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United Kingdom

La meccanica delle emozioni



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There's a real Maranello vibe to this month's issue. I'm extremely happy that we're finally able to reveal the untold story (so far) of a Ferrari that was so secret that even Maranello didn't know about it. Yes, seriously! The true tale of the Ferrari Fgo, built by Pininfarina for the Brunei royal family, has remained hidden for fully 30 years.

The Fgo's designer was Enrico Fumia (pictured above), Pininfarina's deputy general manager at the time, freshly buoyant from his successes penning the Alfa Romeo 164 and GTV/Spider Tipo g16. He was kind enough to spend a lot of time with me to tell the story of how the Fgo came about and what makes this design unique. It's a fascinating tale, which starts on page 16.

If the Fgo represents one end of the Ferrari spectrum – costing the Brunei royals a reputed £4 million – then a much more accessible side to Maranello machinery is also represented this month. What with the turmoil of Brexit and the pandemic, the market has been all over the place in recent times, so we've homed in on the sometimes surprising options that have opened up if you're in the market for your first Ferrari.

With as little as £40,000 to £60,000 to spend, you have no fewer than 10 different models to choose from – both V8s and V12s. If you want to find out why you should definitely consider a 612 Scaglietti at £60k but should probably avoid a California at the same price point, turn to page 42 now.

Having just said that, one great bit of advice from our experts is to pursue the Ferrari you've always wanted – otherwise you'll always be wanting to scratch that itch. What Ferrari would you choose?

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ALFA ROMEO GIULIA TB LUSO TI

2020 specification Giulia featuring touch screen infotainment and wireless phone charging. Visconti green metallic with black leather upholstery.

Great spec inc 19 inch diamond cut alloy wheels. Harman Kardon hi-fi, Brake upgrade and Driver assistance pack. Pre-registered with delivery mileage and benefitting from the balance of the manufacturers warranty and roadside assistance cover. Price: £33,990



ALFA GIULIA TB VELOCE

15,062 miles. Alfa Romeo management car in Stromboli grey with red sports leather upholstery.

Veloce specification includes 18 inch alloy wheels with red brake calipers, climate controlled air conditioning, cruise control, electric windows and door mirrors, front and rear parking sensors, infotainment system with Apple/Android play, keyless access and starting, auto dimming rear view mirror and shark fin roof aerial. Price: £23,990



ALFA ROMEO GTV V6 LUSO

2003. Brunello red with Momo black leather. 17 inch teledial alloys.

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Mileage 103,719 miles
Price: £10,995



ABARTH 595 COMPETIZIONE

2017-17. 19,215 miles.

A striking 595 Competizione finished in Gara white with black sabelt seats and riding on 17 inch Corsa alloy wheels.

This 595 features additional options of the 7 inch touchscreen infotainment system with satellite navigation, Xenon headlights, Red Brembo calipers, Red mirror caps, Red side stripe and red front and rear splitters.

A beautiful example with Fiat group service history.
Price: £13,995



ABARTH 595 TURISMO

2019 (69). 3,700 miles.

This beautiful Abarth 595 Turismo 70th Anniversary edition is finished in red with black leather upholstery. Full service history with Monza and still with just under 2 years of manufacturers warranty remaining.

Featuring Alloy wheels, Climate controlled air conditioning, Electric windows, Electric door mirrors, Infotainment system with 7" screen and Sat nav, Reverse parking sensors and Apple CarPlay / Android auto.
Price: £14,990



FIAT 500 LOUNGE

2018. 9,456 miles. Finished in red with cloth upholstery. This low mileage 500 is still under Fiat warranty with a full Fiat service history and offers a massive saving against the new price. Lounge spec includes Alloy wheels, Air conditioning, Electric windows, Electric mirrors, bluetooth connectivity and steering wheel mounted controls, Panoramic glass roof, Reverse parking sensors. The second annual service has just been completed and the car is ready to go.
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ITALIAN CAR NEWS

New MiTo & Punto by 2023

B elated replacements for the Alfa Romeo MiTo and Fiat Punto will arrive for 2023 – and both will be SUVs. The news emerged as FCA unveiled plans to modernise its Polish plant to build new models.

FCA's plant in Tychy, Poland currently makes the Fiat 500 Classic and Lancia Ypsilon but is being repurposed to build

three all-new cars. One is small Jeep positioned below the Renegade but the big news is that the other two are effective replacements for the Punto and MiTo, both of which were discontinued in 2018 without successors.

The Alfa Romeo will be a new small crossover SUV positioned below the Tonale compact crossover (which is due for launch in late 2021). The new Fiat will also be a

small SUV positioned in the class vacated by the Punto, and similar in concept to the Argo that Fiat sells in South America (pictured). The plan is to start production of the first of the three new models in the second half of 2022.

All three new cars will use PSA's Common Modular Platform that underpins the current Peugeot 208, and will include hybrid and full-electric versions.



MY2021 ABARTH 595 & FIAT 500

The Fiat 500 and Abarth 595 ranges are being given minor updates for 2021. The Sport mode in the Abarth – which boosts torque, changes the steering and sharpens throttle response – has been renamed ‘Scorpion mode’ and comes with a new symbol on the dashboard button. There are new leather seat finishes and a new upholstery colour, Heritage Brown.

The Abarth’s trim levels remain as before: 595, Turismo, Competizione and Esseesse. The Competizione is now available in a new paint colour, matt Rally Blue (inspired by the Fiat 131 Abarth Rally of the 1970s) with a body-colour body kit. Meanwhile, new 17-inch alloy wheels “take inspiration from the Lancia Delta integrale”.

The 595 Esseesse gains new titanium Akrapovi exhaust tailpipes, a new dashboard effect and a carbon gear lever. The revised Abarth 595 range is available to order from February, priced from £17,760.

Meanwhile the Fiat 500 range gets revised trims, colours and interiors. The new range structure for the 500 is: Pop, Connect, Dolcevita and Sport, plus a new Dolcevita Plus version with climate control, 7-inch TFT screen, 3D satnav and 16-inch alloy wheels. The 500X and 500L are offered in Pop, Connect, Cross and Sport versions.

A new colour called Sicilian Orange makes its debut for 2021, combining with new blue seat fabrics and a new dashboard colour, Techno Blue. The MY2021 Fiat 500 range starts at £13,270.



SC20: LAMBO'S ONE-OFF ROAD RACER



Lamborghini’s racing division, Squadra Corse, has unveiled its latest track car for the road: the SC20. This is the second one-off engineered by Squadra Corse, following the SC18 Alston of 2018.

Design inspiration was taken from various past Lamborghinis, including the Diablo VT Roadster, Aventador J, Veneno Roadster and Concept S. The carbonfibre body is hand-slicked to deliver the best aerodynamic performance. The pronounced front splitter is framed by two fins and the air intakes on the front bonnet are inspired by those of the Huracán GT3 Evo, while the sculpted body sides reflect the Essenza SCV12’s. At the rear is a large carbonfibre wing that can be set in three different positions.

The two-tone Bianco Fu/Blu Cepheus livery also extends into the interior. Visible

carbonfibre is used extensively in the cabin, while the shells of the seats are also carbon, upholstered in Alcantara and leather, and the door handles are machined from solid aluminium.

Lamborghini’s 6.4-litre V12 delivers 770hp

at 8500rpm and 720Nm of torque at 6750rpm. The seven-speed gearbox has been tweaked, with power going to all four wheels. Pirelli PZero Corsa tyres are fitted on single-nut aluminium rims, 20 inches up front and 21 at the rear.



