from the rare and quirky Autobianchi Bianchina Giardiniera to the unique Ferrari 550 Zagato.

Up in the top paddock the "Concours" cars on show offered a wide selection which

included most of the marques from a pre-war Lancia Lambda to the glorious sounding Maserati GT MC Stradale. All cars kept a sensible distance and many a picnic table emerged from their boots.

Runs up the famous hill climb started early and delivered a feast for the senses. Classic Alfas, Abarths, top end Ferraris and Lamborghinis tested themselves on the untimed runs. One-time Prescott record holder David Franklin put his Ferrari 550 Maranello up the hill and to put it mildly, has still "got

it". Sadly an unfortunate incident later in the day resulted in damaged barriers. This brought the hillclimb and the event to a premature end.

Even though this was a disappointing end to the day most attendees took advantage of the beautiful weather and enjoyed a picnic in the sun and a catch up with friends before departing.

We feel that this new event has great potential and with fingers crossed, it can be run on a bigger and better scale next year.



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BRITISH GT CHAMPIONSHIP

GT3 Lamborghinis charged at the Brands Hatch season opener

Story by Mike Rysiecki
Images by Leigh Jones

BRITISH GT CHAMPIONSHIP CALENDAR

June 27 - Silverstone GP - 3hrs
July 11 - Donington Park GP - 2hrs
July 25 - Spa Francorchamps - 2hrs
Aug 8 - Snetterton - 2 x 1hr
Sept 12 - Oulton Park - 2 x 1hr
October 17 - Donington Park GP - 2hrs



With the traditional Oulton Park Easter weekend season opener postponed until September this year, Brands Hatch was the first British GT Championship race of 2021. Timely easing of Covid restrictions meant that spectators could attend, even if the paddock and garages were closed to all but teams, media and essential personnel.

The 2021 Championship features nine rounds (five sprint and four endurance) at six venues over seven weekends. Donington Park will be visited twice, while Oulton Park and Snetterton will each host two one-hour sprint races.

The series boasts 26 entries (14 GT3 and 12 GT4) across 13 different makes. Three teams have entered four Lamborghini Huracán GT3 Evos with newly matched driver pairings. The driver categories are now reorganised into two sub-classes based on driver career success: Silver/Am and Pro/Am. This has resulted in a scramble to remix the

best combinations of drivers.

Reigning BGT champion Sandy Mitchell is now paired with Barwell Am regular, Adam Balon. 2006 BGT class champion Leo Machitski returns to British GT with Barwell alongside Dennis Lind. Michael Igoe has a new partner in fastest lap regular Phil Keen. New team Simon Green Motorsport has 2015 GT4 champion, Ross Wylie, and Lucky Khera driving. Only seven days earlier, Khera had won at Brands Hatch in his Ferrari Challenge UK 488. The charging bull connection goes beyond Sant'Agata as Mitchell's car is sponsored by Black Bull Scotch Whisky and Khera's team has an association with the Black Bull pub in Huntingdon.

The Lambos are up against 10 GT3 rivals, including McLaren 720S, Mercedes-AMG GT3, Aston Martin Vantage AMR GT3, Porsche 911 GT3 R and Bentley Continental GT3. A 'Balance of Performance' formula uses weight, intake restrictors and ride height to ensure a level playing field.

Saturday's qualification saw the first five

GT3 cars covered by less than a second, with the WPI Huracán on the front row and the Barwell cars in third and fifth. Igoe made the most of his front row grid slot by chasing and then passing the Beechdean Aston. On lap 19, Adam Balon in the #1 car was unlucky to suffer contact, a visit to the pitlane and no points.

Igoe managed two post-safety car rolling restarts perfectly and was able to hand over the lead to teammate Phil Keen. A record 18th British GT win for Keen followed and Igoe was delighted to celebrate his second GT3 career win in car #18 (pics below).

Sadly, a GPS unit malfunction delayed the #63 Huracán's pitstop, dropping Dennis Lind two places. A titanic battle ensued during which Lind claimed fastest lap and made a brilliantly opportunistic three-wide passing move. The Dane rapidly closed in and caught the second place Aston and was a mere three tenths behind at the finish. Simon Green Motorsport took the chequered flag with a debut third place in the Silver/Am class.





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Amping Up the Action



We test the £20,495 entry-level Action version of Fiat's all-new, all-electric 500

Story by Chris Rees
Images by Simon Thompson

Petrol is dead; it's all electric from now on. Well, that's obviously piffle. Fiat's new 500 may be Italy's first full-electric mass market car for Europe but you can still buy a 'classic' 500 with petrol power – and will be able to for at least the next three years (using 1.0 Hybrid power as a Fiat or full-on 1.4 turbo in Abarth form).

So if the future is electric, how's it going to feel? We've already driven the 118hp, 42kWh, Fiat 500 Icon (see January 2021 issue); now we're getting behind the wheel of the entry-level Action with its 95hp motor, 24kWh battery pack and start price of just over £20,000.

First impressions: on its 15-inch wheels, the Action looks much more like the traditional 500 than the plusher models with their fancier 17-inch boots. There are lots of design nods to the original 1957 version, from the side-on profile to the bluff, grille-less nose (on which the Fiat badge is replaced by a new '500' logo, incidentally). Perhaps the most striking bit of the design is the split oval-shaped headlights with 'eyebrows' that literally raise with the bonnet. Klaus Busse describes this look as "optimistic" while the raised eyebrows give it "a more serious, mature side".

OK let's step inside, which you do by pressing what Fiat calls an 'e-latch' (recessed electric door handle).

It's instantly clear that the new 500 has loads more space inside than the old model in all directions – length, width and headroom (although the rear seats are still a squeeze for anyone over 5ft 8in tall). The floor is completely flat, pleasingly, and the gear lever has disappeared, replaced by four simple 'PNRD' buttons for the single-speed auto gearbox. One bugbear immediately becomes apparent, though: the footwell is so cramped that there's no space for your left foot to rest, which quickly becomes irksome.

The seven-inch digital instrument display ahead of you is superbly clear but the Action lacks the central touchscreen fitted to its superiors (7 inches across for the Passion, 10.25 inches for the Icon). Instead you simply have a smartphone cradle – no bad thing, frankly, as most smartphones are way more advanced than car screens. However, it does mean there's no sound system at all until you hook your phone up.

Pressing the 'on' button produces a little Italian ditty called *Amarcord* over the cabin speakers – and pedestrians can also hear it on external speakers, too, warning them that you're approaching. That's useful because there's no engine sound at all. It's all superbly refined – the main noise you hear at speed is tyre roar.

If you've never driven an electric car before, you'll be amazed by how zippy the Fiat 500 is, even in entry-



TECHNICAL SPECIFICATIONS

FIAT 500 ACTION

ENGINE:	Electric motor
BATTERY CAPACITY:	24kWh
POWER OUTPUT:	70kW (95hp)
TORQUE:	220Nm (162lb ft)
TRANSMISSION:	Single-speed auto, front-wheel drive
DIMENSIONS:	3631mm (L), 1687mm (W), 1508mm (H)
WEIGHT:	1290kg
TOP SPEED:	84mph
0-62MPH:	9.5 sec
RANGE:	118 miles
PRICE:	£20,495 (after EV grant)



level Action guise. With 95hp, it may be 23hp shy of the 42kWh models but it only loses half a second in the sprint to 62mph, which it does in a feisty 9.5sec. A full 100% of torque is available right from the off and, unlike many electric cars, there's still plenty of oomph at the top end (which in the Action is limited to 84mph, incidentally).

While a full quarter of the car's weight is made up of the batteries, these are mounted low down in the car so the centre of gravity is low and body roll almost non-existent. At 1290kg, the 500 Action is weighty for such a small car but it's 40kg lighter than the 42kWh versions – and this does bring some benefits. The steering feels more connected somehow, even though it's still very light. And on its 15-inch wheels, the Action deals with lumps and bumps in the road a little better than its 17-inch-wheeled cousins.

A switch toggles you through the three driving modes – Normal, Range and Sherpa. Normal is the start-up mode. You're most likely to use Range mode in cities as it introduces throttle-off braking that's strong enough for you effectively to use just the accelerator pedal. Sherpa mode turns off things like air con to maximise range.

Speaking of range, the one big disadvantage of the low-power 500 Action is that it does only 118 miles (officially) compared to 199 miles for high-power models. I started my test drive with 100% charge and the display actually indicated just 93

miles of range. After a route that included high-speed motoring on the dual carriageway (never ideal for EV range), I was left with 67% charge and an indicated 56 miles of remaining range. Overall, that's frugal energy use for an electric car.

You recharge the batteries via a flap on the offside rear. A 3kW cable is standard but you'll need to pay £359 extra for a home Wallbox and 7kW cable, in which case the recharge time is six hours. Using a commercial rapid charger, 80% can be recharged in 35 minutes.

VERDICT

Without doubt Fiat has created one of the most significant cars in its history with the electric 500. It's opened up EVs to a truly wide audience with its low price point: the entry-level Action costs just over £20k or £199 per month on PCP with a £3k deposit. The 95hp Action is very nearly as swift as the more expensive 118hp Passion and Icon versions and is every bit as refined, funky and fun to drive.

However, Fiat reckons that over 50% of UK customers will select the higher-spec Icon model, and I must agree that the Icon is the better choice overall. Yes, it costs £5000 more but its extra performance, range and equipment tip the balance for me, while you can also order it in 500C Cabrio form (the Action is hatch-only). But I'm willing to bet that, if you buy a 500 Action as your first ever EV, it definitely won't disappoint. 🇮🇹

Entry-level Action doesn't have a touchscreen at all – just a cradle for your phone. This is actually a bonus in our view



“ If you buy a 500 Action as your first ever EV, it definitely won't disappoint ”



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Mighty Maverick

50 years ago, the inventiveness of Bertone, Gandini and Ferrari merged with the rally requirements of Lancia to produce one of Italy's most iconic sports cars. Ex-owner Karl Ludvigsen celebrates the glorious, all-conquering Stratos

Story by Karl Ludvigsen
Images by Ludvigsen Associates/Michael Ward

Two men sitting in the back seat of the Lancia, speeding east on the autostrada, were busy comparing notes. Between them, Pierugo Gobbato and Cesare Fiorio carried much of the modern tradition of Italian motor sports and now they held in their hands a significant part of its future, too. Fiorio – intense, dark-curly-haired and with striking aquiline good looks – was a second-generation Lancia executive. His father, Sandro Fiorio, had begun competing in Lancia cars with an Ardea in 1951 and teaming with Emilio Christillin, he rallied successfully in the immortal Lancia B20 coupe throughout the 1950s.

When Lancia was looking for a man to head its press office, the genial Sandro Fiorio was an obvious choice. He gave the Turin company a proud global profile out of all proportion to its modest production. He also endowed his son Cesare with a keen interest in cars and racing. In 1961 Cesare was the winner of the hotly contested 1100cc class of the Italian GT Championship in his Zagato-bodied Appia. From that stepping stone he and a cadre of friends formed HF Squadra Corse to race Lancias, 'HF' standing for the 'High Fidelity' that Lancia owners showed their marque.

In 1963 Lancia introduced the V4-engined, front-wheel drive Fulvia that showed great promise for rallying. Cesare Fiorio's stewardship of HF Squadra Corse led to absorption by Lancia in 1965 as its official race and rally preparation centre. Lancia in

turn was assimilated in 1969 by Fiat, whose head Gianni Agnelli had been a school friend of Sandro Fiorio's. It was Fiat's takeover of Lancia that ensured the presence in the back seat of the speeding Lancia of the other man, Pierugo Gobbato.

Pierugo was the son of Ugo Gobbato, a hugely experienced and capable engineering and production expert who had equipped and organised Fiat's Lingotto factory. After a stint in Russia, the senior Gobbato was named as head of Alfa Romeo when it collapsed into state ownership in 1933. Enzo Ferrari, who ran the independent scuderia that raced Alfas, initially welcomed Gobbato's new broom at the Milan firm but saw his team brought under Alfa's umbrella as part of

'sorcerer of Modena'; he still hurled a mean lightning bolt. But Fiorio and Gobbato had no choice: Ferrari had the one, the only, engine that they had to have if they were to build a new rally-winning Lancia.

Under the direction of Cesare Fiorio, promoted to head Lancia's marketing department but still looking after Lancia Squadra Corse, Lancia plunged into rallying with its plucky Fulvia coupes in the late 1960s and found the water welcoming. But by early 1971 it was swimming upstream. The specialised Alpine-Renaults were getting stronger, as was Porsche, while Fiat was active in rallying with its 124 Abarth and Ford's Stuart Turner had shown the mid-engined GT70.

Against such rivals, Fiorio and Gobbato knew they'd

“ Fiorio and Gobbato knew that to stay competitive in rallying, they'd have to design a completely new car ”

Gobbato's streamlining of the company.

One of Ugo's six children, Pierugo Gobbato was only 19 in 1937 when he raced a Fiat 508 Sport in the Mille Miglia for Scuderia Ferrari. Teamed with the Modenese Mario Camellini, he made it to Rome but didn't reach the finish. Captivated by the spell of this great race, young Gobbato drove a Lancia to 37th place overall in 1938, with Enrico Nardi loaned to him as riding mechanic by Enzo Ferrari.

Although acquitted of collaboration with the German occupiers of Italy, after the war the elder Gobbato was fatally gunned down by partisans in Milan. Pierugo, also an engineer, made a career with Fiat. In 1965 Enzo Ferrari, whose company was in rough waters, asked Fiat to loan him Pierugo Gobbato as managing director to help steady his ship. The tall, balding, elegant man happily renewed the link with his brief racing career of the 1930s. In 1969, however, Fiat needed Gobbato back: it had just bought Lancia and needed a skilled and experienced executive to run it.

Two years later, in 1971, these two men were being driven from Turin to Maranello on one of the toughest missions that they had ever attempted: to ask a favour of Enzo Ferrari. Although Ferrari's company was also under Fiat's wing, it was still run autonomously. Fiat people were extra-careful to avoid aggravating the

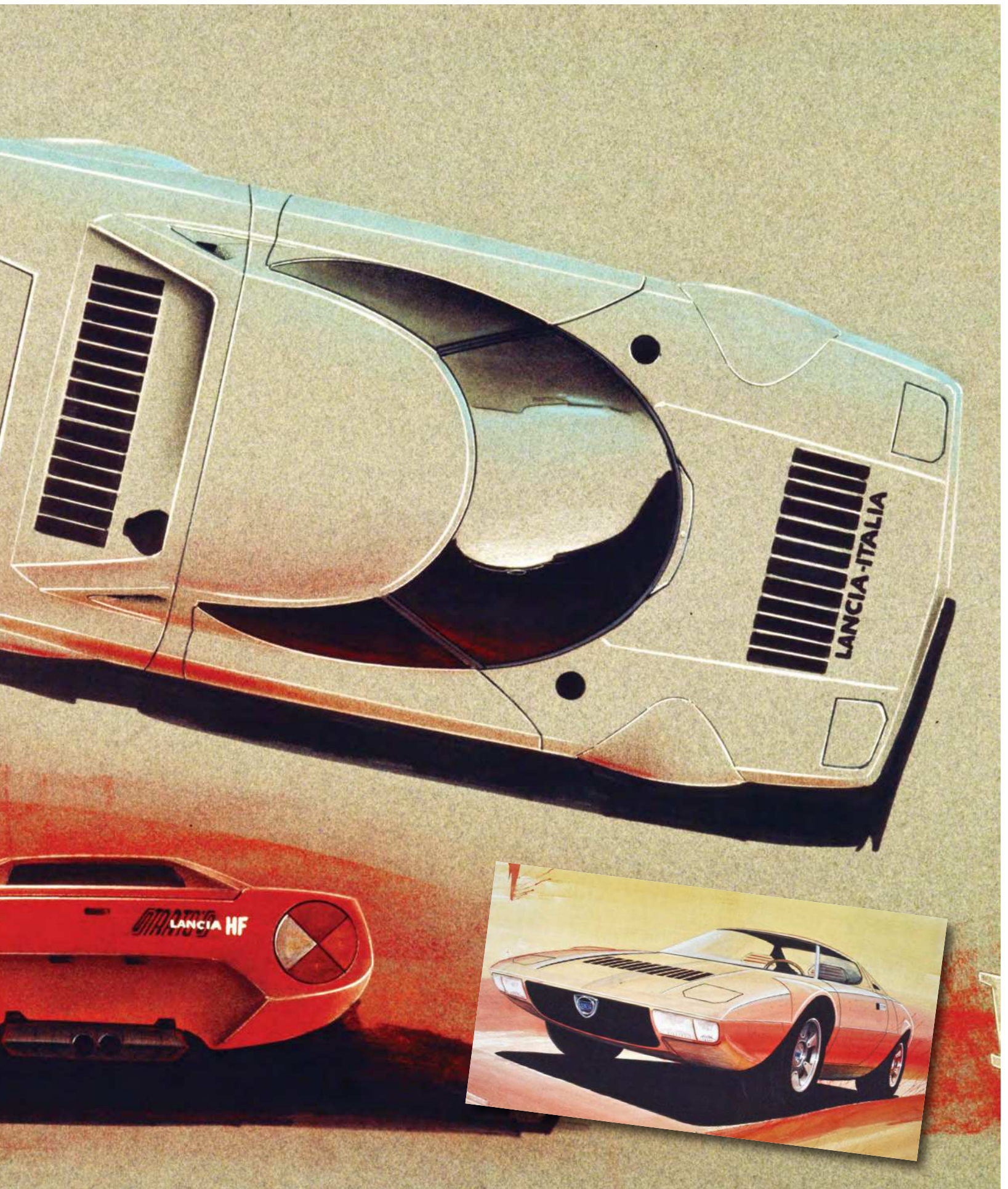
stand no chance with the Fulvia, no matter how heavily modified. To stay competitive they'd have to design and manufacture a completely new car. Starting from scratch provided a rare opportunity, Fiorio realised. He convened a conclave of his drivers, mechanics and engineers to ask them what they personally wanted in their ideal rally car.

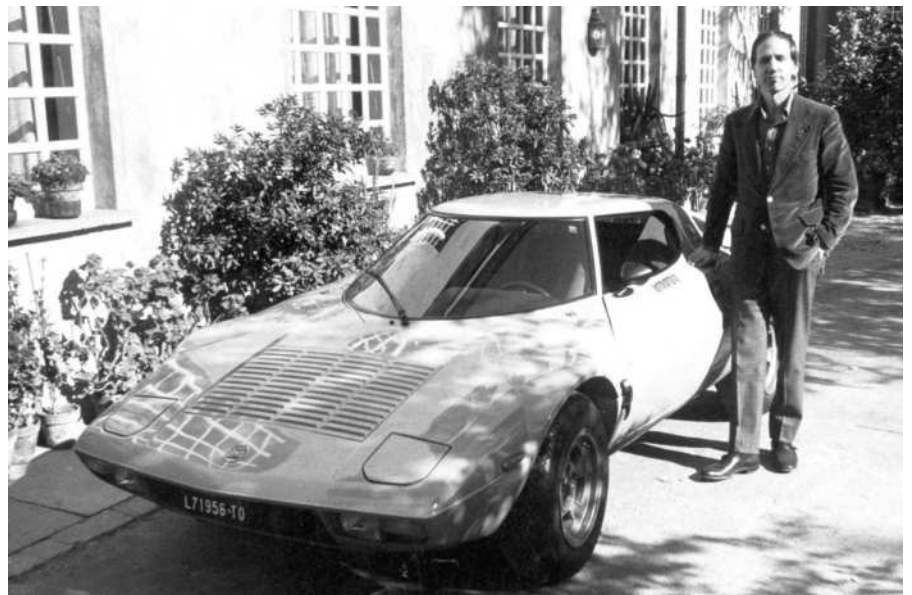
"First I had a meeting to introduce the idea, to ask them what they thought," he later recalled. "Then we had another meeting to hear what their ideas were, to develop them further. Finally I synthesised everything in a *cahier de charge*, a document that showed what was needed. It was quite a big book, 100 or more pages." Fiorio's colleagues mentioned such points as small size, good visibility, erect seating position and good access to the mechanical elements for changes and repairs.

In the meantime, Fiorio's men had been testing a car made within the Fiat family, the Ferrari Dino 246 GT with its mid-mounted transverse 2.4-litre V6 engine and five-speed transaxle. This showed some promise but it was too long, too low and too heavy to perform well on the twisty, loose roads on which world championship rallies were run at impossible average speeds. Nor was its tubular frame thought rugged enough. But its engine – that was another matter. The

Designer Marcello Gandini was truly inspired when he penned the Stratos, which looked like nothing else around







2418cc V6's specification included twin-cam heads of aluminium, cast-iron block and triple twin-throat 40mm Weber carbs. Developing 190hp at 7000rpm, it revved easily to 8000rpm, while its four cams guaranteed the presence of much more power in race-tuned form.

Cesare Fiorio set his heart on using the Dino engine in his new car. The first hurdle was the easy one: "When I proposed it to Mr Gobbato he immediately thought it was a good idea. But he and I were completely alone on this project. That was the biggest problem we had. On the Fiat side they just didn't want to know about it. Many in Fiat were absolutely against it. They were in motor sports too and they feared that we might have something very good."

The fact that Fiat had helped Ferrari create the Dino V6 engine in the first place, so that Ferrari could use it in Formula 2 racing, couldn't be used as leverage to get the engine. Nor could Fiat's 90 per cent ownership of the road car side of Ferrari, which made the Dino cars and engines. There was nothing for it but to approach Enzo Ferrari personally and ask for his co-operation.

Arriving at Maranello, the pair didn't have to wait long in the infamous 'green room' before being received by Ferrari. They set out their plans and made their request for at least 500 Ferrari-made engines that would power a non-Ferrari that didn't yet exist. It was significant that

Lancia was asking: in 1955 Lancia had sustained Ferrari's racing effort by giving him a complete Grand Prix team as well as the technical services of the great Vittorio Jano, who helped create the Dino V6 engine which Lancia was now asking to borrow back.

"This was the difficult part of the whole project," said Fiorio, "to convince Ferrari to give us the engine. But on the spot he agreed. Ferrari wasn't one to delay a decision like that. It was a nice day, and on the way back, coming back with a positive answer, we really felt great. It was very important to us. Of course after that it got quite complicated!"

Timing was on their side because Ferrari's Dino V6 models, which had been introduced in 1967, were soon to be phased out. This meant that whatever Lancia built would not compete directly with Ferrari's own products. Upgrading the engine for competition was easy enough for Lancia's Gianni Tonti. In tuned form it produced 260hp with fuel injection and 290hp with special four-valve cylinder heads, which under the rules could be used in a small 'evolution' batch.

Now they needed a car to put the engine in. Lancia's own engineers went to work on a suitable suspension design while Cesare Fiorio turned to an old friend to get some ideas for the shape of the car-to-be: Marcello Gandini of Bertone, for whom he had designed the

During a 1974 visit to Italy the author drove this striking Stratos from Turin to Maranello and back



There is no more alluring sight (or sound) in rallying than an Alitalia-liveried Stratos at full chat

Lamborghini Miura, among other classics. "I knew Gandini very well," said Fiorio recently. "I thought then and I think now that he is very good. I spoke to him about it and he prepared various designs."

The link with Bertone in turn suggested a name for the car. Bertone had built a super-low wedge-shaped coupe for the 1970 Turin Show, powered by a Lancia Fulvia engine-transaxle package moved to the rear. "This car was so unusual," said Bertone's Gian Beppe Panicco, "that we said it was like something from the stratosphere." From that came its name: Stratos. Although entirely different, the new car was a logical successor.

Needing an outside partner to help build the car, Fiorio found Bertone keen to tackle this part of the job and co-operated on the design of the chassis frame. The easiest approach, a tubular frame, was rejected because the unavoidable passage of tubes through body panels would have been too noisy, leaky and clumsy for a car that had to be usable on the road.

A sheet-steel frame was designed instead, a fully-enclosed monocoque from the front end back to the firewall, from which box-section beams reached back to enclose the engine and support the rear suspension. "This was a new challenge for our engineers," admitted Nuccio Bertone. "We hadn't done a frame structure for

a production car before. But judging by the car's performance in rallies, it seemed to work out all right."

Around the structure, a body of glassfibre was fashioned. Painted a glowing matte-finish red, the first prototype was ready to be shown on Bertone's at Turin in late 1971. Officially called the Stratos HF, it looked absolutely sensational. A hint of the 1970 Stratos was visible in its deep-hipped wedge-line form. This was accentuated, rather than marred, by the deep wheelarch flares, especially where at the front they part-formed the wings. From the upper surface of that plunging nose, a louvred panel released air from the low-mounted radiator. Both nose and tail swung up for access, held down by rubber T-clamps in addition to two twist fasteners up front and normal latches at the rear.

The styling signature was undoubtedly the daring sweep of its windscreen, curving into its side windows "like a jet plane" as an admiring Italian said. Made of laminated safety glass by Glaverbel, the screen was formed on a constant radius as part of a cylindrical section, to avoid distortion. The side window panes were pivoted at their rear corners and raised and lowered (not fully) around that pivot by a large knob that slid in a curved slot in the inner surface of the door. When the knob was tightened, the window was

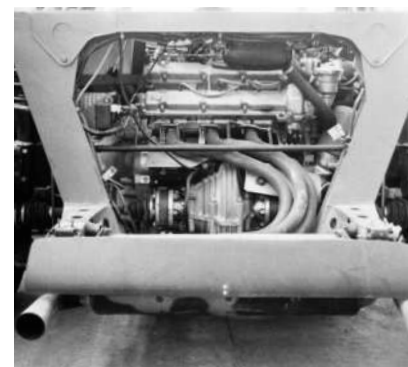
held in place. A hint of the car's destiny was a bulge in each door pocket shaped to accommodate a helmet.

By the summer of 1972 tests began of a first prototype of the Stratos, which at that time had double-wishbone independent suspension at all four wheels. As a result of these trials the rear suspension was changed to a more rugged layout with a MacPherson strut at the top and a reversed wishbone braced by a long radius rod at the bottom. Chassis expert Giampaolo Dallara helped with the car's development as a consultant. He had a second prototype to work with in the autumn of 1972.

So Fiorio had the beginnings of a car – but was it a rally winner? This was a nail-biting time. Within Fiat, both Gobbato and Fiorio had bet their reputations on this car. “We had a big fight with Fiat,” remembered Fiorio. “If we had not been successful in rallying with the Stratos we would both have had big problems in the company. We had a tremendous battle to get it out and not to have to stop the project half-way.”

Before it was produced and homologated, the Stratos could compete in prototype form; this would give a hint of its potential. Fortunately Cesare Fiorio had at his disposal what he needed to verify that potential: a world-class rally driver. Sandro Munari had been racing and rallying Lancias since 1966. At the beginning of 1972, which had been planned as a year of transition between the old Fulvia and the new Stratos, he won the Monte Carlo Rally for Lancia. With this excellent start Munari starred in 1972 with the Fulvias, which took Lancia to its first World Rally Championship with almost double the points of the next-best team: Fiat.

Two rallies entered at the end of 1972 with the Stratos ended with retirements, in one when Munari was leading – some small solace. Its next outing in Spain in April 1973 brought the victory that Fiorio desperately needed to give his project proof of life. A Marlboro-liveried Stratos then placed second in the Targa Florio (May), in spite of broken driver's seat mountings, and won the demanding Tour de France in September using a prototype of the roof-mounted boundary-layer-control device that was fitted to the production cars. The Stratos was beyond doubt a quick little car.



LANCIA STRATOS AT 50



Stratos production began in October 1973. Its frame and body were fabricated, assembled, trimmed and painted at the Bertone plant in Grugliasco on a special line alongside the Fiat X1/9 sports car, then trucked to Lancia's Chivasso factory for final assembly and tests on a special track at the plant. Colours on offer were red, yellow, lime green and two shades of blue.

The first few cars were assembled in February 1974; production started rolling in April (red cars only). By October, 502 frames had been completed by Bertone, enough to warrant the car's Group 4 homologation. Assembly continued until May 1975, when 457 Stratos were on wheels. Thereafter the remaining chassis were offered as spares or as armatures for cars built up by specialists.

The combination of the lively V6 and a kerb weight of only 978kg yielded exceptional performance. Geared for quick response, it accelerated to 60mph in just over six seconds, to 80 in 11.5 and to 100 in 17.6. The low gearing meant its maximum speed was limited to 143mph.

In 1974 the Stratos was priced at the equivalent of \$16,195, about the same as an Alfa Romeo Montreal, Maserati Merak or Porsche 911S; more than a Pantera; and less, by a little, than a Ferrari Dino 308 GT or Lamborghini Urraco. But people were discouraged from buying such an oddball car in the depths of the first energy crisis – and since it was over the 2.0-litre threshold, heavy taxes were imposed in Italy.

That the Stratos sold slowly was also, in part, due to its controversial character within Lancia itself. One internal faction wanted to tell the world about this brilliant rally winner and hoped for a future in export markets. Another group argued that publicity for the Stratos would only divert attention away from the Beta and Fulvia.

However, the jobs of Gobbato and Fiorio were now secure. The Stratos was, thank goodness, hell-for-leather on the rally circuit. The list of its first places under drivers like Munari, Darniche, Waldegaard, Carello and Alen is pages long. Markku Alen joined the team near the end of the car's official career in 1977: "The Stratos is the first rally car that looked like a race car. The first time I jumped into the car my feel is, you know, super happy. You have super torque and all the



TOP: Gigi Villoresi with rally Stratos. ABOVE & BELOW: Author's car that Bertone repainted in unique yellow with dark grey A-pillars and spokes

time good power in high revs. Stratos is nice driving. Moving all the time like an Escort or Fiat Mirafiori, sideways, it was so easy to balance.”

Joining the Lancia rally team in 1974, former Ferrari team driver and engineer Mike Parkes received credit for the rigorous development that brought Lancia the World Rally Championship in 1974, 1975 and 1976 and the European Championship in 1977 and 1978. Not much more could have been expected of a car whose Group 4 homologation was about to expire. Sandro Munari won the most prestigious event of all, Monte Carlo, three times running from 1975 to 1977. Mission accomplished.

When I first test-drove a standard Stratos in 1974, I took it over some of my favourite Italian roads and found it phenomenally responsive, always challenging the driver to exploit its unmatched agility. I concluded that it was the very essence of a sports car: not a single part of it could be pointed out as superfluous.

By 1978 I was an executive vice-president of Fiat Motors of North America, importing both Fiat and Lancia. In my job I worked with the Lancia PR department and, having been badly bitten by Stratos fever, I asked them to help find a ‘new’ Stratos for me – long after production had ended. They found me a standard car that had been gussied up with Alitalia livery and wide wheels to look like a rally car for motor show displays. It was fabulous to drive, especially with the wide rally tyres.

Being very friendly with Bertone’s PR person, I got Bertone to repaint the car in yellow with dark grey A-pillars and wheel spokes. It caused quite some excitement both at Bertone and on the roads of Europe and the UK. My girlfriend was a teacher and a couple of times she drove it to school, gaining substantial credibility with the kids!

For the benefit of road-going Stratos owners, a grandly-titled ‘World Stratos Meeting’ was organised in September 1986 in the Italian Dolomites, attracting 67 Stratos. My yellow car left the hotel early on the last morning of the meeting, skipping the tour of the local roads laid on for that day. Due in Paris that night, I wanted to make an early break for the Brenner Pass.

The sun was already bright but the air was cool as the squat Stratos sped down the sparsely-trafficked roads with an arrogant metallic snarl from its twin exhausts.

Soon the road snaked through the jagged Dolomites, clinging to cliffsides and switching back and forth incessantly between rock faces, shallow stone retaining walls, narrow tunnels and bridges. Working hard now, punching the shifts through, squeezing the brakes hard into the tight, blind turns, the car attacked so eagerly. Rare straights brought full throttle to which the light car responded with a shrill whine that echoed through the gorges.

Sun, shadow, sun, shadow, the Dino V6 winding out and out to that exhilarating zone beyond 7000rpm, slowing sharply for small towns just waking up, pointing the nose into the turns and feeling the shudder of grip through the tiny wheel – a seemingly-never-ending mountain road, climbing and falling, just the kind of road this car was built to conquer.

The terrain began opening out, relaxing, flattening. The road and the yellow car tracing its surface swerved out of the mountains and on to a plain. The road was straight now, no challenge. I braked gently to a stop at a crossroads and switched off the ignition. Swinging the ultra-light door open, I stepped out, stood and looked down at the bug-spattered Stratos, its metallic parts clicking and pinging as they cooled. Holding out my hands, I saw them tremble. It had been a great drive, one I would never forget. And happily, Paris was still many kilometres away. 🇮🇹

TECHNICAL SPECIFICATIONS

LANCIA STRATOS HF

ENGINE:	2418cc V6 DOHC
BORE X STROKE:	92.5mm x 60mm
INDUCTION:	3 x Weber 40 IDF carburettors
POWER:	190hp at 7000rpm
TORQUE:	215Nm (159lb ft) at 4500rpm
TRANSMISSION:	5-speed manual
BRAKES:	Discs all round
SUSPENSION:	Wishbones, coilovers, anti-roll bars
WEIGHT:	978kg
TOP SPEED:	143mph
0-62MPH:	6.2sec



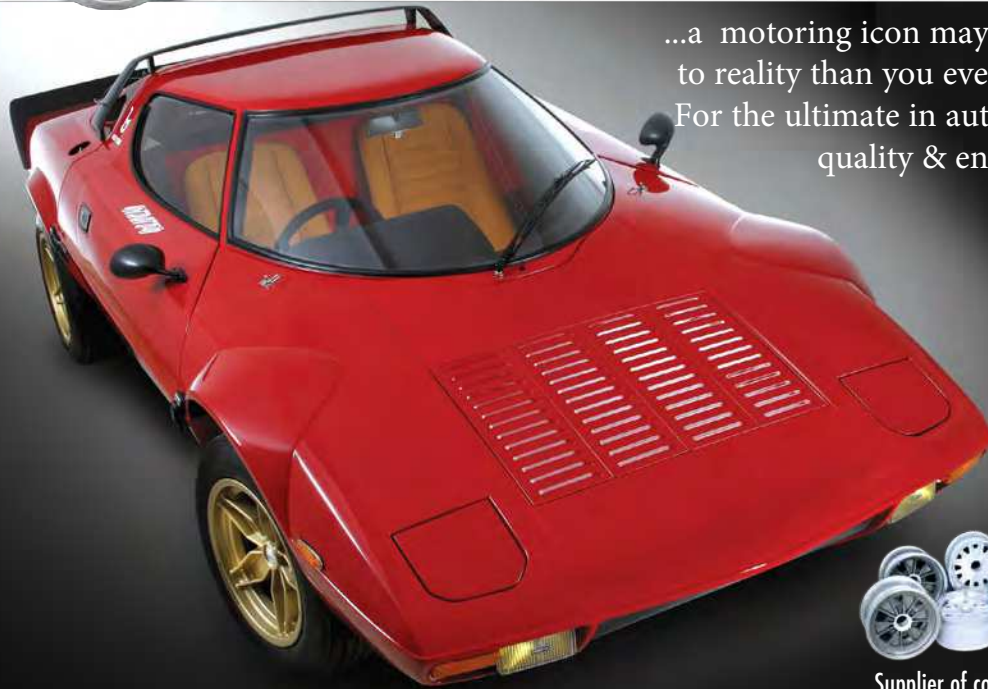


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HIGH FLYERS

After driving two ultra-rare HF's – 1300 and 1600 – with uprated engines, we're left utterly smitten by Lancia's enchanting Fulvia coupe

Story by Richard Aucock
Images by Michael Ward

My breath has been taken away. I was expecting Tony Rosewell to give me a gentle tootle in his precious Lancia Fulvia, to show me its peculiarities and get me up to speed. What he's actually doing is roaring vigorously out of our airfield test area, using all the revs, running meticulously through the gears and showcasing the wonderful V4's blare and the car's blissfully garrulous nature. And then, after 10 minutes of thrills, it's my turn. So that's how you drive a Fulvia? Let me at it!