4C SPIDER TRIBUTO 33 STRADALE

American Alfa Romeo customers are being offered what it is thought to be a run-out special edition of the 4C Spider that pays tribute to the 33 Stradale of the 1960s. The 4C Spider Tributo 33 Stradale offers several unique features. The paint is an exclusive Rosso Villa d'Este, while its five-hole alloy wheels are finished in grey-gold. Inside, the upholstery is two-tone black-and-tobacco in a combination of suede and leather, while badges and plaques identify the special edition. No changes have been made to the mechanical side. Sold only in the US market, just 33 units are to be made, priced at \$79,995.



FIAT MERGER AGREED

Fiat Chrysler Automobiles (FCA) and the Peugeot Group (PSA) have officially merged after 99% of shareholders approved the deal in January. The merged companies are now called Stellantis, which becomes the world's fourth-largest car maker, with production capacity of 8 million vehicles and revenues of more than £150 billion.

Stellantis comprises 14 brands, including Abarth, Alfa Romeo, Fiat, Jeep, Lancia and Maserati. The name Stellantis means 'to brighten with stars'. It will only be used at corporate level and won't appear on any cars.



FIAT 500 MAKES CAR OF THE YEAR SHORTLIST

The shortlist for the European Car of the Year 2021 award includes Fiat's new 500. From a long list of 29 cars, the jury has chosen seven nominees. Joining the new Fiat 500 electric are the Citroën C4, Cupra Formentor, Land Rover Defender, Skoda Octavia, Toyota Yaris and VW ID.3. The winner of the Car of the Year 2021 will be announced on 1 March 2021.



ALFA TONALE VOTED 'MOST EXCITING'

The Alfa Romeo Tonale has been voted "the most exciting new car of 2021" by readers of What Car? The Reader Award was won with more than twice as many votes as the second-placed car. The final production Tonale is due in late 2021. Alfa Romeo's European head, Arnaud Leclerc, said: "The Tonale concept signals the future for Alfa Romeo, with the production car set to be the first plug-in hybrid to join the range. It's humbling to see how its combination of beauty and functionality has captured car buyers' imaginations."



LANCIA YPSILON BREAKS 3 MILLION BARRIER

Lancia is celebrating the 36th anniversary of its 'Y' model range with the news that over 3 million Ypsilons have been made since 1985. These comprise the Y10 (1985-1995), Y (1995-2003), Ypsilon (2003-2011) and current Ypsilon (from 2011). Italy is the only market where Lancia still operates.





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UNIQUE LANCIA AURELIA B20 GT AT AUCTION

A unique Lancia Aurelia B20 GT 'development car' from 1956 is being sold at auction. Its body shape is unique, with a lower roofline than standard, plus a larger, flatter rear window and longer rear side windows. The rear wings are also straighter and the lights protrude more.

Mechanical differences include servo-assisted



disc brakes up front and a synchronised, reinforced four-speed gearbox (thought to be an early Flaminia unit). Auctioneer Artcurial says these differences "strongly suggest that this car was a development mule for Lancia on an abandoned design proposal, possibly from Bertone or Boano... probably a development car made at the period for the Series 6 Aurelia or Flaminia".



The Aurelia was reputedly stored at the Lancia factory until a Lancia engineer bought it in the late 1960s. Fully restored, it will be sold at Artcurial's Paris auction on 5 February 2021 with an estimate of €175,000 to €225,000.



Photos: Peter Singhof



GIULIA GT VALUES REACH NEW PEAK

Two recent sales on the Car & Classic auction platform show that Alfa Romeo Tipo 105 coupe values continue to rise, with a new world record set for a GT Junior at £50,000. Some 261 bids were received for the 1971 GT Junior, an Australian example described as "in near-concours condition" following a full restoration. Upgrades include a change to 1750 power, ceramic-coated exhaust manifold, Koni classic dampers, 40mm lowering springs and Alfaholics 15-inch wheels.

Meanwhile a 1972 2000 GTV has sold for £80,500 on the same auction site. The high price is explained by several factors: it's a rare UK-supplied car in RHD; it has an odometer reading of only 7785 miles; and it has been treated to a "better than new" restoration by VeloceSport of Lincolnshire.



NEW CAR SALES PLUNGE IN ITALY

Sales of new cars in Italy fell by 27.7% to 1,393,556 units last year, the lowest figure since 2014. Fiat's market share actually rose slightly from 14.9% in 2019 to 15.3%, but its sales were down by 26.1%. The total of 211,300 Fiats sold was the lowest domestic figure since 1959, although Fiat remains Italy's most popular brand by some margin.

Alfa Romeo sold only 17,202 cars domestically, ranking it 21st among brands. The only Alfa to make it into the Top 50 sellers was the Stelvio (8370 units). Maserati was down by 34.8% at 1358 sales. Among few companies to make gains was Ferrari (up by 2%), although Lamborghini dipped by 13.7%.

The Fiat Panda remained Italy's best-selling car for the ninth year in a row. With 110,465 sales, one in 12 cars sold in Italy was a Panda. The Lancia Ypsilon (43,033 sales) took second place, boosted by a new mild hybrid version. The Fiat 500X moved up one spot to third place with 31,819 sales. Meanwhile the Fiat 500 (31,409 sales) rose to fifth spot from 11th last year. The all-new Fiat 500 electric has made a promising start, ranking as Italy's best-selling electric car in December 2020.





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BIALBERO: ALL THE CARS POWERED BY THE LEGENDARY TWIN CAM ENGINE

A new 304 page fully illustrated colour book with over 900 photographs, many never before published, based on all the Fiats, Lancias and Alfa Romeos that are powered by Aurelio Lampredi's superb twin cam engine.

While some elements of the book are an expansion of the earlier works by the same author, the early chapters now include extracts from road tests by Auto Italia's writers.

Also included in the first part of the book are one-offs and concepts like the Stola Dedicata, Lancia Magia and Grama 2 'Puntograle', while modified cars include a 180bhp twin cam-engined Lada '124' and a superb Abarth OT1600 tribute.

The second half of the book is dedicated to hands-on maintenance and restoration advice of a selection of popular classic twin cams. There is also the added bonus of invaluable, expert tuning information by the renowned and sadly recently deceased twin cam race engine preparer, Guy Croft.

This much anticipated publication is prolifically illustrated throughout with high quality photography of real world cars from collections and dynamic images from Auto Italia's archives. Many of the featured cars are owned by the magazine's readers, in addition there is also a gallery of restored twin cams from around the world.

Lancia Delta Unintentional Supercar

When you think of a classic supercar, you probably think of a Ferrari or a Lamborghini. But what if you could have a supercar that is also a practical everyday car? The Lancia Delta is the answer. It's a car that's been designed to be a supercar, but it's also a car that's been designed to be a practical everyday car. It's a car that's been designed to be a supercar, but it's also a car that's been designed to be a practical everyday car. It's a car that's been designed to be a supercar, but it's also a car that's been designed to be a practical everyday car.



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LAMBORGHINI SALES BUOYANT DESPITE FALLS

Lamborghini delivered 7430 cars worldwide in 2020, a decrease of 9% compared to the previous year – the fall largely due to an enforced 70-day Covid production layoff. However, Lamborghini bounced back by reporting its best ever second-half year sales. The UK slipped from being the third biggest market in 2019 to the fifth largest in 2020. The US remained the biggest market (2224 sales), followed by Germany (607), China (604), Japan (600), the UK (517) and Italy (347).



PRESCOTT ITALIA 2021

Prescott Speed Hill Climb is launching a brand new all-Italian motorsport event called Prescott Italia on 30 May 2021. Hundreds of classic and modern Italian cars are expected to attend the event near Cheltenham in the Cotswolds. Hill runs are available priced at £125, with spectator fees still to be announced. Find out more at www.prescotthillclimb.co.uk



EAGLE F1 SUPERSPORT FOR GIULIA QV

Goodyear's Eagle F1 SuperSport tyre is now available for Alfa Romeo Giulia Quadrifoglio drivers. The F1 SuperSport is positioned above the F1 Asymmetric 5, and is a road tyre claimed to offer outstanding grip, handling and stability in both dry and wet conditions. For the Giulia QV, it's available in 245/35 R19 front and 285/30 R19 rear sizes.