Earlier, Tony had already amazed me with the story of how he came to own his 1968 Fulvia 1300 HF. "Series 1 1600 HF's are the ones in demand," he said. "People just don't know about the 1300 HF." Tony does, though, and it's a love affair that goes right back to when he was 17 years old and a trainee at Lancia specialist, Nigel Hargreaves of HF Automotive in High Wycombe. For five years, he worked on Fulvias almost daily. Their spirit infused him, particularly his favourite: the 1300 HF.

After a career outside automotive, Tony has rekindled his professional interest in Lancias. He now travels to Italy frequently, sourcing enviable Fulvias and bringing them back to the UK for sale through Fulvia Classics. "I fly out and always drive back: it's

generally pretty painless and I always love the miles behind the wheel." Talk about commitment. It was being conscious of taking precautions so as not to get stuck en route back to the UK that actually saw Tony end up with this 1300 HF.

His contact in Italy, Giorgio, owned a Fulvia as part of his collection, as did Giorgio's pal, Francesco. They used to go out on drives together – spirited drives too, it seems, given the choice modifications made to their cars over the years. But then, sadly, Francesco got ill and could no longer drive his beloved cars. Giorgio vowed to find them a good home, so Francesco would know his cars were in safe hands.

Enter Tony. "I actually went out to look at another car," he explains, "but when I saw it, I wasn't keen. It wasn't quite what I wanted, and seemed a bit tired. I was uncertain whether it would get me back to the UK, and didn't fill me with confidence."

After a bit of chatter in Italian, Tony discovered that there was another car he might like to see. In an underground car park, the lights flicked on and under an aged blanket a secret car was hidden. When the blanket came off, Tony gasped. It was a 1300 HF, one of just 882 built. "I couldn't believe it. The car I've always wanted. Even better, it seemed in lovely condition, much







better than the one I'd flown over to buy. I asked if it was genuine. 'Of course it's genuine!' came the reply."

Tony bought it on the spot and, the next day, was on his way back to the UK. "It was a brilliant drive. I was over the moon. And talk about luck – if I'd have gone with the other car, I might not have even known about this one. I'd waited 40 years to get 1 1300 HF and how it all came to be was a bit of a dream in itself."

Back in the UK, he got to work with a full recommissioning and health check. What did he have? Not just any old 1300 HF, but one with a Claudio Maglioli engine. Yes, *that* Maglioli, the Lancia test genius and all-round motorsport star who, in the early

1970s, retired from racing to concentrate on his own engine shop. He and his engineers took Tony's car from its stock 101hp to around 115-120hp, thanks to thorough and careful honing, including 1600-spec Solex 42 side-draft carbs.

It has the optional extended wheelarches, and Campagnola wheels instead of the standard steel white wheels – made from magnesium, rather than aluminium. The HF has no bumpers, uses lightweight aluminium panels, an oil cooler and boasts a fuel filler for the tank in the boot. "It came as a bare car," says Tony. "You bought it, often from a regular Lancia dealer, then took it to your race team to fit a roll cage, bigger fuel tanks and so on."

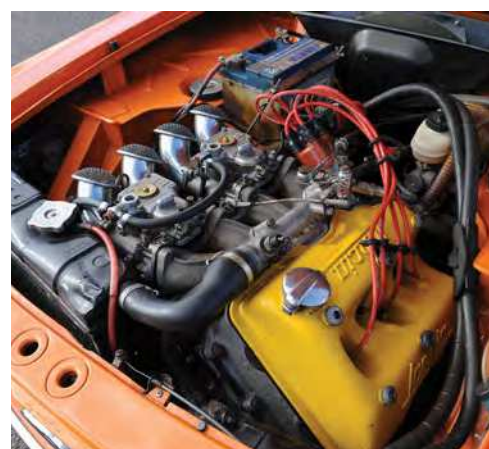
Tony also points out the original Perspex rear screen and side windows, the straps instead of door handles and the lightweight seats. Weight? A scant 825kg. Then there's the Amaretto colour, reserved only for the HF, and the famous hand-painted stripes in the colours of the city of Turin. "The steering wheel is pretty special too: it's an original Hellebore, as fitted to the Alfa Romeo GTA."

George Cedrickson has been listening intently. He owns the hyper-perfect 1972 1600 HF Corsa in Giallo that's been luring the insects away from Tony's car. George is new to the world of Lancia, and this is actually the first time he's properly driven his car. Having bought it, lockdown happened, and George sensibly left it with Tony. "Tony's

Ultra-rare 1300 HF has Claudio Maglioli-tuned engine with circa 120hp and drives superly sweetly



LANCIA FULVIA 1300 HF & 1600 HF



been giving me lessons today," he grins. I'd soon join the club, George.

George's 1600 HF is, as you can see from the images, sublime, but it too is not standard. It's not a Lusso, explains Tony, but an HF Corsa, of which Lancia made only 414. Key differences include aluminium doors, boot and bonnet plus, again, a Plexiglas rear screen and windows. Even the chrome surrounds for the front and rear screens were removed in the interests of saving weight – as were the door armrests and 'door open' warning lights. Oh, and the front quarter lights no longer opened.

Beneath that aluminium bonnet lies a very special 1.6-litre V4. Fully rebuilt, its tantalising spec includes twin Weber 45s,

gas-flowed head, CPS pistons, fast-road performance cams, balanced crank and rods, and a balanced and lightened flywheel. There's a full Group 4 exhaust, including the manifold, and an enlarged (and, Tony tells me, very rare) 'Fanalone' magnesium sump. Oh, and it runs electronic ignition. "I've still got all the original bits," adds George. "They came boxed with the car."

It's a lovely car that sits perfectly on the road, helped by the flared wheelarches that were now built into the bodywork, rather than the extensions of Tony's Series 1 HF. Inside, there are a few more clues to its rally-road past – the flexi-bend map reading light, the manually-adjustable red line on the Veglia tacho – and I also note the certification

plates from the ACI and ASI: it's certified as the real deal (Tony confirms it is Lancia Storico authenticated too).

Coffees finished, it's photo shoot time. I follow Tony's car, marvelling at how low, wide and tiny it looks, ogling the stripes, thinking how good the licence plates look (a trick some of you may already know: they're Northern Ireland plates made up with an Italian look). During the shoot, I fill up my iPhone with shots of the two, waiting for Michael's green light.

And then it comes. And that's where I got the most intense driving lesson I've ever had, before we swapped seats. At last, I'm let at it. The Hellebore steering wheel feels wonderful, the dashboard looks beautiful; I

Striking Giallo paint adorns 1600 HF. Both cars have many lightweight features such as Plexiglas screens





CHRIS KNOTT INSURANCE

1971 Lancia Fulvia
Rallye HF 1.3
Est Value: £45,000

Based on 52 year old male,
Architect, full NCB, living in
NR6 postcode, SD&P (exc.
commuting), garaged, 5000
miles pa, car club member,
2nd car for everyday use.

Premium: £133.10 inc IPT
Excess: £400
(exc. fee + legal cover)

note the cranked-around rev counter, dip the clutch and pop the wand-like gearlever into first (naturally it snicks in cleanly and mechanically).

It's heaven. The rasp of that immeasurably free-revving V4 is divine, and its super-smooth nature has me hooked right away. A revvy, effervescent dream that I am soon, with encouragement from Tony, revving right through. It rolls along with such pliancy, such lack of hesitancy; it is brilliantly direct and confident, yet light and tactile with it. I hold the Hellebore with my fingertips, snick the gears in with a wand-like lightness of touch. It is a car to caress and revel in its fluidity and feedback, flowing so well I just want to drive and drive. Rarely have I bonded so immediately with a car, on such a spirited drive. I now understand Tony's 40-year love affair.

But there's more: George's car is lined up for a blast. Again, time for a driving lesson with Tony, so I drop myself into the Fusina passenger seat and, as the *olio* dial on my side of the dash is showing it's up to temp, brace myself for a blast. After explaining the lumpy idle of the mild race-rally cams,

Tony muses that this engine is probably up from a stock 115hp to around 130hp, then eases the ZF five-speed back-left into first and sprints away.

It's just five minutes of hyperdrive this time before Tony cheerily pulls over. "You know what you're doing – have a go." I think that's what he said: my ears were still tingling from the trademark glorious roar of the Webers, a sound that's sent from gods above.

Although the gearchange is tighter, it takes acclimatisation, due to the dog-leg, while the Ferrero steering wheel makes it feel more focused than Tony's earlier car. The grippiness of the leather is welcome, as the steering itself is heavier, although it's still brilliantly positive and direct. With the obvious extra performance, the meatier set-up seems well judged.

Now I'm a Fulvia obsessive. Because George's car exudes all the confidence of Tony's, just with that bit more potency, I have the most glorious fast-road drive, revelling in its positivity and imperious cleanliness. Because it's so tiny, and you therefore have so much road to play with, corners become rally-style: just turn in and get on the power,

feeling the front-wheel drive traction, deepening the rasp and the roar, safe in the knowledge that if anything untoward happens, the car will tell you way in advance. If only modern cars could offer this clarity.

As a final treat, Tony instructs me to carry speed into the final corner, go in hard, then give it a bootful. I do so and the car responds by diving in, and we're both limpet-like at the apex then rortily blaring out of it in a flash, rally-style. Thing is, it's right in front of George. I roll towards him, waiting to see his reaction. Phew. He's beaming, almost as broadly as I am. You've converted another to the Fulvia cause today, Tony: consider it a job well done.

Which would I have? Impossible. They're both divine. George's car is absolutely immaculate, a joy to behold and to drive. Tony's car is tactile and rare – a wonderfully undiscovered collectable. Give me either. In fact, give me any Fulvia. These two best-of-breed cars are enough to convert anyone to the cause, and I later reflect how lucky I am to have driven them. Drive a Fulvia, any Fulvia, yourself. I promise it'll take your breath away, too. 🇮🇹

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ART of the BARGE

Steve Berry ponders the fall and rise – and fall again – of Alfa Romeo's troubled efforts in the big saloon car market

Story by Steve Berry
Photography by Michael Ward

I want to make you an offer you can't refuse. I'd like you to think of the three executive saloons made by Alfa Romeo between the late 1970s and the mid 2000s in much the same way you would the epic trilogy of *Godfather* movies made by Francis Ford Coppola from the mafia novels of Mario Puzo. I mean, you don't have to – but hey, people have accidents, that's all I'm sayin'. The trilogy of cars in question is the Alfa 6, 164 and 166. And you don't need to be Barry Norman to work out which two of these three are rightly acclaimed as classics, and which one is about as welcome as a pistol-whipping at a bring-and-buy sale.

The art of selling cars to 'executives' – you know, those people with a designated parking space and the key to the bathroom with those little linen towels – has always been tough. An executive saloon must be bigger than the workers' cars but smaller than the bosses'. The engine should likewise strike a balance between the frugal four-banger of the blue collar crowd and the profligate V8 of the managing director's luxobarge, which is why so many executive cars have been equipped with six-cylinder engines. And it needs to be a four-door, three-box configuration with a boot big enough for not one but two sets of golf clubs. And nothing

with two doors, a convertible roof or, God forbid, a hatchback.

So let's start with the Alfa 'Sei', or to give it its full name the Alfa Romeo Alfa 6. Was it given that name because, like Francis Albert Sinatra famously said of New York, it was so good they had to name it twice? Well... no. Its reputation as one of the worst cars ever to wear the Alfa badge is undeserved. Alfa Romeo has attached its name to cars much worse than the unloved 6. Ever driven an Arna? Truth is, the Alfa 6 was well past its sell-by date when it was unveiled to an underwhelmed public in 1979, since the design was already a decade old. Five



bosses had passed on the design – Alfa had the same revolving door arrangement for chief executives as perennially relegation-challenged Premiership teams do for managers – before a sixth belatedly gave the green light.

The 6 wasn't bad in conception, with a gearbox bolted on to the back of the longitudinally mounted engine, driving the rear wheels. However, the interior was an uninspired collision of the clunky and wafer-thin, with swathes of Drayton and ugly lumps of wood (best leave that to the Brits). The

exterior styling was so bland and derivative it could have come out of Japan. If heckled by a football crowd they might have chanted, "Are you a Datsun Bluebird in disguise?"

But hold on just *un momento*. You may think I am pontificating from a position of abject ignorance, like Matt from the internet. You know, Matt from the internet, author of numerous articles with titles like 'The 10 Worst Cars Ever'. No, because unlike Matt – who probably doesn't have a car or indeed a driving licence, but does have elaborate facial hair and an electric scooter – not only

have I driven an Alfa 6, I almost bought one. It was the early 1990s and fatherhood had brought a new reality. As the then Mrs Berry pointed out, neither a V6-engined two door coupe nor a litre-plus superbike could be said to qualify as family transport. I was willing, or as willing as I was ever going to be, to embrace the idea of being practical but I was damned if I was going to fall into the clutches of being sensible.

So a decade-old Alfa 6 seemed ideal: four doors and a boot big enough for an Asda big shop and all the prams, balance bikes and





CHRIS KNOTT INSURANCE

1981 Alfa Romeo 6 2.5 Auto
Est Value: £12,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £67.74 inc IPT
Excess: £75
(exc. fee + legal cover)



Alfa 6 debuted the legendary Busso V6 but looked and felt outdated even before being launched



other equipment deemed essential for child-rearing. If the car had been unpopular with Italian car buyers (and it was: Alfa imagined selling 10,000 a year at home and ended up shifting just 7000 in seven years), it was even less of a success in the UK. Tales were told of 6s being disposed of at half-price like a rapidly-ageing prawn salad at Sainsbury's. If I bought a well-preserved example, I figured I'd

be less likely to see Lord Lucan and Ronnie Biggs riding a tandem through the centre of Bolton than spot another.

But there was a problem, a rather large one. It sure sounded like an Alfa because the 6 was, rather improbably, the car that debuted the legendary Busso V6 engine. But it didn't look like one, feel like one or drive like one. "So, what do you think," asked the

nervous vendor when I returned from my test drive. "I think it drives like an Oldsmobile," I said. "In a good way?" he ventured. "No, not in a good way," I replied and, like the *News of The World* journalist I would become, I made my excuses and left – to buy a BMW.

So much for the 6. Let's talk about an almost universally loved Italian saloon instead: the Alfa 164. For this bit you're going





Few 1980s shapes have aged as well as the 164. 3.0 V6 feels right at home here



to have to imagine that we're in the pub. Remember, pubs – bloody great, weren't they? The Pub Bore (Motoring Section) is holding forth on the topic of the Alfa Romeo 164. "Of course, your One-Six-Four isn't really an Alfa at all" – he pauses for a mouthful of tepid Carling – "The Type Four platform they called it, and the Fiat Croma, Lancia Thema, Saab 9000 and Alfa all shared it, see. So they're all the same, see. The Alfa 164 is just a Fiat in a party frock. You ask me, the last real Alfa was the 75: rear-drive... blah, blah... Nürburgring taxi... blah, blah... transaxle ... blah, blah... you going to the bar, squire? Mine's a Carling."

The annoying thing about the pub bore is that he's partially right. The 164 was indeed built on the cost-saving *Tipo Quattro* platform but it was the last of the four derivatives to see the showroom (1987) and it benefited from a radically revised suspension and chassis set-up. It had a wider track than the other three for starters, and of course no clanking Croma that lined up at the back of the taxi rank at 3am outside

Cinderella Rockerfellas ever featured an engine to compare with the mighty Busso.

Pininfarina's styling was a masterclass in managing proportions. Three boxes rarely looked so lovely. The interior was functional to the point of being plain, since it was figured that if it was too fancy it might impinge on sales of the Lancia Thema. As a consequence it's dated very well. I've owned three 164 V6s and a Twin Spark. I was once

“ The 6 sure sounded like an Alfa – but it didn't look like one and it drove like an Oldsmobile ”

obliged to give a ride to my friend and TV colleague Vicky Butler-Henderson. It was a black-on-black 3.0-litre Cloverleaf with the Zender bodykit and five-spoke alloys but it had seen better days. I was frankly a bit nervous; I mean she knows her cars. I needn't have been. "Oh, I love these," she exclaimed. "They handle like big Minis. Move over, let me drive." You can't argue with that.

Which brings us to the Alfa 166. Clarkson said it was the best car in the world. He was

wrong, of course, and equally predictably he never actually thought that, otherwise he would have bought one (I don't think he did). The 166 is the most undervalued classic Italian car that you can buy right now. Not a classic, you say? There's some pretty strong evidence to the contrary. Undervalued it certainly is – even the very best ones these days are worth no more than £6000. In its day, it suffered the biggest depreciation of

any car that *Autocar* had ever listed in its 126-year history, retaining slightly less

than 15 per cent of its value after three years. Not great, is it?

So let's quickly move on to what was – and still is – great about the 166. First, the way it looked on the outside. You might think that the Fiat Regata estate looks great because of course these things are subjective, but what is undeniable about the shape of the Alfa 166 is that it manages to be elegant and distinctive without ever crossing into territory labelled 'quirky'. The Man in The



166 exudes class both inside and out, and is supremely comfortable. Great engine range, too



Executive Saloon doesn't do quirky because quirky isn't good for business: people might start to think he was a beatnik.