FREE ALFA CALENDAR

The Alfa Romeo Museum has released a free-to-download 2021 printable calendar celebrating the marque's anniversaries this year. There are 12 themes, including Vittorio Jano's 130th birthday, the 110th anniversary of Juan Manuel Fangio's birth, 90 years of the 8C 2300, 70 years of the Motta, 60 years since the construction of the Balocco Proving Ground and the 50th anniversary of the Alfasud. The 2021 calendar can be downloaded in 50x70cm format free of charge, in Italian or English, at www.museoalfaromeo.com



POWERFLEX UPDATES FERRARI 550 RANGE

UK-based bush specialist Powerflex has updated its application list for the Ferrari 550 Maranello (1996-2002) and 550 Barchetta Pininfarina (2000-2002). The revised 'Road Series' bush range caters for both wishbones and anti-roll bars, all of which can be purchased as a set or as individual bushes. Radial stiffness is claimed to be 15% better than the original rubber bushes. Prices start at £20.34 for individual bushes, while multi-piece sets range from £40.68 to £189.36.



NEW TOTIP 131 ABARTH FROM ITALIA DIECAST

Top Marques have released 1/18 scale model of the Fiat 131 Abarth in TOTIP livery from the Rallye dell'Isola d'Elba of 1982. This was the car piloted by the Italians Andrea Zanussi and Arnaldo Bernacchini, one of five cars entered by the Jolly Club that year. Three of these retired, including this one and its sister 131 driven by Antonella/Fiorella – both due to major accidents. But the Jolly Club did get two Fiat Ritmos over the line, albeit some distance behind the winning Lancia Stratos HF.

In keeping with all Top Marques models, this resin-cast edition is a faithful

reproduction of the original, including the interior rollcage and details such as the Sabelt belts and accurate external features and livery. As with all Top Marques models, the 131 Abarth comes mounted on a presentation plinth designed to make the model look great on any shelf.

This model (code TOP043H) is a limited edition of just 500 models worldwide. The online price is £220. This and other 1/18 scale

models of Italian cars are available at italiadiecast.com where *Auto Italia* readers can use the discount code AUTOITALIA10 to receive 10% off all orders over £100.



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To enquire contact:
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X Marks the Sport

How does the new Firefly-engined Fiat 500X Sport feel on UK roads?

Story and images by Michael Ward



TECHNICAL SPECIFICATIONS

FIAT 500X SPORT

ENGINE:	1332cc 4-cyl turbo
POWER:	150hp @ 5500rpm
TORQUE:	270Nm @ 1850rpm
TRANSMISSION:	6-speed DCT automatic
MAX SPEED:	124mph
0-62MPH:	9.1sec
FUEL CONSUMPTION:	39.2mpg
CO ₂ :	163g/km
PRICE:	£25,770

The 500X has aged quite well, I think. It has certainly fared slightly better than its more colour-sensitive sibling, the Jeep Renegade. While it's a chunky-looking bit of kit, it has retained the cheeky 500-ness of the original concept, and looks far nicer than the dumpier 500L.

Many of us dyed-in-the-wool Fiat fans have been aching for some new Abarths, especially with the sad demise of the 124 Spider. While Abarth versions of the 500X and Tipo seem unlikely, we do have the next best thing: a new Sport trim level that's now available for the 500X and many other Fiats.

A more aggressive body styling package, larger 19-inch wheels, twin exhaust pipes and interior changes are all welcome additions for the Sport. The springing is stiffer and the dampers have FSD, too. While the car has been lowered only by a smidge over 10mm, aesthetically and dynamically it feels more drastic.

Back when the 500X was launched (2016), it was fitted with MultiAir petrol and MultiJet diesel engines but today it's the turn of a new generation of Firefly units: a 1.3-litre four-cylinder and a 1.0-litre 'three'.

Our Racing Red test car had the 1.3-litre 150hp motor fitted, which produces a

'carefully usable' 270Nm of torque. I use that phrase advisedly because I found the front end grip and steering angles a bit unruly when driving fast. The 500X Sport is a car you have to learn to drive smoothly to enjoy fully. The 1.3 engine's power delivery can sometimes feel a bit laggy, especially at low speeds when the gearbox can become confused between ratios. It would be interesting to see Fiat's 1.75-litre turbo unit in this car but we suspect that's a fantasy.

Overall the 500X Sport is a likeable, regular road car. The 'Sport' bit is more about style and, dare we say it, 'lifestye' than track outings but it's certainly got a feisty side.





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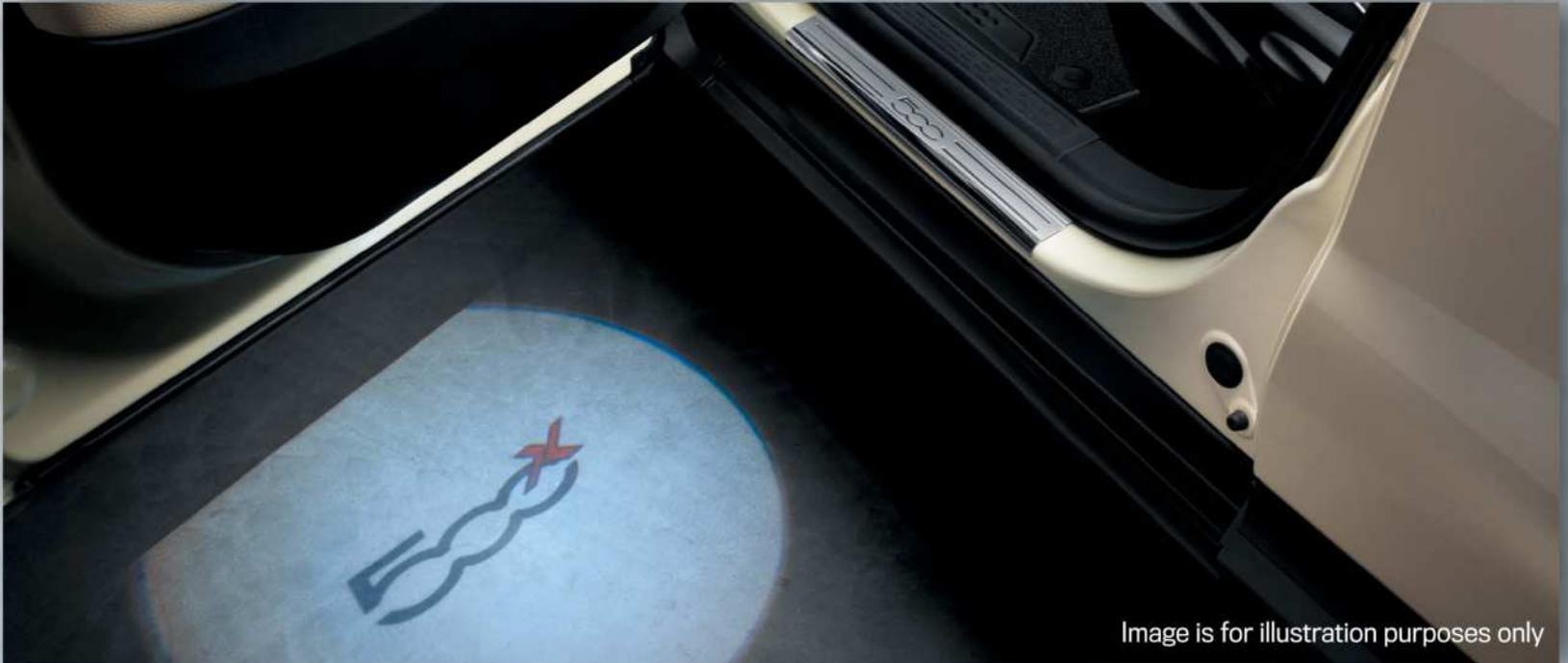


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TOP SECRET



F90 EXPOSED

Thirty years ago, this Testarossa-based Ferrari was built in complete secrecy for the Brunei royal family. Now, for the first time, we can reveal the full story behind the Ferrari F90

Story by Chris Rees
Images by Alessandro Barteletti/
Enrico Fumia Archive/Alfred Tan



We've got used to one-off Ferrari 'Special Projects' from Maranello in recent years, but the Prancing Horse you see on these pages is a real mystery to most. Dating from 1991, six were made by

Pininfarina. Yet almost no one has heard of it, very few have ever seen it and almost no one has driven it.

That's because this Ferrari, called the F90, was completed in the strictest secrecy for a very particular client: the car-mad Prince Jefri of Brunei. The F90 might well have remained secret, too, had not the prince's finances unravelled in 1997; and had not Michael Sheehan, the Ferrari expert and friend of *Auto Italia*, been called in to inspect the prince's car collection in 2002 with an eye to exporting some cars. Sheehan teased an image of a hitherto unknown Ferrari that he'd seen during his visit, igniting worldwide debate. Today, after almost 30 years in secrecy, we can finally tell the F90's story thanks to the man who designed it: Enrico Fumia.

Prince Jefri, the Sultan of Brunei's brother, was a man besotted with cars. As Brunei's Minister of Finance, he had access to ample funds to support the most extravagant buying spree of exotic cars the world has ever seen, running into several thousand. Ferraris were a particular passion: he had as many as 400 in his collection, most very special in some way and a few unique to the royal collection.

Of these, the Ferrari F90 was easily the most exciting. When Prince Jefri approached Pininfarina asking for a unique new Ferrari based on the Testarossa, it was Enrico Fumia's F90 design that he chose. This would be Pininfarina's very first full rebodging exercise on a Ferrari for Brunei – previously the coachbuilder had converted 12 Testarossas to Spiders and seven F40s to right-hand drive.

The prince demanded that the unique new Ferrari had to remain absolutely secret, even from Maranello, on pain of termination of the contract which was worth about £4 million. And since independent estimates put Pininfarina's work for Brunei at more than £50 million





over the years, this was indeed a client to cherish.

At the time, Enrico Fumia was deputy general manager at Pininfarina. He tells *Auto Italia*: “Pininfarina took a big risk keeping silent from Ferrari. The F90s were going to have Prancing Horse emblems fitted – if an accident were ever to occur, how would we explain that to Ferrari?”

However, the F90 concept was actually conceived before the approach from Brunei, as Enrico recalls: “I designed the car in September 1988 as a potential display car for the 1989 Tokyo Motor Show. It was to be based on the Ferrari Testarossa and realised in the spirit of the Ferrari P5 and P6 of the 1960s – that’s why P7 was the initial design code.”

However, the design chosen for Tokyo was not Fumia’s P7 but instead Pietro Camardella’s Mythos. This still clearly rankles with Enrico: “My P7 proposal was excluded from the competition for Tokyo because I was asked, as a manager, to stop designing cars myself. Let me say that I think my proposal was a true Ferrari by Pininfarina; honestly I see the Mythos more as a Bertone than a Pininfarina car, similar to the Athon but nine years later. That’s not a criticism,

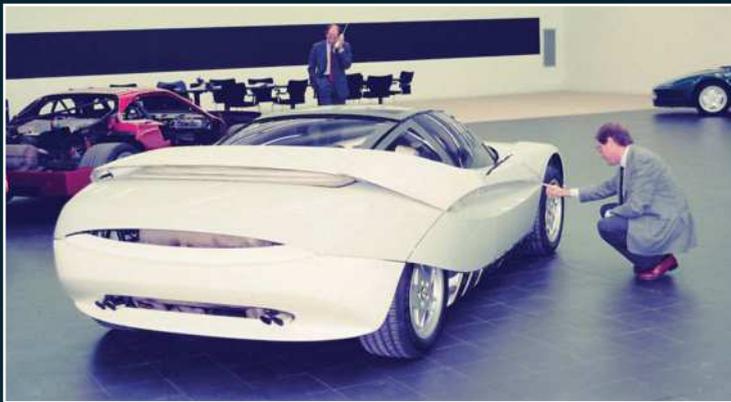
because I always appreciated Bertone’s style and Camardella admits that he has often been called a ‘Bertonian’ stylist inside Pininfarina.”

The design received approval from Brunei in April 1989 and a 1:5 scale model was duly delivered in June 1989. The highly original design was a complete rebod of the Testarossa; only the wheels and mirrors were retained.

How did Enrico approach the design? “I always look for special styling features (*stilema* in Italian) from the brand’s heritage, while also introducing new ones that are in harmony with this heritage. I call this the ‘Identity Cycle’ and it’s the same method I used to design the Alfa Romeo 164, GTV and Spider 916. The car must look new, not be a remake. My aim was to create a new style for Ferraris of the 1990s – that’s why it was called F90.”

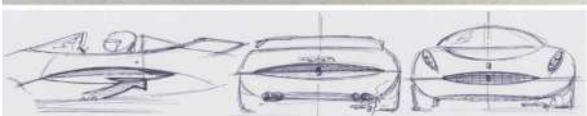
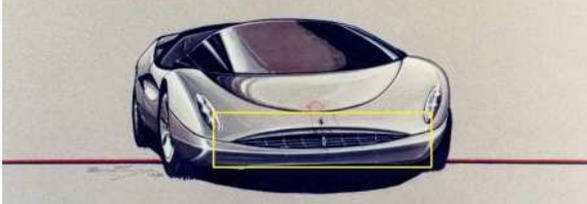
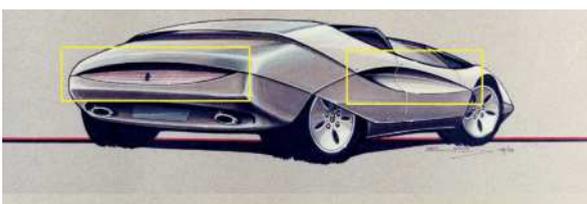
One clear example of this approach is the elliptical shapes seen in the front end, body sides and rear panel – a shape inspired by the front grille of Pininfarina Ferraris of the 1960s. “But I did not do a copy-and-paste,” comments Enrico. “I reinterpreted it by making the side ends pointed, a ‘cuspidate

F90 (top) was designed as Pininfarina’s 1989 Tokyo Show car but Mythos (above) chosen instead; Fumia likens it to the Athon



“ My aim was to create a new style for Ferraris of the 1990s – that’s why it was called F90 ”





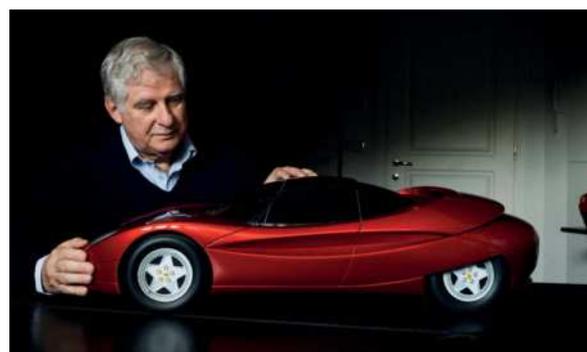
ellipse'. As a new *stilema*, I opted to use it on the sides as an interpretation of the typical mid-engine Ferrari's side air-intakes; and on the rear as a version of the Testarossa's tail lamp strip. I call it 'quadrifrontale' in Italian, or 'four-sided look', as used in architecture from the Egyptian pyramids to the Eiffel Tower and modern skyscrapers."