As good as it looked on the outside, the 166 was even better on the inside: classy and just a cut above. Well-equipped, too, with an admirable level of standard equipment in a sector of the market where they just love to charge for those executive add-ons. Yes, the 'Integrated Control System' does seem a bit

Fisher Price these days, especially the satellite navigation which was only ever one step up from stopping to ask directions from an elderly woman walking a West Highland Terrier. But then so does a Blackberry pager – that must-have executive icon that debuted in 1996, the same year as the 166. The rest of the cabin was a lesson to everyone else, with front seats that were magnificent-looking and supremely comfortable.

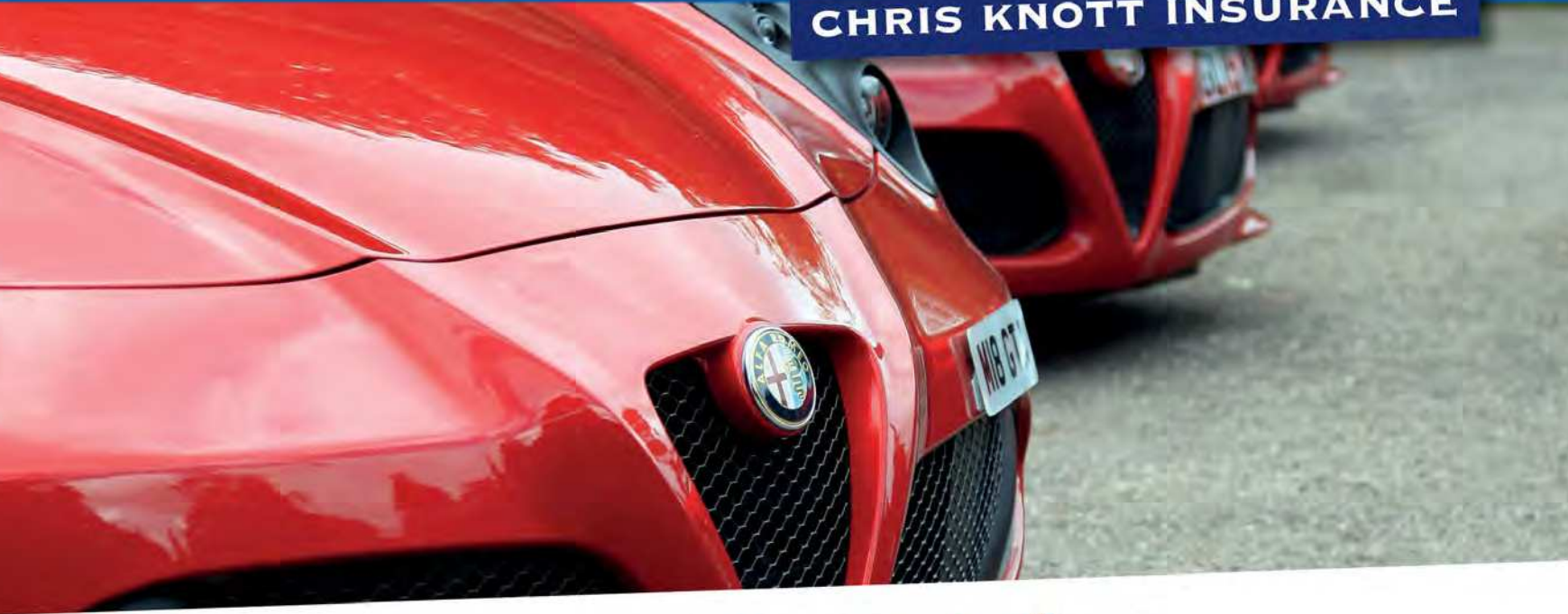
Clarkson included the Alfa 166 in his best-selling book *I Know You Got Soul*. It was the only car deemed worthy of inclusion alongside Concorde and Brunel's SS Great Britain. He said: "If you judge a car by how it makes you feel rather than by what it does, it is in a class of its own." Of course, despite millions of people hanging on his every word, they ignored him and instead went out and bought a BMW, Audi or Lexus. 🇮🇹



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TRIDENT TRIO

Maserati's first ever road car, the 3500 GT was hugely appreciated as a grand tourer in its day, before suffering neglect as a classic. Its reputation is now being restored – and so are the cars, as one man's hat-trick clearly shows

Story by Andy Heywood
Images by Michael Ward





Dramatic landmarks have always punctuated the turbulent history of Maserati, from that moment in 1926 when the Maserati brothers progressed from modifying the work of others to building their first car, to the recent announcement that the MC20 would use the first Maserati-designed and Maserati-built engine after 20 years of Ferrari influence. These and many other decisions have changed the direction of the company, but even today, over 60 years after its launch, the introduction of the 3500 GT remains the single most significant. At the Geneva Motor Show in March 1957, Maserati the racing car constructor announced to the world that it was henceforth going to be a manufacturer of road cars.

The cultural shift was seismic. As Maserati's Chief Engineer Giulio Alfieri said later: "Until the 3500 came out, Maserati had

never made more than two to three cars a month". It is difficult to imagine today just how small the Maserati company was at that time. There was no production line; the factory in Modena had just two assembly halls with various racing cars on axle stands being either constructed or repaired. The workforce was small and made up of engineers and mechanics. The bodies were hand-fabricated in even smaller workshops by local artisans such as Fantuzzi. What Maserati did have, however, was an engine manufacturing facility and it was here that the new car began.

Adolfo and Omer Orsi, the owners of Maserati, knew that they didn't want a V12 engine as this configuration was already synonymous with their closest competitor, Ferrari. And while they had experience with numerous other permutations, they eventually settled on an in-line six-cylinder

unit. The new car had to have a powerful engine but also be capable of being used every day and therefore the simpler approach was chosen for reliability and ease of maintenance. That the result was visually very similar to Maserati's Formula 1 engine must have helped the decision.

With racing engines, the company was used to making changes to engine design on an almost individual basis but there were certain design features that, once proven, would be

used again and again such as the 'house style' twin cam covers with Maserati

script, twin spark plugs per cylinder and a bank of three twin-choke Weber carburettors. Alfieri had already experimented with different capacities for the in-line six and different states of tune and therefore knew already how to construct the ultimate specification for the new engine. Even the capacity of 3.5 litres was something he had already tested, in the sports racing 350 S. All of this experience allowed him to work quickly, which reduced development costs but also kept Maserati ahead of another

competitor, Aston Martin, whose six-cylinder DB4 would arrive a year later.

Maserati showed two completed prototypes on its stand at the 1957 Geneva Show. These were very different cars, as one was bodied by Allemano and the other by Touring of Milan. The Orsis had commissioned a third design by Zagato as well, although it progressed no further than a styling concept. This was an early form of customer clinic, in which Touring was ultimately successful,

than those at Maserati.

Touring's design used its patented Superleggera construction method of lightweight aluminium panels fitted around an inner steel framework. This allowed the long-wheelbase 2+2 Maserati to tip the scales at a very competitive 1300kg. Maserati's chassis supplier, Gilco, fabricated the bare chassis, a mixture of oval steel tube and box section sills, which were then bodied, painted and trimmed at Touring before

delivery to the Maserati factory in Modena to have the mechanical parts fitted.

“ The 3500 GT debuted in 1957, just after Fangio had won the F1 Championship, and just as Maserati closed its racing department to concentrate on building the road car ”

helped no doubt by the fact that it was also able to offer manufacturing facilities.

While Touring was a long-established coachbuilder, it too had to expand in order to cope with the demand for the new Maserati and other commissions from Lancia and Alfa Romeo. These last years of the 1950s were ones of great industrial optimism and growth in Italy, finally shaking off post-war austerity. Touring moved to larger premises in 1958 and while the production 'lines' were not yet automated, they were a lot more advanced

Further cutting development time and cost, Maserati negotiated the purchase of many other components such as gearboxes from ZF in Germany, axles from Salisbury and front suspension from Alford and Alder in the UK. Alfieri's genius was to make all of these parts work so well together.

The definitive version of the 3500 GT was presented at the Turin Motor Show in October 1957 – perfect timing as Juan Manuel Fangio had just won the Formula 1 Championship in a Maserati 250 F. With that

This stunningly restored cobalt blue 3500 GT won the Maserati UK club concours outright in 2018





came the shock news that Maserati was closing its factory competition department to concentrate on building the road car. The reasons given were financial. Suffering a large loss in its machine tool division, as well as attempting to support a works Formula 1 team in pre-sponsorship days, proved too much for the Orsis and the company was on the brink of receivership. As a strategy to add publicity to the launch of the new car, it was certainly high-risk but it paid off.

Production got under way in late 1957 and continued until 1964. In recent times, Maserati Classiche has revised the production figures for the 3500 GT (or AM101 series after Alfieri Maserati). For many years, the number quoted was 1984 but the true figure is actually 1402. This makes more sense to historians who crunch the chassis numbers but regardless, the 3500 series was more successful than any other model until the Merak. Specification

changes were made almost continually along the way, but the main improvements came in late 1961 with the advent of the Series 2 or GTI, so called because of its adoption of Lucas mechanical fuel injection.

Maserati's worldwide fame in racing gave the 3500 GT a head start in a number of markets. The largest number of cars went to the USA, with Italy, France, Switzerland and Germany taking the majority of the rest. Only 43 cars were made in right-hand drive, of







Right-hand drive car is exceedingly rare. Like all of Keith's 3500 GTs, it's a Series 1 example



which 34 came to the UK. Setting up sales networks and concessionaires was all new to Maserati at that time and while it relied on previous racing contacts in most countries, the little-known Colin Murray Garages of Fleetwood in Lancashire became the first UK concessionaire.

Maserati capitalised on its success with the follow-up Sebring and Mistral. The 3500 GT's job was done. As was the norm in those pre-classic times, old cars were soon forgotten, becoming cheap runabouts for eccentric enthusiasts and after only a few years, the 3500 descended into the exotic car poverty trap. The high costs and low availability of factory spare parts contributed to this and the expertise required to repair the aluminium Superleggera body led to many damaged or corroded examples being bodged.

By the time the youngest 3500 was only 10 years old, the model had reached its lowest ebb. Even the emergence of the first UK Maserati Club in 1972 only helped to prop up the few cars still running. Incredibly, this situation didn't really change until the advent of the first classic car boom in the late 1980s. During those few dizzy years, some average cars were hastily restored to cash in on the market but proper restoration took so long that many others were not finished before the market crashed again, and it would be another decade before interest recovered.

Since the beginning of this century, interest in the 3500 GT has risen steadily. What is extraordinary is how many cars are now known to have survived in one form or another. In the pre-internet era, it would have been assumed probably no more than 10% were left but currently the whereabouts of over 50% are known and still counting. However, the decades in the wilderness have taken their toll and the majority of cars are in

very poor condition, many having been left to rot or partially dismantled in the honeymoon period of well-intentioned restorations. It does seem that compared to many other classic cars, the number of 3500 GTs in pieces is high, but the good news is that no matter how bad they are, something has made all of these owners keep them. Their dreams are still alive.

That dream started for Keith Hudson, the owner of our featured cars, many years ago, with a pin up of a 3500 GT on his garage wall. He'd always admired the styling, although never thought he would ever be in a position to own one. In 2015, having retired from the printing industry and able to spend more time on his passion for car restoration, he had that 'now or never' moment and placed a wanted ad on a classic car website. One seller responded but what he offered to Keith must have made him initially question his sanity, though he bought it anyway. The car was a 1960 3500 GT that had been delivered new in the USA. At some time, it had suffered engine trouble so the original unit had been replaced with a Ford engine. Luckily the original engine was kept with it. The whole thing had been sold to Sweden in the mid-1980s by which time it had been dismantled for a restoration that was started and aborted on more than one occasion. When it arrived at his Leicestershire home, it was little more than a kit of parts. Even the body had been dismantled, with the aluminium skins now only loosely draped over the frame below.

Although Keith is not a professional restorer, he has amassed a huge amount of experience, for instance winning concours events with his collection of Jensens. He could see, through the carnage, that the basics of this car were good and undeterred he embarked on a four-year restoration.

Using a local company called Faircharm Restorations to carry out the major body





works enabled Keith to progress the project more quickly. Much of the chassis structure was sound, apart from the box section steel sills, which were remade, together with the boot floor and parts of the bulkhead. The aluminium was re-edged throughout to eradicate the corrosion caused by electrolytic reaction between the steel frame and the aluminium skin and only after many hundreds of hours' work was the body ready to paint in the stunning cobalt blue you see today.

Back in Keith's home workshop, the mechanical parts were treated to a similarly thorough overhaul, including the twin-cam engine with the correct Weber carburettors for this Series 1 car. Fully rechromed and retrimmed, the finished car was shaken down prior to its first show, which happened to be the Maserati Club UK annual concours at Blenheim Palace in 2018, where the car

won the overall first prize. Equally pleasing to Keith was the recognition it received while on display at the NEC Classic Car Show in November that year, winning runner-up in the Pride of Ownership award. For Keith, though, the greatest recognition came from the Jaguar designer Ian Callum, who posted a photo on Instagram describing it as his favourite car of the show and "so beautiful in so many ways".

Observant readers will have noticed that there are three 3500 GTs in our photos. During the restoration of the blue car, Keith decided to buy another example - initially because he needed a car to use as a pattern for various parts and the shape of the body on the restoration project. This second example in bright red was in very original condition and therefore only required some light repairs, although Keith couldn't resist

improving the paintwork. Only a few months later, Keith spotted a right-hand drive car at auction and knowing how rare this was, he could not resist and therefore a third example joined the fleet. The RHD car has a long ownership history in the UK, but its condition had also deteriorated, which made it another perfect candidate for the Hudson treatment. Keith admits it is unusual to own three, but even though they are all Series 1 cars, they have different characters and he enjoys driving each of them.

Thankfully, for Keith Hudson and other dedicated owners, the dream has become reality and more and more 3500 GTs are being restored. It's been a long time coming, but finally the cars that started the modern Maserati company will be back where the Orsis and Alfieri originally intended - on the road. 🇮🇹



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Memories of Mimmo

Shy and modest but brilliantly talented, Federico Formenti was Touring's golden child. We tell the story of one of the world's greatest car designers you've probably never heard of

Story by David Rodríguez Sánchez
Images by David Rodríguez Sánchez/
Alfa Romeo/Michael Ward/RM Sotheby's

In a large room in the Carrozzeria Touring factory in Via Ludovico de Breme in Milan, Federico Formenti – known as 'Mimmo' to everyone since childhood – sits at his technograph, shrouded in smoke from his umpteenth *Nazionali Esportazioni* cigarette. It's two in the morning but he's still hard at work. For him, this office is almost a living room, a true place of contentment. Maybe there is something in the night that the muses grant him that is denied in the clarity and bustle of the daytime.

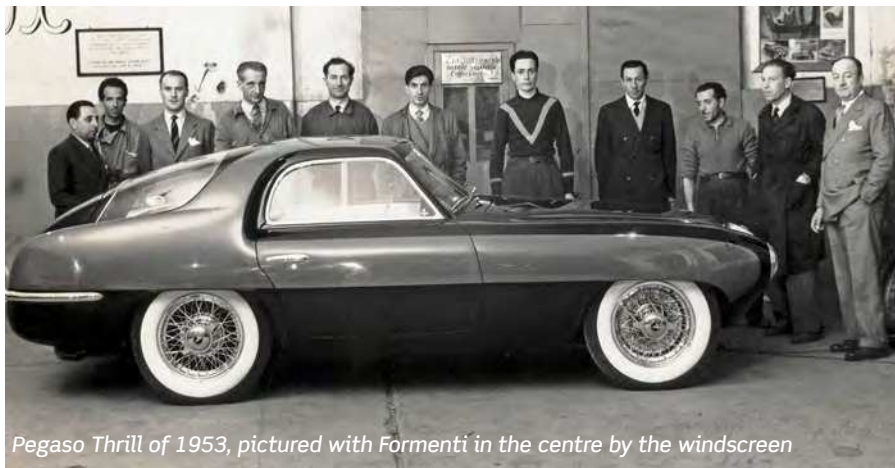
Satisfied, he signs his drawing with his name. Even though he knows that his employer, Carlo Felice 'Cici' Bianchi Anderloni, will ultimately take credit for what he has created, he is not upset. Nor does he mind that he is so poorly paid. Above all a modest man, Mimmo doesn't seek the spotlight; he is happiest with his pens and models. And what he has just created he is certainly happy with: Touring's first commission from Aston Martin. He has given birth to the new DB4, a car that, in the film *The Italian Job*, Mafia boss Altalbani will describe as a "preeety car". Pretty it certainly was; it was also the Italian job, in styling terms, to end them all.

This scene from 1958 could have been any one of countless nights in Formenti's long career at Touring. It was 12 years previously, in January 1946, that the 21-year-old Federico Formenti had been hired by the Milanese carrozzeria on the recommendation of his brother-in-law, Aquilino Gilardi, who happened to be Touring's main technical designer. The co-founder of Touring in 1926, Felice Bianchi Anderloni was impressed by Formenti's multiple abilities, especially his perfect three-dimensional understanding, and installed him as an assistant to his existing stylist Giuseppe Belli, who



Designs like this superb Ferrari 166 Berlinetta Le Mans cemented Formenti's reputation for excellence





Pegaso Thrill of 1953, pictured with Formenti in the centre by the windscreen



Formenti sketch of Touring's Ferrari 166/195 Mille Miglia coupe



Alfa Romeo 6C 2500 SS Villa d'Este of 1949



Exquisite shape for Touring's Ferrari 166 MM Barchetta

in turn had taken over in 1933 from Giuseppe Seregni. It was Belli who inspired Touring's motto "shaped by the wind" – literally, as he would glue dozens of threads of wool to his models and blow air from a fan over them to validate their shape.

Mimmo slotted in almost as Belli's alter-ego, so similar were their tastes and ways of working. It was in France that Gilardi had studied the technical science of proportions, which in Italy only Touring used, and he taught these methods to Rabaioli (his apprentice) as well as Mimmo. This sense of proportion was applied even to minor details, an alchemy that resulted in graceful and beautiful shapes that were Italian and international at the same time. Touring's work was soft, intelligent, elegant and, of course, shaped by the wind.