Every element of the shape had a functional purpose, and that included the front grille. In the Testarossa, the front grille is fake; on the F90 the original Ferrari side radiators were replaced with a single radiator up front.

The front lighting was very innovative for the time, consisting of a poly-elliptical lamp, sealed beam and flasher placed one on top of the other, inside a teardrop-shaped glass. The lights were fixed to the chassis rather than the bonnet to ensure there was no vibration in motion. The bonnet contained holes for the lights, just like those for the Alfa Romeo GTV and Spider g16.

The prominent rear wing and upward-flowing

Mix of exotic materials was used to make the F90, including a carbon spoiler - still very novel for 1991



Designer Enrico Fumia actually got to test the car on Italian roads - not easy with right-hand drive!

elements at the rear are particularly striking, as Enrico attests: "This was a slightly 'dangerous' idea because partially covering the rear wheels makes the rear quarter heavier. There are parallels in previous Pininfarina Ferrari show cars, like the 400 Superfast II (1960), P5 (1968) and 512S (1969). Obviously the final result makes the rear body a bit massive (also due to the base Testarossa being two metres wide) but the prominent rear wing is fully integrated with the body."

The bodywork was realised in a mixture of materials, including steel for the doors, aluminium for the front lid, glassfibre for the bumpers and carbonfibre for the rear wing – the latter still a very new material for road cars in 1991.

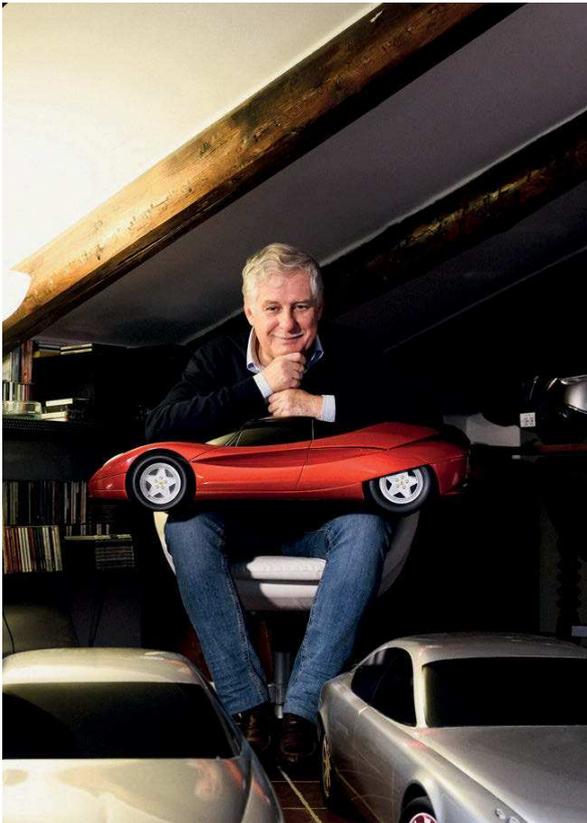
The transparent dome-shaped glasshouse with its sliding roof was highly unusual. It was all designed to ensure perfect rear visibility even when the roof panel overlapped the rear screen on being slid backwards. The sliding mechanism used three parallel rails and needed no locking handle – it closed simply by pressing on the upper rail of the windscreen, ensuring absolute

cleanliness of design. Another 'clean' aspect was the perfect alignment of the slid-back roof with the top edge of the rear screen, achieved by hiding the roof's rear edge in a special slot. The rounded upper windscreen corners forced unusual side windows with hook-shaped upper corners.

This unique set-up was only possible because of the skill of Pininfarina's workers, who even today Fumia still thanks. Indeed the F90 was probably the most complex and sophisticated prototype yet built by Pininfarina at that time, perhaps ever, and was fully tested in Pininfarina's wind tunnel.

The interior used quite a few Testarossa parts but the layout was all new, dividing the driver and passenger, rather like the current Roma. The seats were Testarossa but with different headrests. The new dashboard and door panels were in glassfibre covered in rubber foam and Connolly leather, with a 'highlight line' in the same colour as the exterior line (almost always red).

Enrico Fumia had the chance to drive two of the



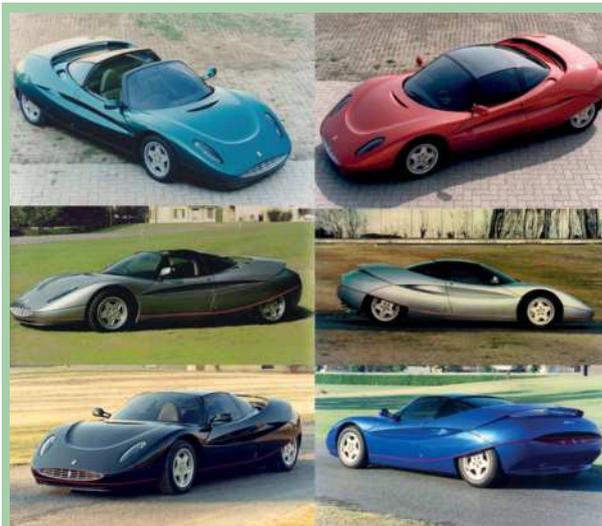
prototypes personally. How did they feel, we asked? "The first one was when it wasn't yet fully assembled – no windows except the windscreen, raw cabin surfaces and instruments roughly placed on the steering wheel. My collaborator Renzo Trivero and I drove it on the A26 motorway in August 1990. It was a very hot day and we were escorted by two Pininfarina 'rescue' cars, mainly to keep curious eyes away. I was the driver and Renzo sat on the left to pay tolls in this right-hand drive car on the Italian motorway. After a few kilometres at high speed, water suddenly appeared on the floor, forcing us to take the car to the nearest workshop. Everyone asked if it was a UFO! Well, perhaps I had been driving a UF(g)o. Joking apart, it was a very exciting situation."

Enrico went to Maranello in 2005 to tell the whole Fgo story, which had been a total mystery for Ferrari until then. A small item on the Fgo was then published in the 2006 Ferrari Yearbook, making it officially recognised as a *Cavallino*.

So how does Enrico view the Fgo looking back at it today? "Honestly I think the Fgo has not lost its appeal, even if it's now a classic car. But how can I demonstrate it without a real Fgo? Unfortunately all six cars are still segregated in Brunei. I am waiting for someone to order the seventh Fgo or to rebody a more modern Ferrari in a similar style, but they have yet to appear. Never say never."

To date, no Fgo has ever been seen in public. We don't know the six cars' fate as it's impossible to get any information from out of Brunei; as Michael Sheehan once wrote: "The officials in charge are paralysed by indecision".

Enrico concludes: "As the six Fgos are official Ferraris by Pininfarina, it would be great if at least one could leave Brunei and finally be shown in public. Objectively the Fgo deserves to be judged in the flesh. I dream that one day it can happen before I die." 🇮🇹



SIX CARS IN ALL

It was in spring 1991 that the first of six examples was delivered to Brunei (painted black, as were all the first cars of any Brunei limited edition). The second example, painted turquoise with an almost military green interior, was delivered in August 1991. The other four were painted metallic grey, metallic red, silver and blue. The last one was completed in 1992, after Fumia had left Pininfarina in September 1991.

Which of the six was Enrico's favourite? "Of the three Fgos I saw before leaving Pininfarina, the metallic dark grey was my favourite but I must say the turquoise one is impressive and unusual for a Ferrari. Of the final three, the red one is the most attractive – not a classic Ferrari red, but a deep metallic red."

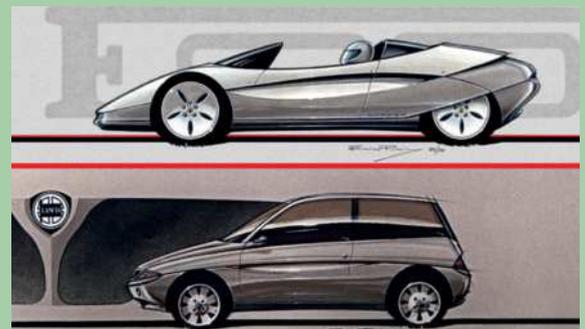
The contrasting coloured line running almost all around the car at sill level "underlines" the bodywork, in Fumia's words. Mostly the line was



Fgo". He adds: "I know some Pininfarina workers called it the F45 as it looks like half an Fgo!"

HOW THE F90 INSPIRED A LANCIA

The Fgo may have remained top secret but its design signatures did resonate into the future, as Enrico Fumia tells *Auto Italia*: "After leaving Pininfarina, I imagined rebodilying my Ferrari Mondial T Cabrio, but with no budget, no prototype



red, except for the red car which got a silver line; Fumia would have preferred yellow, more in harmony with Ferrari's badge.

MYTHOS & ETHOS

The Testarossa-based Ferrari Mythos was the show car that Pininfarina chose to present at the 1989 Tokyo Show instead of the Fgo. While the Mythos was displayed as a pure concept car, in fact Pininfarina did build two cars, complete with hardtops, for Prince Jefri's collection.

There are definite Fgo styling themes in Pininfarina's Ethos prototype of 1992 (*pic below*), which Enrico Fumia says has "the scent of

was ever made. Later, I rendered the Fgo style using photoshop for the Ferrari 550 Maranello and F430 Scuderia, even the new Roma. I still think the themes look good, even over 30 years on."

In fact the Fgo did, in a roundabout way, sire a production car: Enrico Fumia's Lancia Y, designed in 1992 just after he had left Pininfarina to become director of Centro Stile Lancia. The Fgo's cuspidate ellipse and 'quadrifrontale' themes can be traced in the little Lancia, says Enrico: "I believe a few would notice the relationship but if ever both cars appeared on the road, the resemblance would not be so obvious. It's like Giugiaro's Lancia Delta, which was emanation of his Audi Ace of Spades. If the Fgo had not been a secret and had been publicly shown, I would probably have designed a different Lancia Y. But destiny decided otherwise."

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Happy Hybrid?

Combining American muscle with Italian style and artisanship, is the Intermeccanica Italia the best of all worlds? We find out aboard a very rare UK example

Story by Andy Heywood
Photography by Michael Ward

Today hybrid is a buzzword for a vehicle with partial electric power, but back in the world of 1960s Italian GT cars, it meant something very different. Most De Tomaso and Iso cars were labelled as hybrids for their combination of Italian bodywork and American engines. However, there was another car that, for a short period, joined these two and was in fact more of a hybrid than any other – the Intermeccanica Italia.

Turin in the early 1960s was a city brimming with automotive talent. The nucleus was Fiat, of course, but in the wider environs were myriad smaller concerns: designers, coachbuilders, component manufacturers and of course constructors. During what was originally planned as a 'holiday' from their home in Canada, Frank Reisner and his wife Paula were drawn to the city as the perfect place to realise their ambitions.

Both were from European families relocated after the war. In Frank's case he was Hungarian. His family moved first to Paris and then, while Frank was a teenager, to Canada where he completed his education and met his future wife. After university, he attempted to settle into the nine-to-five but

soon experienced prejudice against his European background which he realised would hold him back, and with his adventurous spirit, that was never going to work. With advice from families, the couple decided to take a three-month leave of absence to explore Europe but what started out as a Grand Tour soon changed into something more permanent and it would be 20 years before they returned.

The car-mad engineer in Frank was drawn to Turin as a place of inspiration but at the same time the entrepreneur in him realised that here was an opportunity use the best of Italian engineers and craftsmen to produce something that would sell in Canada and the US. The company they formed – Intermeccanica – sounded very Italian but it was registered in Montreal, Canada as North East Engineering Co.

Starting by offering tuning parts for everyday models, the company quickly progressed to making a Formula Junior racing car and then production of an Abarth-esque two-cylinder sports car called the IMP. However, after only a handful had been made, Fiat decided against supplying the 500 platform on which the car was based and the project was dead. Being beholden to the

whims of larger companies would become a recurring theme in the Intermeccanica story but Frank was undeterred. He had by then met an ambitious American car builder called Milt Brown, and as the IMP project faded, a new and much more exciting one was taking its place.

Brown's ambition was to make a low-volume GT car using the newly announced Buick 3.5-litre all-aluminium V8 to sell within the USA through Buick dealers. He and Frank agreed that Intermeccanica would build the body and chassis in Turin and then ship cars to California, where Brown would fit the engine and running gear. Together, they agreed on a name for this creation: Apollo 3500GT. The first cars were shipped in early 1962 and although met with rapturous enthusiasm by the motoring press, it soon became clear that Brown had underestimated the amount of work required to complete the cars and sell them. By the time he had secured extra funding to cover the delays, it had already been spent. Determined to keep the project alive, Reisner found an alternative distributor in Dallas, even changing the name of the car to Vetta Ventura but it wasn't enough and Apollo production ended before even 100 examples





had been built. The learning curve had been very steep, but the experience stood him in good stead for what was to happen next.

Jack Griffith had watched the progress of the Apollo with interest. He had made his name by fitting Ford V8 engines into TVR Granturas in New York, but TVR had recently entered bankruptcy and his supply had dried up. Having met

Frank at the 1965 New York Auto Show and been

impressed, Griffith suggested a plan to

resurrect the Apollo in revised 2+2 form.

Frank was less keen on this idea as the relationship with Brown was still unresolved and so in the end, the two started planning a completely new car.

Griffith hired ex-GM designer Robert Cumberford to do the initial body design sketches and when sent to Frank, he hired none other than Franco Scaglione to

complete and productionise the shape. Frank designed and built the chassis and used Ford suspension where possible, including an independent front end by wishbones and coil springs and a solid rear axle with coils and a Panhard rod. This time more of the build was completed by Intermeccanica in Turin before shipping to Griffith to fit the Ford 289ci V8 engine and Ford four-speed manual gearbox.

“ The soundtrack is a menacing, low beat at idle, true Bullitt style, to a guttural snarl under full throttle ”

The project moved very quickly and only a year after they first met, the newly named Griffith 600 was presented at the 1966 New York Show. Yet unbelievably, even before the show ended, Griffith was in trouble.

Financially overstretched, he had abused his credit agreement with Ford, who cut off his supply of engines. In desperation, he turned to Chrysler but that solution was only

temporary and after only a few months, Griffith was declared bankrupt and Frank found himself in familiar territory.

It was Cumberford who initially came to the rescue, introducing Frank to US automotive journalist Steve Wilder. Wilder was independently wealthy and agreed to bankroll distribution of the car. He also had a connection with the Ford engine and racing

car specialist, Holman Moody in North Carolina, which led to it being

contracted to the fit the powertrains. Of course, the name had to change, and the car became the Intermeccanica Omega. However, it wasn't long before Holman Moody started to encounter similar development problems with the cars and after only a few months, the whole arrangement fell apart.

At this point, most people would have given up, but not Frank Reisner. He had learnt



the hard way that trying to manage the completion and development of a car over a 4000-mile distance was impossible. He realised that he needed to make a complete car and find a professional company to distribute it. The latter came in the form of Genser-Foreman, a New Jersey-based company that was already the Triumph importer for the eastern side of the USA. Ford also agreed to supply powertrains directly. What could possibly now go wrong?

To distance Intermeccanica from the agreement with Wilder, the name of the car was once again changed, this time to Torino, which seemed logical until it was pointed out in a legal letter from Ford that it owned the rights to that name. Hastily the name was changed yet again, this time to Italia and finally, eight years after first arriving in Italy, the Reisners enjoyed a period of success and stability.