Between them, Belli and Formenti formed an unmistakably 'Touring' house style in the early post-war years, making full use of the carrozzeria's famous patented 'Superleggera' form of construction (a simple framework of internal tubes over which the body was formed). Formenti was supremely capable of imagining first, representing technically and artistically later, and finally creating, together with sheet metal workers, mechanics and upholsterers, the silhouettes he had dreamed.

Just after Bianchi Anderloni had died, leaving his son 'Cici' to assume control, Formenti's first big job at Touring was to design a roadster body for Ferrari. His 166 MM barchetta debuted in 1948 to huge acclaim. He went on to design all of Touring's Ferrari bodies, among them the 166 Inter, 212 Inter, 212 Export and 340 America. His 'egg-crate' grille became something of a signature motif for Ferrari and is still traceable in today's models (such as the Roma).

A pertinent observation is that Mimmo's 1948 Ferrari 166 was assigned the project number 1275; a mere 12 years later, his 1960 Lagonda Rapide bore the number 3025 – that's 1750 designs, almost 150 per year.

The 1950s was Touring's golden age and the list of Formenti's designs is long and glittering. We can cite all the Pegasos bodied by Touring, including the dramatic Pegaso Thrill; the ill-fated but pretty Isotta Fraschini Type 8C Monterosa; the exquisite Maserati 3500GT and 5000GT 'Shah of Persia'; the Lancia Flaminia GT; and the 1956 Aston Martin DB2/4 convertible that impressed the British company so much that it commissioned the DB4 from Touring.

Mimmo's work on Alfa Romeo chassis was another career highlight. He penned the Alfa Romeo 1900C Sprint, 6C 2500 SS, 2000 Spider and of course the seminal Disco Volante, hand in hand with his friend Gioacchino Colombo.

In the early 1960s, Mimmo corrected and embellished Franco Scaglione's original (and impossible to make) Lamborghini 350GTV and turning it into the production-ready 350GT, followed up by refining it into the 400GT. As well as Aston Martin's DB4, he also penned the DB5 and DB6, widely regarded as some of the prettiest shapes ever conceived, while he designed the Interceptor for Jensen, too, even though it was Vignale that productionised it.

Designers like Franco Scaglione, Marcello Gandini and others knocked on Touring's door, repeatedly offering their services, during the first half of the 1960s. Cici Bianchi Anderloni systematically rejected

them, knowing that he already had all the talent he needed in Formenti.

However the writing was, unseen, on the wall: Touring was about to collapse. It had invested heavily in a new factory at Nova Milanese shortly before Lancia decided to stop using Touring to build its Flaminia, while Alfa Romeo also axed its 2600 Spider. An ill-advised decision to manufacture Rootes Group cars at Nova Milanese also faltered. After one final attempt to lure Fiat in with a 124 convertible failed, Touring closed its doors for good in late 1966.

For Formenti, Touring's demise meant assuming the heavy responsibility of transferring production of the Lamborghini 400GT from Touring to the sparsely equipped factory of the Marazzi brothers, with whom Touring had been collaborating for some years. Lamborghini's Giampaolo Dallara recalls Mimmo's tireless performance in ensuring the supply of bodies continued without break.

In the tough first months of 1967, Mimmo's frequent visits to Sant'Agata Bolognese endeared him to everyone at Lamborghini. Ferruccio Lamborghini and his engineers, Dallara and Stanzani, were so happy with Formenti's work that they commissioned him to design and build (via Marazzi) the new Lamborghini Islero. This was a relatively 'safe' design that rejuvenated the 400GT. It was a much less spectacular shape than Formenti's 1966 Lamborghini 400GT Flying Star II – which was a pioneer of the sporting shooting brake form – but Ferruccio Lamborghini considered that he already had sufficient drama in his range with the astonishing new Miura.

Speaking of the Miura, Mimmo always showered Gandini's creation with praise. However, it was Mimmo who had first designed a proposal for Lamborghini's new P400 chassis while at Touring. Formenti's scale model of a wonderful proposal called 'Tigre' was finished at the end of 1965. After Touring closed its doors, all the materials for the new car went to Bertone and perhaps some elements of Formenti's Tigre can be gleaned in the Miura, particularly its rear 'Venetian blinds'.

The second half of Formenti's professional life was about to begin at Alfa Romeo. His time at the sprawling state-owned colossus was to contrast hugely with the complete creative freedom he'd enjoyed at Touring. But the transfer to Alfa Romeo was actually very natural: firstly, it was geographically close by; and secondly, there were strong historical ties between Alfa Romeo and Touring.

Alfa Romeo's president Giuseppe Luraghi appointed Cici Bianchi Anderloni as head of Alfa's *Dipartimento Progettazione Carrozzerie*, which included the *Centro Stile* directed by Giuseppe Scarnati. However, Anderloni had little influence within Alfa and served more as an advisor and ambassador for marque until his retirement.

Formenti followed his old boss to Alfa Romeo, assuming a central role at the company's *Centro Stile*. One of his first jobs was to help out Autodelta, which was managed by ex-Alfa, Ferrari and ATS engineer Carlo Chiti. The Tipo 33 was in full swing at the time and on the express wish of Scarnati, Formenti was put in charge of the Tipo 33's aerodynamic development during 1967 and 1968, leading to the sensational Tipo 33-2 Daytona.



Lancia Flaminia convertible was bodied by Touring to Formenti's design



Sunbeam Venezia: not perhaps the most resolved of Touring's designs



Tigre was Formenti's proposal for what eventually became the Lamborghini Miura



One of many Formenti studies for the 1968 Alfa Romeo 33/2 'Daytona' (inset)



ABOVE: One of the most sublime shapes of all time? Aston Martin DB6. BELOW: Alfetta was overseen by Formenti post-Touring

When Autodelta stopped its collaboration with Centro Stile in mid-1968, it was time for Mimmo to take care of more 'earthly' matters. Given the quality of the stylists at Centro Stile that he was supervising (including Emilio Mario Favilla, Ernesto Cattoni, Ermanno Cressoni, Domenico Nardiello, Carlo Giavazzi and Carla Spada), he began to concentrate more on the technical aspects of the projects and less on the artistic ones. One advance for him was that he no longer had to build each scale model himself, although he still spent long hours with modellers, stylists and body technicians.

Formenti oversaw such Alfa Romeo projects as the Alfetta (in all its multiple variants), the Alfa 6, the Brazilian Alfas and the 33. Alfa's own proposals for the Alfasud, also overseen by Formenti, were ultimately beaten by Giugiaro's tender.

When Mario Favilla published a book about car designers, he described Formenti as a man of great skill and humility, who not only came up with brilliant solutions for his employers but also took care to mentor younger designers. He highlighted one episode from 1970 concerning the Alfetta saloon, which needed a full technical scale drawing for type approval, but which hadn't been done. Giuseppe Scarnati desperately asked Formenti if he could do it. A job that normally took a week to do, Formenti did in one night.

After retiring in February 1980, Formenti liked to

travel as often as he could. He drove a battered old Fiat 124 estate, later replaced by a Fiat Regata Weekend. He also liked to cook and entertain friends, as well as continuing to paint and design. Mimmo passed away on 23 November 1994 at the age of 70 due to complications around his diabetes condition.

Very few people appreciated the full impact that Formenti had. Only one car magazine gave him an obituary. That seems unfair when the likes of Giugiaro, Gandini and Fioravanti are praised to the point of boredom. Formenti is one of those designers, alongside Salomone, Spada, Rapi, Revelli, Martin, Sessano, Scaglione, Brovarone and Michelotti, who are regrettably and unjustly ignored. Formenti's curriculum vitae would be the envy of the most exalted of them all.

But then, unlike many of his colleagues, Mimmo was totally uninterested in public credit or fame. He was a one-man Centro Stile, a person with the skills to perform each and every one of the tasks inherent in creating a new car design. For his employers, collaborators and disciples, he was indisputably the best: a brilliant, inspired, enthusiastic, passionate, tireless, modest, generous, surprising and always positive character. We hope that we have contributed to the recovery of his memory with a story that we dedicate to him with admiration and gratitude. 🇮🇹

Our sincere appreciation goes to Mario Favilla, Franco Rabaoli and Patrick O'Brien for their help with this feature



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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Ferrari 575M

Ferrari's 575M accelerated the ground-breaking 550 into a more modern age with the option of F1 transmission and a more accessible nature. For some, this makes it less desirable than the 550 – but the market sees it another way. Here's how to buy a great one

Story by Nathan Chadwick
Photography by Michael Ward





To tell the story of the 575M, first you have to reference the 550 Maranello, which celebrates its 25th birthday this year. It was a glorious return to front-engined big-league Ferraris, evoking memories of the Daytona while providing a much more modern, more useable GT that was just as adept at everyday commuting as blasting along European autoroutes. Despite tipping the scales 1700kg, it handled like a car half its weight.

The 550 was a transformative car that did much to inform cars like the Aston Martin Vanquish and even forced wild children such as the Lamborghini Diablo to have their rough edges removed. As such, the 575M, launched in 2002, sought to bring the essential rightness of the 550 package up to date.

There was no need to alter the styling radically – for the uninitiated, it might be a challenge to see where the pen of Pininfarina’s Lorenzo Ramaciotti’s hit the paper. Look closer and you’ll notice Xenon headlights, a larger bonnet intake, restyled front spoiler and new five-spoke alloy wheels. Though the restyling touch was light, the full weight of Maranello’s efforts lay under the skin.

The Tipo F133 naturally aspirated V12 was expanded from 5.5 to 5.7 litres, now packing a 515hp punch at a vertiginous 7250rpm and a chunky 434lb ft of torque at 5250rpm. All this extra bigness led to smallness in all the right places – all out you’d hit an F40-beating 202mph after kissing goodbye to 62mph in 4.3 seconds.

The big news, however, was the option of the F1-style paddleshift semi-automatic gearbox. The 550’s six-speed manual always boasted a fantastic gearshift, but usually only after half an hour. More and more customers were looking to the relative ease of the automated transmissions with paddleshift control, something that really clicked with buyers of the 575M. Out of 2056 examples built between 2002 and 2006, just 246 had a clutch pedal.

The F1 transmission and a softening of the 575M’s suspension via an adaptive system led to some criticism that the car had gone a bit squidgy for the company flagship, though it’s worth noting that this was largely voiced by those who didn’t live with the car long term. The ‘soft’ view was based on very early cars,

and the problem was soon rectified with the Fiorano pack, which transformed the car (see the chassis section for more details). Most 575Ms having been updated to Fiorano spec, they are easily the equal of the 550. The later GTC handling package introduced Brembo carbon ceramic brakes, a tauter suspension, a freer-flowing exhaust and bespoke 19-inch wheels.

In 2005 Ferrari launched the Superamerica, a convertible version of the 575M that used a highly tuned F133 V12 that produced 540hp. The roof was an electrochromic glass panel built on a carbonfibre structure that rotated 180 degrees to lie flat over the boot. Some 559 were built, of which just 43 were manuals.

ON THE ROAD

Starting with the 550 as a basis is about as good as it gets for a long-range GT. The revised interior boasts excellent ergonomics. There’s plenty of room for most body shapes and plenty of adjustability to make your journey just-so. The only real fly in the ointment is a gear selector that looks, and to a certain extent feels, like something you’d put in the top of a cocktail.

This soon drifts from your mind as the full majesty of the V12 roars into life. Much like the 550, it’s not an expressive machine in the modern Ferrari mould, but there’s noticeably more zing to the 575M’s low-speed grumble.

The 575M is also notably softer to drive than the 550, certainly at low speeds, which is no bad thing. In the corners, with some speed applied, there isn’t quite the same level of connectedness you get with the 550, but it’s still an entertaining steer, with sharp, direct responses.

What might irk some is the F1 gearbox. It’s now almost two decades since this car first appeared and transmission technology has advanced massively in that time; modern dual-clutch gearboxes feel so much sharper in comparison. The F1 gearshifts feel quite long (200 milliseconds) and can be jerky at low speeds. If you use the paddleshifters, you’ll also need to recalibrate downchanges to what you might be used to on a more modern car.

There’s another way to look at it: unlike modern dual-clutch transmissions, where changing gear has all



the tangible involvement of switching a TV channel, there's a level electro-mechanical engagement to the system that makes it fun to use and, most importantly, to master. Such are the reserves of torque, you don't actually need to chase the redline in normal driving but we're happy to report that full-bore gearshifts are near-seamless, and provide an encouraging thump in the back. It still doesn't compare to the manual gearbox in terms of meaty engagement, though. The Fiorano and HGTC packs inject some of the rabid element of the 550's psyche back into the 575M (at the expense of ride comfort).

The 575M might not have the best reputation, but there's a disparity between received wisdoms and what owners say. Certainly nearly all of the early press criticisms were soon rectified from the factory. The 575M doesn't quite offer the ultimate hardcore thrills the 550 does, but it's a more easy-going companion on long journeys, and far easier to manhandle around cities and hotel car parks. After all, those massive European road trips have such things as destinations.

ENGINE & TRANSMISSION

Overall, the V12 engine is very strong. One issue is the cam seals, which can weep oil onto the timing belt. The bigger question is the cambelt – Ferrari originally gave a three-year shelf life to the cambelt, but changed the design for the 612 Scaglietti so that cambelt life extended to five years. Because the engine is fundamentally the same design, some 575s have been fitted with the updated 612-spec cambelt. Make sure that you know precisely which version of the cambelt has been fitted.

While there are no real issues that afflict the engine, it's important to keep on top of all the auxiliary drive belts and cambelt. Depending on the mileage, items like the radiators and pipes may need replacing but there are no common reported problems.

Both gearboxes are strong with no common problems, although in rare cases some have had to be rebuilt. Broken gears and input shaft failures have been seen on both, while the F1 system has more to go wrong due to its hydraulic system. Manual clutches tend to wear progressively, getting heavier and heavier – most owners don't tend to notice until the car becomes near-undriveable and are amazed how light a 'normal' clutch is. On F1 gearboxes, you can plug in a diagnostic and get a wear figure – given the cost of replacing a clutch, even before you figure in the possible extras (see below), this is a very important thing to do in your buying negotiations.

CHASSIS & BODY

The bonnet and boot are aluminium, and they can corrode underneath where the water drains and there isn't any wax. Other than that there aren't really many problems with traditional rust, it's largely the aluminium panels that start to go crusty. At this age, most cars are likely to have received some paint – and not all paintjobs are the same, so check for overspray and 'orange peel' finishing.

At launch, there were complaints that the ride was too wallowy, with notable pitching on acceleration and deceleration. In fairness to Ferrari, its market research indicated that 550 owners wanted a more compliant suspension, and so introduced the Sachs Mannesmann



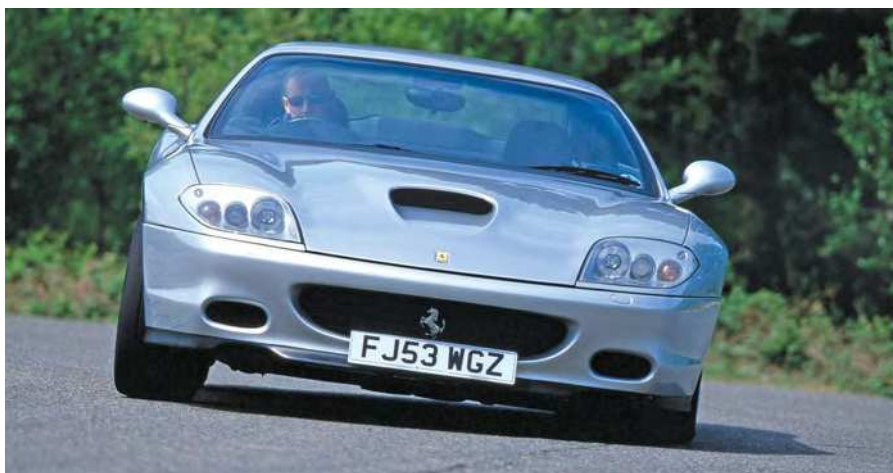
“ There’s a disparity between received wisdoms and what owners actually say ”



Skyhook suspension system. After some pretty damning reports from UK magazines, and testing the car on the same roads, Ferrari agreed to work with its UK arm on the Fiorano pack, with the aim of producing a 'stiffer' car. According to Ferrari, "a very small number of cars" were found to be particularly soft because there was too large a production tolerance on the damper units, which was soon rectified. The Fiorano ECU also changed the compression and rebound damper settings. From chassis number 130396 onwards, the Fiorano pack ECU was fitted as standard, while Ferrari offered it as a free upgrade to cars built beforehand. However, retrofitting the Fiorano Handling package (which involved different springs, anti-roll bars, brakes and suspension tuning; and from 2004 a steering position sensor was added) was chargeable to the customer – check the service history carefully to see just what has been installed and when.

Otherwise the suspension is fairly strong, though leaking damper units and actuator failure has been known. Some parts can be tricky to find, such as the damper top mounts and anti-roll bar drop-links. However, specialists can make these things up. Unlike the magnesium wheels on the 550, the 575's alloys don't suffer from corrosion.

The HGTC pack's carbon brakes are particularly expensive, but given the 575M is unlikely to be tracked as much as its mid-engined brethren it's less likely to need replacement. The bigger issue is the steel bolts that hold them in place – taking your car to a hand car wash means exposing them to all sorts of exotic chemicals that strip the coating, and then cause corrosion. This has led to MoT failures for rusted bolts.





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Other than that, the carbon discs are long-lasting, and only really need replacing when damaged. They are quite tricky to change, and need a specific Ferrari code to clear the fault code on the dashboard, for which there's an associated cost.

INTERIOR

The 575M suffers from the usual Italian wear and tear on the leather bolsters, but the main problem is sticky black plastics on the soft-touch finishing. This can be rectified: for instance, Emblem Sports Cars uses a company called Car Plastics in the Czech Republic. The big issue is getting the coating off without damaging the plastic, and removing the signifiers of what the button actually does. When the items come back the lights can shine through the plastic, so the signifiers have to be laser-etched back on.

The dashboard leather at the front of the windscreen around the air vents can shrink back – it's a labour-intensive job because it's a hard area to get to, and some people have had the whole dashboard re-leathered.

RUNNING COSTS

Most owners budget between £2000 and £4000 per year, although this does depend on intended use. An annual service at Emblem is £954 but this increases at certain points. The 6250-mile service is £1260, the 18750-mile one is £1620, 31,250 miles costs £2034 and at 43,750 miles it's £4140. A cambelt change is £1140, while a basic clutch replacement is £3210. If you need a new clutch release bearing that's an extra £948, while a new flywheel is another £1050 on top.



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TYPICAL PRICES

2002, 74k miles, black, LHD – £59,995
2003, 23k miles, silver, LHD – £75,990
2004, 24k miles, blue, Fiorano Package, RHD – £88,850
2003, 17k miles, blue, RHD – £99,950
2004, 7k miles, red, HGTC, RHD – £149,950
2003, 29k miles, black, manual,
Fiorano Package, RHD – £169,995
2005 Superamerica, 15k miles, red – £229,950

This is a heavy car so the hefty brakes have hefty costs to match. Steel front discs are £299 each, while carbon HGTC discs will set you back £2706 each. Standard steel front brake pads are £297 each, Fiorano-spec pads £468 and carbon pads £650.

PRICES

When the 575M first appeared, the well-heeled had to shell out £160,845 to become suitably well-wheeled. Like all big front-engined Ferraris, prices dipped (lows of £40k-50k) then surged (£100k+) and are now settling back a little to around £80k-100k for F1 paddleshift cars.

Despite the clamour for clutchless travel back in the early 2000s, it's the rare manuals that are most in demand today, with significant premiums over the F1 models. The Fiorano package doesn't hold too much allure over the standard car in F1 models, as most cars were upgraded in period (although they might not carry the Fiorano branding per se); on manuals there's a slight premium, but nowhere near as much as the HGTC pack. 🇮🇹

TECHNICAL SPECIFICATIONS

FERRARI 575M

ENGINE:	5748cc V12
POWER:	515hp at 7250rpm
TORQUE:	588Nm (434lb ft) at 5200rpm
TRANSMISSION:	Six-speed manual or F1 semi-auto
KERB WEIGHT:	1760kg
TOP SPEED:	202mph
0-62MPH:	4.3sec



Many thanks to Myles at Emblem Sports Cars for his help with putting this guide together. Contact 01202 722247 or www.emblemsportscars.com

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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Amelia Island Concours

Two months later than usual, Florida's big concours event attracted amazing Ferraris and more

Story & Images by Bryan McCarthy



Not only did the Amelia Island Concours d'Elegance mark the beginning of the end of the 2020 car show season, it also had the privilege of being one of the first major events to return to the field in 2021. Holding it two months further into the year (late May versus March) meant the weather was warmer, the sun was brighter and the days were longer, all positive prongs of a successful assemblage. With a Special Class dedicated to the Ferrari 275 and an abundance of Italy's finest scattered throughout the fairways, there was plenty to see.

A menagerie of ten 275s was spearheaded by the fantastic 275 GTB/C Speciale (s/n 06885) owned by the late Preston Henn, an American entrepreneur, flea market magnate and racer. This being the only Speciale to bear race history, including third overall and first in class at the 1965 24 Hours of Le Mans, it was rightfully awarded Best in Class at Amelia.

A second Speciale (s/n 07185) was also on display. It was incredible to see two of the four built parked right next to one another. An additional Competizione (s/n 09067), the ninth of 12 constructed, was also the recipient of an Amelia Award.

A unique 275 GTB/4, owned by Arthur Demoulas, featured triple taillights, louvers on the bonnet, and added chrome trim on the fenders, C-pillars and hood. It was also hard to overlook the NART Spider of Fratelli Auriana. Painted in Giallo Solare, this car was raced to second in class and 17th overall at the 1967 12 Hours of Sebring by the legendary Denise McCluggage and Marianne Rollo. It was then painted burgundy and featured in *The Thomas Crown Affair* with Steve McQueen. In 1985 it was completely restored back to its original hue and has continued to awe through numerous ownerships since.

The one-off SP 275 RW Competizione, designed and built by Pininfarina and Ferrari in 2017, is a modern interpretation of the 275 constructed on an F12 chassis. It was selected by the Hagerty Youth Judges for a second place finish from the cars they judged.

Continuing with the Prancing Horse theme, the Ferrari Production class featured a pair of 365 GTB/4 Daytonas, with one finished in a rare combination of Verde Scuro over beige leather. A complement of both Series I and II 250GT PF Cabriolets, and a striking 1952 342 America Cabriolet filled out the class. The latter was the Best in Class winner, deservingly so for a one-of-three Cabriolets and the only one to wear a Vignale body. There was a holy trinity of modern classics in the Supercar class, comprising a 288 GTO, F40 and F50, and all three took an award home.

Venturing away from Maranello allowed for some exceptional race provenance to be recognised, including the 1934 24 Hours of Le Mans-winning Alfa Romeo 8C 2300, with a four-seater body by Ghia. The story goes it suffered a cracked fuel tank during the race that was repaired by copious amounts of chewing gum, allowing it to finish atop the podium.

A 1953 Fiat 8V Supersonic, with coachwork by Ghia, was an out of this world sight. Opposite it on the subtlety spectrum was a 1964 Fiat 2300S Coupe, also bodied by Ghia, with an engine by Abarth.

The Amelia Concours is an event like no other and if you're in the US it should be on your must-attend list. Not only will you see some incredible Italian cars spanning the automotive spectrum, but also the combination of Florida's weather and the friendliest people always makes it a memorable experience.



HISTORIC RACING & RALLYING

Reflecting on Italian participation at
Brands Hatch and in continental rallying

Story by Peter Collins
Images by Peter Collins/ACI Sport





Over the recent Whitsun weekend, the Masters organisation ran a historic festival at Brands Hatch. Masters Legends caters for World Endurance Championship sportscars of 1995-2016 in two groups. This has seen such cars as Ferrari 550 Maranello GT1s and 430/458s take part, but not this weekend. Nor were there any Italian cars in Historic F1 and haven't been for years, as owners prefer flagship events such as the Monaco Historique Grand Prix where they can be displayed and enjoyed without risking such valuable assets in what is, in effect, a sprint race.

The total number of Italian cars entered during the whole weekend amounted to only seven: two Alfa Romeo 105 GTs (one a GTA), an Alfa Romeo Giulietta Sprint Veloce, Ferrari Breadvan GT, De Tomaso Pantera, Ferrari 458 GT3 and Carlos Monteverde's glorious Ferrari 512M. The GTA was eliminated by Covid-related travel difficulties and the 458 was a non-starter, so the entry ended up being just five.

The Alfa Romeo 105 Sprint GT of David Alexander ran in the Equipe Libre race for FIA Pre-1966 sports cars and GTs and did strongly in the mid-field at both 30-minute races on each day.

A massive entry was received for the go-minute Gentlemen Drivers GT race on Sunday. This would be the perfect place for Ferrari 250 GTs and GTOs and was once a good home for the likes of the Bizzarrini 5300 GT Corsa. However, if you want to win outright in this category, you really need a replica Cobra Daytona Coupe, Cobra, or E-Type Jaguar lightweight 'evocation'. No classic Italian racing sportscar could even approach these levels of development because they are just that: classics, and no one wants to wreck their originality. At Goodwood, the Ferrari Breadvan is the equal of its competition because the rules there mean all cars

ABOVE: De Tomaso; David Alexander's Giulia GT; lonely Breadvan. LEFT: Lucky and Pons took first win in 2021 Italian Historic Rallying





prepared to the same sort of level. However, at Brands Hatch, within 10 laps of the start, the Cobras and lightweight E-Types dominated, and the Breadvan was out of the top 10. Sadly, the Ferrari spun off at Stirlings Bend about a third of the way though the race but thank you to the Halusas for letting us all see and hear one of sportscar racing's all-time classics.

Hans Georg Haussener had brought his lovely 1961 Alfa Romeo Giulietta Sprint Veloce from Switzerland and I hand him an accolade for keeping going for the full 90 minutes, despite being one of the least-fast cars in the field. Watching him keep his little Alfa out of the way of the heavy metal was nail-biting in itself.

Very sadly, the yellow Ferrari 512M of Carlos Monteverde suffered a damaging off at Graham Hill Bend very early in the Historic Sports Car Race on Saturday, for reasons that are still unclear. Another yellow car, the 1976 Group 4 De Tomaso Pantera of George Pochciol and James Hanson, finished in the lower half of the field, despite much hard work and

development, and skilled pilots. The Masters race was dominated by Lolas and Chevrons.

Once upon a time, Italian cars outnumbered the others. I wish that more Italian racers would venture out to provide variety. If it's consistent winning you're after at this level, other cars perform better in historic racing. But if it's giving the public the sight and sound of what real historic racing cars are all about then please, owners, bring them out!

EUROPEAN RALLYING

A peek at European historic rallying reveals a quite different situation. The field for one round of the Spanish Historic Rally series, the Rallye Catalunya, was apparently dominated by Porsche 911s but actually contained some interesting runners such as an Alfa Romeo 75 Turbo and a whole fleet of Seats. Being a regularity event, success comes from experience of accurate time and distance recording, rather than major car preparation.

Finishing in the top three positions throughout the rally was the 1950s Seat 1400B of Mia Bardolet and Carlos Jimenez, rewarded by a podium placing at the end.

They were serviced throughout by Seat Heritage, which also looked after a Seat 127, Seat 124 Coupe and more than one Seat 124 Especial. Its workshop must be the only case in the world of a German-owned manufacturer (the VW Group) running and operating effectively Italian cars under an official banner.

In Italy, the Campionato Italiano Rally Auto Storiche seems to be in good health, having run three rounds of the series so far this year. Once again, Porsche 911 derivatives were popular but taking two outright wins so far have been 'Lucky' Luigi Battistolli with Fabrizia Pons on the maps in a Lancia Delta integrale 16V. Their first year together was 1979 under the Quattro Rombi banner in a Fiat 131 Abarth and they even came to the RAC Rally that year. They restarted their old partnership in historic events with the integrale two years ago.

All of this is a tale of varying degrees of success. Let's hope that Italian car owners in the UK will feel more like exercising their steeds – not only for themselves but also for the benefit of spectators.



ABOVE: Giulia chases Jag; Bardolet and Jimenez Seat 1400B at Catalunya Rally; Lucky and Pons at 1979 RAC Rally. RIGHT: Swiss Alfa Giulietta Veloce

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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET





MICHAEL WARD

The Fiat 124 range was the brainchild of Dante Giacosa, the brilliant chief designer at Fiat during the 1950s and 1960s. He could never have known just how successful the saloon version was going to be. From its launch at the Geneva Show in March 1966 it was destined to become the world's highest-selling automobile to be produced without a major design change. Total Italian production of the 124 series saloons was approximately 1,543,000 cars. However, in Russia and the former Soviet Union around 20 million cars based on the Fiat were produced between 1970 and 2012.

Designed in-house by chief engineer Oscar Montabone, the 124 featured a spacious interior, advanced coil spring rear suspension, disc brakes on all wheels and lightweight construction. Under Aurelio Lampredi's expert guidance, the all-new in-line four-cylinder engine comprised an iron block with an aluminium cylinder head and pushrod actuated valves. The first model was almost square, using a bore of 73mm and a stroke of 71.5mm to produce a displacement of 1197cc. A larger 1438cc version with an 80mm bore arrived in 1968: the 124 Special.

Production for the new car was set up at Mirafiori and in the meantime Fiat had already begun negotiating with the USSR to sell it production rights and to set up a factory in Russia. The 124 was set to become a true 'world car'.

In 1971, the twin cam engine was introduced

and it transformed the car's personality. The first series 124 Special T was basically the 1438cc four-door 124 Special saloon with a twin cam cylinder head. It was manufactured between 1971 and 1972 and was supplied with a four-speed gearbox and a 4.1:1 axle. The engine was rated at 80hp at 5800rpm, which was 10hp down on the power output of the equivalent Sport models. While the pushrod 1438cc engine worked well enough at the lower end of the rev range, the twin cam version excelled at high revs.

The Fiat 124 saloon in this form had dual-circuit brakes, an alternator, twin headlights, a heated rear window, a rev-counter and radial-ply tyres as standard. However, despite its promising specification, the car was considered to be somewhat uncivilised in the handling department and the brakes were criticised for being over-servoed. Because of its low gearing and the lack of a high top gear, which the five-speed Sport transmission would have provided, the car was noisy, but in comparison with the other 124 saloons it performed well. However, it was felt to be in need of high-quality tyres because without them the car's handling could fluctuate from excessive understeer to excessive oversteer. The recently introduced low-profile Pirelli CN36 in 1968 fitted the bill perfectly.

The later series of cars, which were produced in 1973 and 1974, can be identified by their '1600' badge on the bootlid and also by a different Fiat name badge on the grille. The 1438cc engine was replaced with the later, superior, 1592cc 132



series version. It produced 95hp, this again being some 10hp less than the 124 Sport engines.

The earlier adverse comments about the 124 saloon's handling and noise were heeded because the suspension settings were revised and the final gearing was raised to 3.9:1. The ratios in the five-speed gearbox, which was now fitted, were effectively the same as in the four-speed unit but with an overdrive fifth added on. The 124 ST was a real Q-car, its conservative appearance disguising the twin cam engine's performance, making it an underrated, practical and easy-to-tune classic with great potential as a road car or even as the basis for some enjoyable budget-priced competition.

And that's what I had in mind when I purchased a sad-looking rolling shell on a dreary day in Bristol back in 2007.

I had recently sold my

much loved and much enjoyed Fiat 128 rally restomod as it was starting to look a bit tired and had served me well for 10 years.

As a lad, I always wanted a 124, a rear-wheel drive Fiat with bags of potential for fun and frolics. At the time we had in our possession a brand new 124 Special shell which had languished under a tarp on the drive for many years until it was sold on. There's something very cool about a stripped-out shell, and as an impressionable teenager the seed was planted.

I never wanted to go down the predictable and often half-hearted 124 Spider route. Now there's nothing wrong with a restomod Spider, it's just that to go full 'Abarth' takes a lot of effort to get it right. Many owners simply buy an American import, whip off the bumpers, cut the springs and paint the bonnet and boot black. That's not

really my style and I do like to be different.

Once I'd got the shell out of the rain and fell upon the boxes of bits, an idea was starting to form. While the original owner insisted that he would supply an engine and the missing Minilite alloy wheel, this never actually happened.

As it turns out, I had already sourced an engine from an Irish rally car fan and collector, Pat Horan.

The Guy Croft 1800 twin cam was all in one piece and on face value looked ready to fit. Many years later this turned out to be a very naive assesment on my behalf, as the engine was in fact a mess and took many hours at Barkaways and quite a lot of money to rebuild. Lots of parts were missing or broken and some parts had to be remanufactured to fit this odd little engine.

After being shunted from garage to storage to specialist to garage, the car was finally painted in

CHRIS KNOTT INSURANCE

1972 Fiat 124 Special T
(non-modified)
Est Value: £5,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £66.00 inc IPT
Excess: £50
(exc. fee + legal cover)



2017 by CCR Coachworks in Bedfordshire.

The colour is called Lago Verde and was originally a SEAT colour. As there are only about four Special Ts left in the UK, you definitely won't see another in this colour. I think it suits the car well and almost glows in the sunshine.

The easy bits to source

at the time were the engine and gearbox.

These days, they are getting thin on the ground. The gearbox was rebuilt by Middle Barton and the propshaft was shortened and balanced in the Midlands. Most other parts were found on an auction site and purchased on a regular basis, again from Middle

Barton Garage.

The rollcage was supplied by Safety Devices and fitted and seam-welded by Dom Delaney, an ex-Ralliart engineer in Droitwich. Dom's 10-year old son at the time helped to remove some of the rust-proofing and nowadays is a fully-fledged rally driver! How time flies.

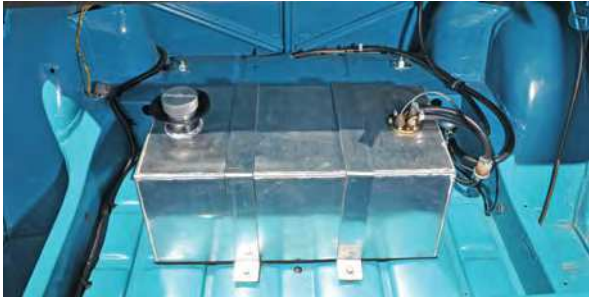
The seats, steering wheel, harnesses, foot plates and so on are all by OMP as I wanted all-Italian gear. These were purchased from the top guys at YB Racing.

For the suspension, I chose GAZ shocks and springs with adjustable trailing arms made by Ian Nixon. Ian also sold me the super exhaust

system from his Time Attack Lada, which in the end I was only able to use half of. Despite Middle Barton's best efforts, the manifold was never going to fit so a standard steel item has been used to get the car moving and miles covered.

At some point I will have a bespoke system made which will release a





few more horses and sound better.

The new 45-litre fuel tank was made by Compbrake and we had them fit a 124 fuel sender, which was sensible idea.

In the engine bay there's lots of room and the 1800 doesn't stand tall or rub on the rear bulkhead. That can't be said of the five-speed 131 gearbox, as the transmission tunnel had to be altered drastically

and still the unit was persuaded to fit.

So does it work? I am pleased to say that it's noisy, bouncy and smelly and attracts a lot of attention – just what I wanted.

At the time of writing, I have only covered just over 300 miles and can already see its potential. There's still so much more fettling to do but that is to be expected when you effectively build a kit car

from a collection of parts which were not from a 124 Special T. The engine is stunning and spins freely up to 6000rpm but I've not pushed it further as it needs more miles and a good session on the rolling road to set up the twin 45 webers.