Throughout the twists and turns of its birth, the Italia had been continuously honed and by the time Intermeccanica became solely responsible for it, it was actually a well-developed car. Frank insisted on road testing

every single example before shipping it to the US and production reached up to 10 cars per month during 1968 and early 1969. However, during the summer of 1969 Frank visited Genser-Foreman to discuss a price increase and they refused. Another arrangement was at its end – although by far the most successful to date, with over 150 Italias having been delivered.

Incredibly, up to that point, Intermeccanica had only really sold cars in the USA but this was now to change. Through his friend, the racing driver Johannes Ortner, Frank was introduced to Erich Bitter. Bitter was doing good business importing Abarth tuning parts to his native Germany but was looking to expand and therefore keen to take on the role of Intermeccanica importer. This provided at least a useful bridge before another US distributor was found in the form of IMI, the Maserati dealer in Los Angeles, and in the end Italia production continued until March 1973, at which point 274 had been built, a mixture of coupes and convertibles.

The first examples used a 271ci version of the Ford V8, which was soon updated to

302ci and then finally 351ci, although tightening emissions regulations meant that power and performance didn't really change. For the 351 version, Intermeccanica quoted an output of 325hp at 5500rpm. With a kerb weight of 1315kg, it gave the car excellent performance for the time, with a maximum speed of 155mph and a 0-60 time of 6.2 seconds.

Given that the cars were only sold new in the USA and Germany, it is extremely rare to find one in the UK. Our feature car was delivered new to the USA in 1970, fitted with the 351 engine, and lived in New Jersey until being exported to Sweden in the 1990s and then to a collector in the UK in 2010. The appeal was really the same as for Milt Brown, Jack Griffith and Frank Reisner all those years ago: an American car with a European body.

Compared to the hybrid offerings of De Tomaso and Iso, the Italia definitely feels much more like driving an American car. That's not surprising given the target market and the use of proprietary suspension, brakes and steering. There's power for sure and the ability to light up the rear tyres is ever



Pretty shape was fettled by Franco Scaglione. US parts mean it drives more like a Ford than a Ferrari



present, but the steering is overly light and vague and the suspension soft and uncontrolled. However, for that soundtrack you could forgive a lot, from the menacing low beat at idle, true Bullitt style, to a guttural snarl under full throttle. And the car is easy to drive in a way that a lot of Italian supercars of that time were not.

Even the body style is a mixture. There are elements of Nembo 275 GTB in the profile but also Corvette. Cumberford's original design is acknowledged as being simple and elegant, but to Italian eyes a little predictable. Yet in the detail, the resolution of the front wing lines and headlamp nacelles

is a complex but subtle piece of work, perhaps the signature of Scaglione.

Like all small car companies, Intermeccanica suffered from a lack of funding and also from being beholden to larger manufacturers for component supply. The short-lived Indra, which followed the Italia, fell foul to the same problems and was to prove the last car made by the company in Turin. The Reisner family relocated to California in 1975 and then to Canada a few years later where Intermeccanica continues to make cars to the present day. Sadly Frank passed away in 2001 but his son Henry has now taken

over. Over the years the output has been diverse but mostly based around a high-quality replica of the Porsche 356, ironically now offered in electric form.

The Italia remains a fascinating car, all the more so when you appreciate the story of the man behind it. Reisner himself was from a hybrid background, which in 1950s North America was seen as a negative but actually gave him a global view that he turned to his advantage. Given the countless setbacks he experienced along the way, his determination to produce these cars was extraordinary. It certainly adds an extra layer of significance to his creations. 🇮🇹

TECHNICAL SPECIFICATIONS

INTERMECCANICA ITALIA

ENGINE:	5752cc Ford V8
POWER:	325hp at 5500rpm
TORQUE:	395lb ft at 4000rpm
TRANSMISSION:	4-speed manual, RWD
SUSPENSION:	Wishbones, coil springs (F), rigid axle, trailing arms, Panhard rod, coil springs (R)
BRAKES:	Discs all round
DIMENSIONS:	4445mm (L), 1727mm (W), 1155mm (H)
WEIGHT:	1315kg
MAX SPEED:	155mph
0-62MPH:	6.2 sec



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Racing Rarity

The Sport/Racing version of Fiat's humdrum 131 saloon paid tribute to Fiat's huge success in world rallying. But why is it so rare today?

Story by Phil Ward
Images by Ruoteclassiche & Michael Ward

Just like the Ford Cortina in the UK, the Fiat 131 Mirafiori was Italy's saloon car sales supremo in the 1970s. Launched in Italy in October 1974, the 131 was a huge success for Fiat, with close to 1.6 million cars produced domestically, and about the same number again among licence-built versions in other countries like Spain, Turkey, Egypt, Portugal, Morocco, Argentina, Indonesia, Malaysia, Singapore, Thailand and Zambia.

So with such massive production, why are there so few 131s left? Let's look at the clues. Generally, surviving Fiat classics of any generation are the sporting versions. The 131 was the archetypal 'reasonably priced family car' targeted at volume sales. 'Hot' versions were off the menu – initially, at least. Sporting Fiats had disappeared in the early 1970s as the company decided that the Lancia brand should carry the performance banner with its Twin Cam Betas.

Then in 1976 came the 131 Abarth Rally, Fiat's rally contender that required 400 road cars to be homologated.

The 131 duly dominated the World Rally Championship, winning it in 1977, 1978 and 1980, something that no doubt played a part in the car's domestic sales success.

Other than the Abarth, the only sporting 131 was the Sport (badged 'Racing' in Europe), which was in production for just four years (1978-1981). On the face

of it, it appeared to be a token gesture allowing the public to buy a tribute to the 131 Abarth. As a volume car producer, Fiat was used to farming out its specialist car production to coachbuilders like Pininfarina, Bertone and Maggiora. Since Bertone had built the homologation 131 Abarth Stradales, it would have been the obvious choice to make the 131 Sport but Fiat elected to build the new variant in-house. In doing so it was able to keep costs down, using existing production parts.

However, the end result was pretty compromised. The most popular comparison with the 131 Sport was