The five-speed gearbox with its long-throw shift is great, albeit slightly noisy, but then everything is noisy on this car. The wheelarches rub on the

rear wheels which isn't a surprise as they were fabricated when the car had no motor or transmission or in fact anything inside! Not a major issue but something to put on the to do list.

The rear wheels can easily be spun in first and second gears; perhaps better tyres would be an idea! For now I am very happy to potter about the Bedfordshire countryside putting on the miles and

getting the thumbs up from all manner of drivers, be they truckers or mums in MPVs. It seems, like my 128, most people appear to get it.

The aim this year is to attend plenty of events, starting with, if COVID restrictions allow, the *Auto Italia* Italian Car Day at Brooklands and perhaps the Silverflag hillclimb one day. It's been a long while coming but it was worth it.



A huge thanks to all the companies and friends who have helped out with and advice and parts over the last 13 years:

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Tom Tjaarda: Master of Proportions
By Gautam Sen
Dalton Watson Fine Books
£121.50

Among the pantheon of Italian-based car designers, the name Tom Tjaarda is rarely mentioned in the same breath as Giugiaro or Gandini. So why do we now have a new 474-page book devoted to him, with the full force of Dalton Watson's high-quality ethos behind it?

As is so often the case, true artists only receive due recognition after the event. That's certainly the case with the late Tom Tjaarda. Although American-born, Tjaarda dreamt of designing in Europe and crossed the Atlantic to join Ghia in 1958, where his first project was styling the new Innocenti Spider. Dramatic concepts followed for Ghia, including the IXG Dragster and Selene.

It was at Pininfarina that he styled perhaps his most influential shape, the Corvette Rondine, which was used as the template for Fiat's 124 Spider. He also designed two Ferraris at Pininfarina: the 330 GT 2+2 and 365 California. Returning to Ghia, he famously created the exquisite De Tomaso Pantera, as well as the Deauville and Longchamp, before penning the first Ford Fiesta.

As author Gautam Sen acknowledges, Tom Tjaarda may not have designed as many cars as other more prolific and famous artists, but his influence can't be underestimated. And as the title alludes, Tjaarda had an innate sense of proportion: thumbing



through his many designs in this book (and there are 823 images, for the record), there's hardly a duff one here.

Sen's excellent research brings out the skills and charms of this good-humoured design legend. The quality of the book is almost beyond reproach (only a couple of poorly reproduced images let the side down) and we guarantee that there are cars in here that you won't have seen before. This is a pricey tome but, for aficionados of car design, we think it's essential.



Maserati A6G 2000: Frua, Pininfarina, Vignale, Allemano
By Walter Bäumer
Dalton Watson Fine Books
£101.25

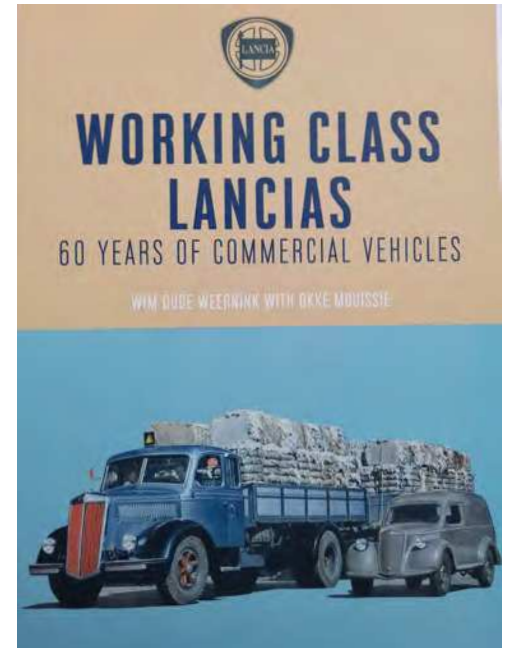
There is no question that the A6G 2000, made from 1950 to 1957, was an absolute landmark in Maserati history. Based on the very first Maserati grand tourer, the A6-1500, the 2.0-litre version was one of the sportiest and most glamorous cars of its time.

This was the era of coachbuilding and this is the focus of this book: the versions bodied by Frua, Vignale, Allemano and Pinin Farina (incorrectly spelt as 'Pininfarina' in this book, unfortunately). The Zagato-bodied A6G is not covered, which some readers might find surprising, but the author regards the Zagato as more for competition – and in any case, he has already written a volume dedicated solely to the A6G 2000 Zagato.

There are distinct contrasts between each of the coachbuilders' approaches. Farina's efforts were somewhat dowdy, while Allemano's were much more robust and muscular. Frua's Coupe and Spyder were simply glorious, while the author describes Vignale's coupe, probably correctly, as "eccentric".

The author dives in with an analysis of the technical development of the A6G 2000, followed by profiles of contemporary dealers and promotional brochures. The main thrust is a well-researched history of each individual car, chassis by chassis. Since there were only 51 of these, that doesn't take too

long (the book has only 180 pages). The huge 295mm x 290mm format does full justice where the images (232 of them) are of high quality, but many of the period shots are understandably a bit fuzzy. Overall, an expensive but glorious volume.



WORKING CLASS LANCIAS: 60 YEARS OF COMMERCIAL VEHICLES
By Okke Moussie & Wim Oude Weernink Draiboornken
£36

Whilst not perhaps at the heart of *Auto Italia's* readership, this is a fascinating tome about Lancia commercial vehicles. Penned by two of the foremost Lancia experts, Okke Moussie and Wim Oude Weernink (who is widely acknowledged as the world authority on matters Lancia), this copiously illustrated book covers the entire production cycles of Lancia commercial vehicles from their beginnings alongside the company's first cars until its eventual absorption into the Fiat Group. Early trucks used Junkers-licensed opposed-piston units, until in-house engines were developed. Lancia always did things differently and developed some fascinating engines of both petrol and diesel types. For example, the 1928 Omicron 7.0-litre six-cylinder petrol unit became legendary for its longevity (and fuel consumption), and featured twin overhead camshafts with revs governed to just 1600rpm.

Future developments included notable expertise from Antonio Fessia and Francesco De Virgilio (he of Aurelia fame) who designed the ingeniously compact 'zero degree V' engine for the 1950s Beta light trucks. Contributions from renowned coachbuilders are also included. As a corollary to the history of Lancia, this book is an excellent addition. – *Stefano Coprimozzo*

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DIARY DATES 2021



July 8-11
Goodwood Festival of Speed
Goodwood House, West Sussex
www.goodwood.com

July 10
Auto Italia Northern Italian Car Day
Raby Castle, Co Durham
www.raby.co.uk



July 8-11
Retro Classics
Messe Stuttgart, Germany
www.retro-classics.de

July 15-18
Coppa d'Oro delle Dolomiti
Dolomites, Italy
coppadorodelledolomiti.it

July 17-18
Classic Nostalgia
Shelsley Walsh
www.classicnostalgia.co.uk

July 18 *POSTPONED*
Auto Italia Italian Car Day
Brooklands Museum
www.auto-italia.co.uk
July 23-25
Lancia Motor Club National Rally
Thame, Oxfordshire
www.lancia.myzen.co.uk

July 31 - August 1
Silverstone Classic
Silverstone Circuit,
www.silverstoneclassic.com

August 7-8
Beaulieu Supercar Weekend
National Motor Museum,
www.beaulieu.co.uk

August 19-22
British Motor Show
Farnborough International
Expo Centre
www.thebritishmotorshow.live

August 21
MITCAR Midlands Italian Car Day
British Motor Museum, Gaydon
www.mitcar.co.uk



August 27-29
Passione Engadina
St Moritz, Switzerland
www.passione-engadina.ch

September 1-4
Salon Privé
Blenheim Palace, Oxon
www.salonpriveconcours.com
September 5
Italian AutoMoto Festival
Bridgnorth, Shropshire
www.italianautomotoclub.co.uk

September 10-12
Vernasca Silver Flag
Salsomaggiore Terme (Parma)
www.vernascasilverflag.it



September 10-12
Vallelunga Classic
Autodromo Piero Taruffi, Italy
www.peterauro.fr

September 12
Italian Wheels & Wings
Cosford, Shropshire
www.italianautomotoclub.co.uk

September 12
AROC Autumn Alfa Day
Yorkshire Wildlife Park
www.aroc-uk.com

September 14-17
12in12 Cheese Rally
Spa to Bra
12in12.strikingly.com

September 16-19
Gran Premio Nuvolari
Mantova, Italy
gpnuvolari.it
September 18-19
Petrolheadonsim Live at Knebworth
Knebworth, Hertfordshire
petrolheadonism.club
September 24-26
Lancia Motor Club FFFEAR2021
(Provisional)
www.lancia.myzen.co.uk

October 1-3
Milano AutoClassica
Fiera Milano Rho, Italy
www.milanoautoclassica.com

October 2
Autumn Classic Historic Racing Festival
Castle Combe, Wilts
castlecombecircuit.co.uk

October 10 *PROVISIONAL*
Autumn Motorsport Festival
Brooklands, Surrey
www.auto-italia.co.uk



October 15-16
Rally Revival
Glyndwr University, Wrexham
www.rallyrevival.co.uk

October 16-17
Goodwood 78th Members' Meeting
Goodwood Circuit,
West Sussex
www.goodwood.com

October 21-24
Auto e Moto d'Epoca
Padova, Italy
autoemotodepoca.com



November 11-13
Classic Motor Show
NEC, Birmingham
www.necclassicmotorshow.com

2022
February 18-20
Race Retro
Stoneleigh, Warks
www.raceretro.com
May 28-June 2
Lancia Motor Club Sliding Pillar Rally
Scottish Islands and Lochs
www.lancia.myzen.co.uk

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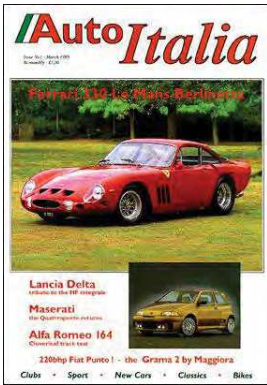
ISSUE 307 ON SALE 5TH AUGUST

- ALFA ROMEO GTA CELEBRATION
- ISO GRIFO: IMPOSSIBLE RESTORATION
- LAMBORGHINI AVENTADOR SV-J ROADSTER





Some features may appear in a later issue



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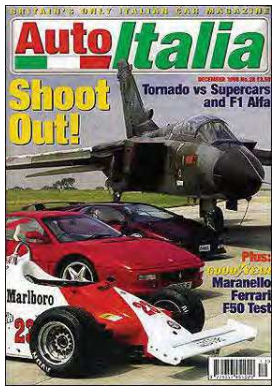


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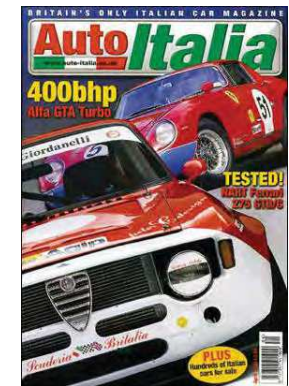


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ALFA ROMEO



1974 Alfa Romeo Spider Series 2. 43,400 miles, red, barn find in 2012, restored over 5 years, bills for over £21K in parts and labour. Please email mark.klawinski@gmail.com for restoration presentation and full list of all purchases broken down by section. Engine, gearbox and differential rebuilds, bare metal respray to original AR501 red. Change of circumstance now requires a sale, £25,000. Tel: 07990 563746. A306/039



Alfa Romeo Giulia Spider S4. 1991, 93,000km, red. This is that rare case, a proper barn find, the car has been in storage for around 10 years. The engine runs like a dream and is very powerful for a S4. This really is a car that needs to be seen to be appreciated, there are loads of spares including a whole new genuine Alfa rear panel! £12,995 ono. Tel: 01763 244441. Email: jamie@alfaworkshop.co.uk. A306/029



1992 Alfa Romeo Spider S4. 149,500km, Broom Yellow, MOT to October 2021, RHD conversion by Bell & Colvill Ltd. Period Zender alloy wheels and Nardi wooden steering wheel, stainless steel manifold and exhaust, Harvey & Bailey handling kit, and Classic Alfa wind deflector. Breathable cover from Classic Additions. New clutch and master and slave cylinders installed May 2019; brakes overhauled and new centre silencer fitted March 2021. Car featured in Classic Cars magazine twice - August 2010 and April 2017, £14,250. Tel: Peter, 07711 035107 (SW London/NW Surrey). A306/037

Alfa Giulia Spider. RHD, 1964, for sale. Tel: 01275 568192 (Bristol). A306/001
Alfa Romeo Spider Series 4. Rare 1600cc carbs, 2951 built, appreciating classic, LHD, mileage 116,000 but good condition, bright yellow paintwork, MOT until August, £11,000. Tel: Chris, 07541 693627. Email: cbmorgan365@gmail.com. A306/044



1991 Alfa Romeo S4 Spider. 40,798 miles, white. Reluctantly selling my 1991 S4 Spider after 11 wonderful years, this is a Limited Edition BEAUTE model, number 114 of 120 built. Regularly serviced and well maintained, recent new tyres and battery, recent tidying of sills and two small holes welded following MOT inspector's advice, £16,995. Tel: 07866 095206. Email: john@runnerduck.co.uk for more info (Coalville, Leicestershire). A306/031



2006 Alfa Romeo 147 1.9 JTDm 16v TI. 91,850 miles, dark metallic blue, very good condition inside and out, only 2 owners from new. Full black leather interior, remote central locking and alarm, 2 keys. MOT'd to November 2021. Runs well, but the warning light is on for the EGR valve, hence low price, £1,400 ono, lots of service history. Tel: 07913 459362 (Lincoln). A306/028



Alfa Romeo 159 Sportwagon. 1956cc, 16v JTDm 170, good condition, black, mileage 137,411, service history, date of first reg 5.9.2011, for sale £2800 ono. Tel: 07935 830055 (Carmarthenshire). A306/025



1991 Alfa Romeo 75 Twin Spark LE. 62,000 miles, red. All service history and receipts, 10 mths' MOT, recent hydraulic service and battery. Magazine featured on one occasion. Tel: 07878 357043. Email: toddywils31@gmail.com. A306/036



2001 156 Sportwagon 1.8 T Spark. 59,000 miles, red, tan Momo leather. FSH plus history file, no faults, drives beautifully, very solid underneath. Maintained by Autolusso Penrith, recent suspension overhaul, exhaust, cam belt and water pump, battery, tyres etc. Currently in dry storage in Lancashire. Please apply for photographs and information to richardperegrine@btinternet.com. A306/041



2007 Alfa Romeo 159 Turismo JTDm. 129,654 miles, black, full service history with £4500 spent in the last 5000 miles. Auto Lusso refurbished front sub frame, reconditioned gearbox, new flywheel and clutch, clutch master cylinder, reconditioned turbo and a total head overhaul, valves, tappet rollers, injectors and heater plugs. Swivel flaps removed and mapped engine. 4 good tyres and all invoices available, clean inside and out, £2000 ono. For more details please phone me on: 01544 350814. A306/043



Alfa Romeo 159 1.9 JTD-M sports saloon. 2009/59, current MOT, recent service, four new tyres, excellent alloy wheels, black/leather seats. Recent turbo comp failure/smoky exhaust! Offered below cost, to assist sorting/project, trailer away, best offer over £1195. Tel: Martin, 07566 276604. Email: airmart@hotmail.co.uk. A306/040



2007 Alfa Romeo 159 3.2 JTS V6 Q4 ti. 146,800 miles, metallic Carbonio Black. Very rare and much loved example of this model variant, just one owner from new. 4 wheel drive, 19" recently refurbished alloys. Stainless exhaust fitted in 2019. Six speed manual gearbox. Black interior with leather sports heated electric seats, folding rear seats. FSH, two keys, no modifications. Garaged, MOT to December '21, genuine reason for sale, £5250. Tel: Nick, 07753 857029. Email: wright_nick@outlook.com (Suffolk). A306/033



1996 Alfa Romeo 916 Spider. 128,000 miles, silver, 16 valve, 1970cc, no MOT, owned since 2008 and run until 2018. Engine top end rebuild at 124K including new timing belt and tensioner, water pump, valves and gaskets etc. Engine starts on key, brakes all free, good tyres. Great little car, selling due to restoration on my other cars. Contact for more details/view (after 6pm). Tel: 01394 282745. A306/035

2006 Alfa Romeo 159 Sportwagon JTDm 1.9 16v Lusso. 155,000 miles, Stromboli Grey. Spares or repair, runner but MOT failure, corrosion offside rear outer sill (weld repair estimate £320), 3xno broken coil springs, handbrake efficiency. Black leather, good alloys and tyres, Clarion CD/BT head unit. Buyer must collect from Colchester, £350, cash or BACS only. Tel: Julian, 07485 490728. A306/045



2003 Alfa Romeo 166 3.0 V6 24v Sportronic. 64,500 miles, blue, very good condition, automatic, petrol, MOT April'22. Sunroof, heated seats, top end model, tan leather interior. Third owner, garaged, receipts from 2013 when bought, drives beautifully, £5250. Two sets of keys and fobs, private number plate not included in sale. For more details please phone on: 07981 810084 or evenings 020 8390 6714 (based in south east). A306/030



MY 2000 Phase 2 Alfa Romeo 3.0 6sp Lusso GTV. Almost unblemished paintwork and black leather interior, 92,600 mls approx, meticulously maintained during 17yrs of ownership, £7250. Email: johnnywhizz2@gmail.com. A306/024



1999 Alfa Romeo Spider Lusso. Immaculate concours condition 2000 Twin Spark V16 Lusso, red with black leather interior and electric hood, radio/CD player. 94,000 miles (4500 miles per year), recent MOT, kept under covers in a dehumidified garage. Private number plate NOT included in sale, original number plate (T706 XEG) will be reinstalled, £3200 ovno, please call for details. Tel: 01436 676217 (based in Helensburgh, Scotland). A306/042



2008 Alfa Romeo Spider 2.2 JTS LE. 84,880 miles, red, high spec, but ongoing roof/window mechanism problems, asking price acknowledges need to spend money/time on this (told pump or ram problem). Last serviced November 2019, just 5000 miles done since. Air con, electric adjustable heated seats, recent £2K paintwork refurb, cruise control, rear parking sensor, Blue&Me hands-free, 19" alloys (some scuffing). Sticky gear change, probably needs strip down and clean. 2 owners, MOT to October 2021, £6400. Tel: 07884 002095. Email: s66sop@gmail.com. A306/026



Alfa Romeo Brera 3.2 V6 JTS Prodrive. Great car, great condition, garaged, 82,000 miles, full leather interior, CD player, 275bhp remap, Lifeshine, MOT April 2022, contact me for more info, £9500. Tel: Martin, 07748 826246 (Wiltshire). A306/038



2002 Alfa Romeo Spider 2.0 TS Lusso. 44,000 miles, silver, red leather interior + power roof, stainless exhaust, Alfaholics sports cat, Alfaholics centre section, Ragazzon rear with twin 'DTM style' outlet. Full underbody rustproofing treatment, refurbished alloys + brand new tyres, MOT until 16 September 2021, extensive service history, full book pack, 3 keys, 1 brown master key, 2 remote locking fobs, £5500 obo. Tel: Mike, 07967 213439 (near Lincoln). A306/027



2017 Alfa Romeo Giulia Veloce. 26,030 miles, Alfa Red, full service history, excellent condition inside and out. Harman Kardon top-range hifi, sat nav, electric and heated seats, driver convenience pack, collision warning. Recent set of tyres on brand new turbine wheels. Rear seats unused, that's why I'm selling it and buying a Spider. Contact me for more details and more photos, £18,500 ono. Tel: Stewart Duthie, 07780 954909. Email: stewartduthie1@btinternet.com (Warwickshire). A306/034



2017 Alfa Romeo Mito Veloce. Grey, a perfect example of this rare and highly desirable Alfa Mito. 25,000 miles with full Alfa Service history and red leather and visibility pack (auto lights, wipers and rear view mirror). My wife's car from new, supplied 18 Nov 2017 by Piccadilly Motors. FARSH and MOT'd (expires 17/11/2021), serviced at 8840 (Nov 2018), 17,555 (Nov 2019) and 22,794 (Oct 2020), all invoices are available. 2 keys, front and rear discs and pads were replaced with OEM parts at 23,400 miles, £11,700. Tel: Peter, 07860 418534. Email: peterwignall@btinternet.com (Harrogate area). A306/032

FERRARI

Ferrari F430 manual. F430 spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A306/046

Alfa Romeo Alfetta 2.0 racecar



Ideal for HRDC, and has an HSCC identity form.

The engine was built by Peter Smart in Dorset and has only done one race meeting since being rebuilt.

It handles very well and is sold with a new set of Toyo tyres as well as wets and two sets of rims.

Also included in the sale is a four wheel tilt trailer.

Please contact Chris Snowden for details. 07814 884272



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Racing. 1994 Ferrari Mondial T, mileage 33,000, ready to race. Over the winter the car has undergone extensive preparation, new cambelts and tensioners, new water pump and clutch. Car is road registered and MOT'd. Turns heads on the weekly shopping trip to Waitrose! 3 sets of wheels including road tyres and a set of new race tyres. Owner happy to assist with ARDS qualification. Separate neg I will run the car at events for 2021 season, £40,000. Email: simon.rossinelli@sky.com. A306/011



Ferrari F355 GTS F1. UK RHD 1999 Ferrari 355 GTS F1, finished in the classic Rosso Corsa with Crema leather and Bordeaux carpets. Beautiful condition with low mileage 25,153 and has a comprehensive service history having been most recently serviced at Stratstone Ferrari Wilmslow in November 2020. Built in charging connection for its trickle charger, all books/tools. I have owned the car since May 2018 and he's been looked after beautifully with no expense spared. plate not included. Email: bm.gilbert@sky.com. A306/009



2010 Ferrari 599 GTB factory HGTE (LHD). Selling my immaculate 599 GTB with rare and desirable factory fitted HGTE pack, Grigio Silverstone with special order grey interior. 2010 car, 2 previous owners and very light usage in its 28,400 miles, clutch wear 16%, brakes 36%. Imported from Germany 2016, full main dealer and specialist independent service history. Many options, including shields, parking sensors, heat insulating screen etc, all books, covers, keys, battery charger, toolkit present, £109,995. Tel: 01327 261415. A306/020



Ferrari 430 Challenge. 430 Challenge in excellent condition bought 8 years ago and well maintained by FF Corse for 6 years and currently RNR. Used for track days and just three club races. Renovated and colour changed this year to a high standard, complete with wing and front carbon splitter, three sets of wheels. To see the car contact Stuart Shield, 01245 250981 or 07747 605566. Email: stuart@ipropertymedia.com. A306/015



Ferrari 360 Spider. 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A306/014



Ferrari 328 GTB. Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A306/010

Ferrari California T Handling Speciale. California T 2016, Grigio Silverstone with Nero Daytona roof, Rosso leather with blue stitching, 9500 miles with 3 years free servicing, Ferrari warranty till July 2021, 20-inch diamond cut alloys, carbon fibre driver's zone with rev LEDs, superb unmarked condition, may part exchange, £101,950. Tel: Les Coates, 07814 009595. Email: les.coates@tiscali.co.uk. A306/018

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A306/012



Ferrari 360 Modena. 2000 360 F1, such an impressive car, it was purchased by UK Ferrari Main Dealership by Tycoon, car has been in UK but it was taken to Northan Ireland in 2009 for job relocation and brought back in 2013, car has very impressive service history, 44,900m, pristine, Ferrari Red, immaculate black leather interior with red carpets, Bi Xenon headlights, air conditioning, electric windows/electric seats and mirrors, red brake calipers, £50,950, bargain. Tel: 07466 021553. A306/019



Ferrari 360 Michelloto. Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A306/013



Ferrari 456 MGTA. 1998 in Tour de France blue metallic with natural tan leather and dark blue carpets. Bodywork, wheels and interior in excellent condition. 66,000 miles, MOT Aug '21, full Ferrari dealer service history, serviced by Italian specialist in the North West for last 5 years in my ownership. Cam and auxiliary belts changed at 61,500, full and comprehensive documentation folder, spare key, leather tool case and all manuals. Realistically priced at £45,000. Tel: Nick Green, 07780 850110. A306/016



355 Challenge race car road registered (1995). Much loved and well known Challenge car, raced with the Ferrari Owners' Club since 2006. Road registered and ready to race, in fact just back from a successful race weekend picking up overall 1st, 2nd and 2nd results at Snetterton on 10 October 2020, and a total of 5 overall wins in 2020. I have owned the car since 2013 and raced within the Pirelli Ferrari formula classic, Pirelli Ferrari Open and Aston Martin Intermarque Championship. Notable previous owners include Jay Kay from Jamiroquai. Email: nefoc@tristec.co.uk. A306/017

FIAT

Fiat Punto Sporting 3 door hatchback. 1999, 1242cc twin cam 16V, manual, silver with black patterned interior, only 36K miles. PAS, alloys, sunroof. Immaculate, £3995. Tel: 01684 892906 (Worcs). A306/002

Fiat Punto Cabriolet automatic. 1999, 1242cc sohc 8V. Extremely rare specification plus air con. Very good body, unfaded red paint, blue interior and hood, PAS, alloys, quality radio. Mainly two lady owners, only minute 23K mileage, Superb, £3995. Tel: 01684 892906 (Worcs). A306/003



Fiat Barchetta. 1998, only 60K miles, 3 owners, current owner 14 years, summer use only for European holidays, regularly maintained, kept in heated garage. Cam belt done 2018, all original except for 17" wheels and luggage rack. New hood, fuel tank. A real head turner in bright yellow, LHD, long MOT. A cherished example with low mileage and complete history, £5650 ono. Tel: 07772 785927 (located Dover, Kent). A306/078



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Fiat Punto Mk1 5 door hatch. Selecta automatic, 1999, 1242cc 8V for breaking as no drive. Sound silver body, many useful parts inc good set 15" alloys/tyres, £250. Tel: 01684 892906 (Worcs). A306/004

LANCIA



Lancia Sporting 1600 RHD. 1972, 53,700 miles. This lovely car, designed by Zagato, is very rare with less than 80 made. During my ownership the car has had a complete mechanical overhaul by Thornley Kelham and they continue to maintain it to a high standard, £42,500 ovno. Tel: 01373 826768 (Wiltshire). A306/005

PARTS

Fiat Tipo SX TD alloy wheels. Star shape spokes, set of four, with tyres, from a 1993 model, K-registration, £160, collect from Redhill, Surrey. Email: Martin, airmart@hotmail.co.uk. A306/047

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A306/048

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Ferrari Daytona Spyder roof clip covers. Genuine Ferrari 365 GTS/4, Daytona Spyder roof catch covers. Very rare as most were thrown away, they came in a cardboard box in the boot of new cars, I have a photo showing this. A must for concours, if you have a judge that knows his Daytonas. Found in the UK so may be for one the 7 RHD cars, they are the same on LHD cars. Very good condition, these are 45 plus years old and you won't find another pair, £850. Tel. Grant, 07941 114919. A306/021



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A306/080

15" Borrani wheels. 2 off RW 4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnleley@outlook.com. A306/049

Ferrari 360 Spider ECU. I have for sale one ignition ECU. This has come off my own car, open to offers, ring with any questions. Tel: 07896 556107. A306/050



High quality automotive grade domed acrylic engine cover badges for the 2 litre Alfa Romeo Giulia and Stelvio. Two iconic designs, with carbon fibre effect background and Italian Tricolore. Easy fitment, with self-adhesive backing, £18 per badge, including first class recorded P&P within the UK. Order via matthew.utting@tiscali.co.uk. A306/008



Ferrari 458 exhaust (Capristo). Capristo valve-controlled exhaust system for the Ferrari 458, fits to the original mountings. Grade 1.4828 stainless steel, optional Capristo remote control exhaust valve opener is available if required. Very good condition, very clean, removed by Ferrari main dealer prior to sale of car, asking: £1600, no VAT. Tel: 01223 901990. A306/081



Ferrari F355 brake calipers. I have a pair of F355 calipers that have been in storage for close to 25 years. I bought them back in the '90s as a potential upgrade for my 308GTB, but never used them and now never will!! As a result they are still in excellent low mileage condition and ready to go again. I believe that adapters are available to enable fitment on to 308s/328s and this would be a great upgrade to those models for track or race use. Email: allo.ferg@yahoo.ca. A306/022



Ferrari tow hook. Emergency tow hook from tool kit, 8.5 inches long, £110, OEM. Email: mark.charles@ntlworld.com. A306/082

Portofino valved exhaust and 'stainless steel X' pipe. 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A306/051

Ferrari 208 F106C engine. Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run!! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A306/052

Ferrari 458 Spider OEM floor mats. 458 Spider, OEM new driver's and passenger's black floor mats, still in Ferrari taped bubble wrap, £130 ono excluding postage. Email: Gillian, geb_40@yahoo.co.uk. A306/053

Ferrari 4x tyres. Fronts 245/35/ZR/20, rears 305/30/ZR/20, only done 4000 miles on 488 model. Available as I bought a 488 from a dealership, they put 4 new tyres on under the purchase deal and I got to keep the old tyres. On the tyre gauge, new tyres have a 7 to 8 depth of tread, two of these tyres are 5 depth and the other two tyres 6 depth, therefore only a quarter used, £500 the four tyres. Tel: Johnny Vanner, 07956 365177. A306/054



Free CMR steel wheel rims. 5.5J x 13" PCD 4 x 98. Fit a Fiat or Alfa Sud etc. Email: senarayama@hotmail.com. A306/079

Ferrari F430 Spider carbon engine bay panels. Carbon fibre engine bay panels in immaculate unmarked condition. Only on my car for 400 miles, will fit RHD or LHD F430 Spider models, £700 ono. Email: simonlewis63@hotmail.com. A306/055

Ferrari 355 hi spec brakes. 4 discs and calipers I took off my 355 when sold, if you have ever tracked a 355 you know why I replaced them. Contact for any questions, reasonable offers, need the space. Tel: 07860 658429. Email: joe.sacco@talk21.com. A306/056

Roll hoop. Roll hoop to fit a Ferrari GT4/308/328, made by Safety Devices, with inertia belts fitted, please contact Robert, to discuss, £400. Tel: 07802 638618. A306/057

MISCELLANEOUS



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Registration number 'WT 55'. On retention, immediate transfer, asking price: £12,750. Tel: 07768 028400. Email: briantdavies@aol.com. A306/085



Ferrari models 1/18. Model collection from 166MM to Enzo, 1/18 scale, most with boxes. Available singly or several, message for details, price, etc. Email: mark.charles@ntlworld.com. A306/088

355 Spyder brochure. 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A306/058

'Original Ferrari V8'. Bought this new and is still in same condition, price to be discussed. Tel: 07900 930255. Email: henryclewarth@gmail.com. (East Sussex). A306/059

Ferrari yearbooks and manuals. Ferrari Yearbooks 1999 & 2003, never opened, still in the original wrappers, £50 each. 308GT4 Workshop Manual and Spare Parts Catalogue (1979) both unused condition, Mar Part reprints, £50 each plus postage. BB512i Spare Parts Catalogue 1982 Maranello Concessionaires Reprint in unused condition, £50 plus postage. Daytona 365GTB/4 Workshop (Assembly Data and Repair Instructions) Manual in English, Angelo Wallace translation, £75 plus postage. Email: geb_40@yahoo.co.uk. A306/060

Ferrari workshop manuals. Workshop manuals for 348, 355 Vol.1, 355 Vol.2+3, 246, 308GT4. In ring binders, £150 each. Email: mark.charles@ntlworld.com. A306/061

Ferrari workshop manuals. Workshop manuals in ring binders for sale: 275GTB, 355 (Vol 3), 456GT, Testarossa (Vol 1), 355 (4/5), Mondial T, Testarossa (Vol 2), Mondial 8/QV, 348, £150 each. Email: mark.charles@ntlworld.com. A306/062

Ferrari spare parts catalogues. Spare parts catalogues for Testarossa 1990, BB512, Mondial T, 360 Modena, 308GT4, 355 Motonic 5.2, 550 Maranello, 456. In ring binders (mostly blue, but 456 in yellow), £150 each. Email: mark.charles@ntlworld.com. A306/063

Huge literature collection. Genuine Ferrari factory brochures, handbooks, yearbooks and more besides, about a thousand items mainly 1975 to 2010, to be sold as one lot, located in London, if you are interested and have deep pockets. Email: cardewlondon@gmail.com. A306/064

'ENZ 113'. Registration plate on retention, open to offers. Email: mw.moore50@icloud.com. A306/065

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OBSCURATI

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Alfa Romeo 119i

**THE RAREST ALFA 6 VARIANT OF THEM ALL:
THE FUEL-INJECTED SOUTH AFRICAN 119i**

Story by Chris Rees



Alfa Romeos have often been offered in strange variants around the world, and they've also received different names. For instance, the Alfa 164 was rebadged as the 168 in China for numerologically superstitious reasons. The 119i you see here is an Alfa 6 renamed for entirely logical reasons – Tipo 119 was the internal code for Alfa's big saloon. The 6 was Alfa's 1979 attempt to rejoin the executive car class that it had abandoned 10 years earlier when the 2600 left production.

One of the rarest production Alfa Romeos of all time, the 119i was a uniquely South African variant. The local Alfa Romeo offshoot there was facing a challenge on the race tracks at the time, since larger-engined BMWs and Fords were trouncing the GTV 6 in Group 1 racing. Alfa's fuel-injected 2.5 Busso V6

was great in the road car but for competition it desperately needed more capacity, torque and tuneability.

The Alfa 6 was also a problematic car in South Africa (you could say the same for every other market, too, frankly). The main issue was that its 2.5 Busso V6 came with no fewer than six Dell'Orto carburetors, which were a nightmare to balance correctly, while South Africa's often low-quality fuels added to the engine's reliability issues. In short, the Alfa 6 really needed fuel injection, while the GTV 6 needed a bigger engine with carburetors.

Alfa Romeo's racing division in South Africa saw an opportunity. As we've detailed in this magazine before (see our June 2021 issue), the South African GTV 6 was homologated with a unique 2934cc V6 engine, actually engineered by Autodelta in Italy and featuring a longer

stroke, bored-out pistons, larger valves and new crankshafts. It also had – and this is where the Alfa 6 comes in – six carburetors, since Alfa Romeo South Africa had concluded that carbs worked better than fuel injection at high-altitude race tracks such as Kyalami.

The cylinder heads and six-carb set-up for the GTV 6 3.0 were essentially stolen from the imported right-hand drive Alfa 6s. The big 6 was then fitted with

the 2.5 V6 Bosch fuel-injected engines that came out of the 2.5 GTV 6. In this form, the car received a unique name: 119i, after the Tipo number and the fact that it had fuel injection.

The 119i featured quite a few changes in the cabin over the European car. Among these was a roof console that extended all the way from the front to the rear passenger area, plus fancy wooden inlays for the door panels. Externally, the differences consisted of a rubber spoiler placed on the trailing edge of the bootlid and special '119i' badging.

The 119i as sold in South Africa came with ZF automatic transmission and a limited slip diff, although it is thought that the South African concessionaire also imported a handful of left-hand drive Alfa 6 saloons with manual transmission.

It is estimated that only 230 examples of the Alfa Romeo 119i were ever built. The car you see in the photos was up for sale in South Africa at the time of writing at a price of £15,500 landed in the UK. For such a rare slice of Alfa history, that doesn't sound expensive to us.



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