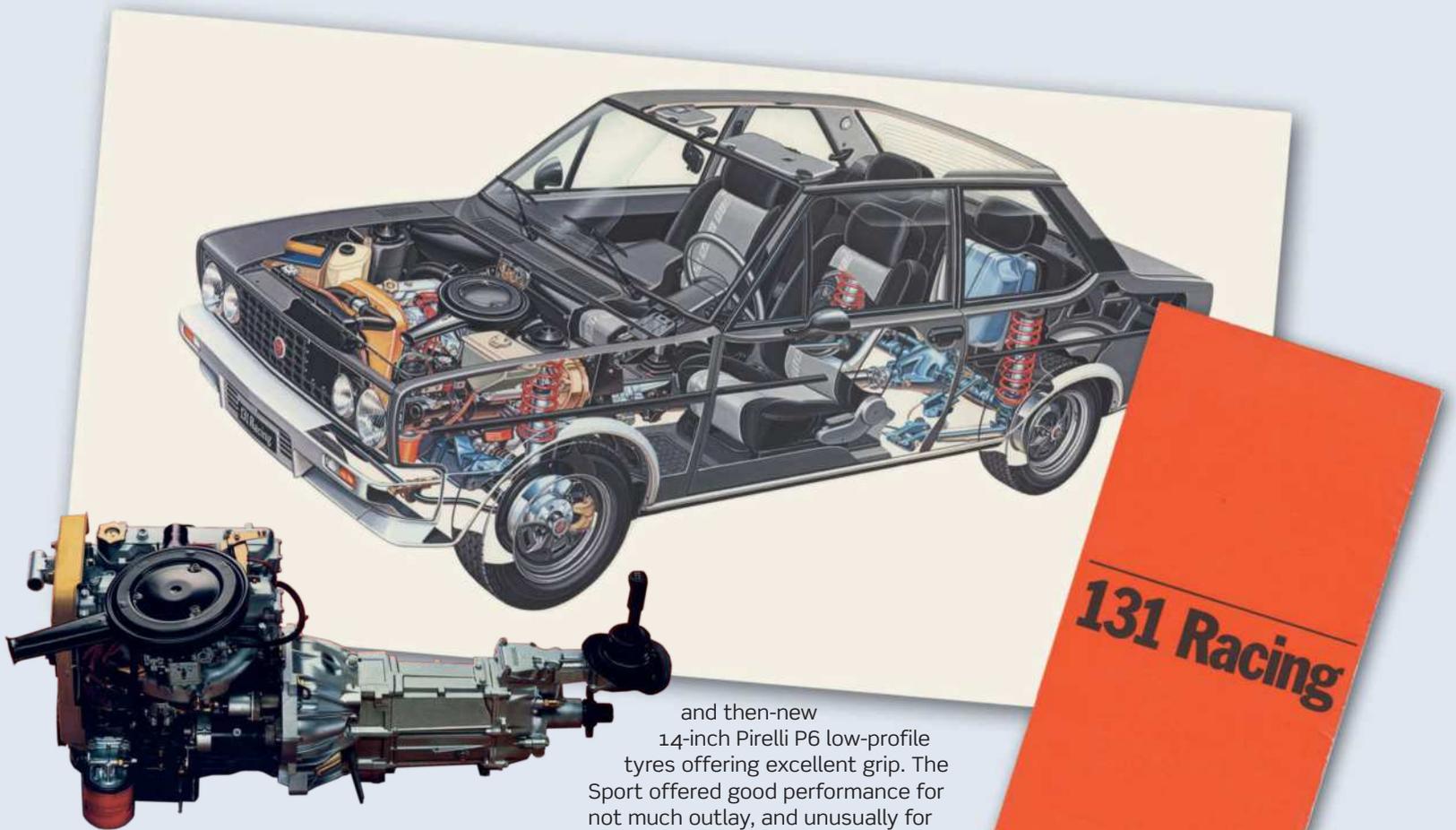
Ford's own rally tribute, the Escort RS2000, which was frankly a better car than the 131 Sport in several respects.

The 131 Sport inherited its eight-valve 2.0-litre engine from the Fiat 132. It retained a single Weber 34 ADF 15 carburettor, 15/55/57/13 camshafts and 8.9:1 compression ratio, resulting in 115hp at 5800rpm. The sturdy gearbox was also a 132 unit with the same gear ratios but with the benefit of

“ The most popular comparison was Ford's own rally tribute, the Escort RS2000 – frankly a better car ”

a remote change mechanism bearing the name 'Abarth'. Also sourced from the 132 were its steel wheels, suspiciously similar-looking (and surprisingly comfy) velour seats and flabby steering wheel. What the 131 lacked, even as options, were goodies like alloy wheels, sports steering wheel and Recaro seats – all to be found on the RS2000.





and then-new 14-inch Pirelli P6 low-profile tyres offering excellent grip. The Sport offered good performance for not much outlay, and unusually for an Italian car, it could accommodate four tall people in comfort, appealing to the enthusiast who had sporting interests but also a family.

In the suspension department, firmer dampers were fitted, while the 131 Abarth's independent rear axle was forsaken for a conventional rigid axle. Rear discs were deemed unnecessary, although it must be said that the drum brakes are better for handbrake turns!

Options included a limited-slip differential and, for Europe only, colour-coded bumpers and trim sets in vibrant colours like lime green and orange. In Europe, end-of-range 'Walter Röhrl' special editions were embellished with extra spoilers and racing stripes. In Italy some unsold dealer cars were also uprated with a supercharger and sold off as the Racing Volumetrico.

Despite a fairly reserved standard specification, the 131 Sport was popular as a driver's car. It was a rewarding steer, with the benefit of rear-wheel drive

Contemporary road testers had mixed feelings. John Bolster in *Autosport* declared the engine to be "intolerably noisy" but around corners he concluded, "There can be no argument about the excellence of the roadholding and handling". Bill Boddy in *Motor Sport* reckoned that, despite being "old-fashioned" that the 131 Sport was "a rather good return to the one-time sports saloon".

The 2.0-litre twin cam responded readily to tuning and many owners achieved excellent results by fitting side-draught Weber DCOE carburetors, the ideal set

Engine is noisy but around corners the 131 Racing (dubbed Sport in UK) has a keenly entertaining edge





up for a right-hand drive car. There was also sufficient under-bonnet clearance to fit 441DF down-draughts. By increasing the compression ratio, modifying the cylinder head, installing performance camshafts and exhaust manifold, substantial power increases were possible.

The 131 Sport was also popular with the club racing fraternity in the BRSCC Italian Intermarque and *Auto Italia* championships, since it was less expensive to race than other more exotic marques, and it was rear-wheel drive. Some owners drove their 131s to the circuit, raced in a class for unmodified cars and then drove home – real clubman's motorsport on a budget.

In 1981, the 2.0-litre 131 lost its Sport badging, and the four-door Supermirafiori 2000 became the top of the range (except for the Abarth Volumetrico – see separate panel). The Supermirafiori's engine specification was different, producing 113hp at 5600rpm with less extreme camshafts and a 9:1.1 compression ratio.

Finding a 131 Sport to buy today is a real challenge. Most were daily drivers and as such subjected to high





mileages and general wear and tear. Like any late 1970s and early 1980s Fiat, they were affected by corrosion so locating a good, unrestored car is extremely unlikely. Typically, the affected areas are the inner sills, floorpan and inner wheel arches. The large doors are rather flimsy and the area where the corner of the window frames meet the door skin cracks due to metal fatigue.

Surviving standard cars are likely to have been fully restored and are jealously kept by enthusiastic collectors. However, many examples have been subjected to 131 Abarth lookalike makeovers. Other survivors have been skilfully converted by RSD Motorsport into Group 4 131 Abarths and are enjoying a new lease of life on the UK's rally stages. Indeed, RSD has been trawling Europe for two-door Mirafiori 1300 bodysells to rebuild and convert.

Returning to the question of why there are so few

131 Sports left, let's take a look at 'then and now' prices. In 1980 a Ford Escort RS2000 cost just under £3000 new, while the Fiat cost £4200. Arguably the Ford was both better value and a better car. Today, RS2000s sell for £38k plus, while the 131 Sport isn't worth nearly as much: we found a sole 131 Sport for sale when we looked, priced at £19,000. This was an immaculate Italian example with limited-slip diff and rare colour-coded bumpers and trim. Clearly the cost of restoration is difficult to justify given the limited end values, even for a first-class car. If you are currently the lucky owner of a 131 Sport, our advice is to keep it, look after it and enjoy it. 🇮🇹

Velour seats and humdrum steering wheel don't scream 'racing' but 131 was popular with racers

SUPERCHARGED: THE 131 VOLUMETRICO ABARTH

There were two supercharged versions of the 131. The first was the two-door 131 Racing Volumetrico, essentially a run-out special based on the Series 2 131. Then in May 1981 came the Fiat 131 Volumetrico Abarth, of which only 188 (or possibly 200) were made by Abarth during a two-month period. This was based on the recently-introduced Series 3 four-door 131 bodysell, seemingly as a way of trying out supercharger technology before Lancia began to roll it out for the Beta/Trevi VX range. The Fiat had a smaller supercharger but was still capable of 140hp. Produced exclusively for the Italian market, the 131 Volumetrico Abarth was priced 27% higher than the Supermirafiori 2000. Almost all cars were silver grey metallic, although Gianni Agnelli is said to have had a dark blue one. The standard spec included 'Abarth' and 'Volumetrico' badges as well as Pirelli P6 tyres on Pirelli alloy wheels.





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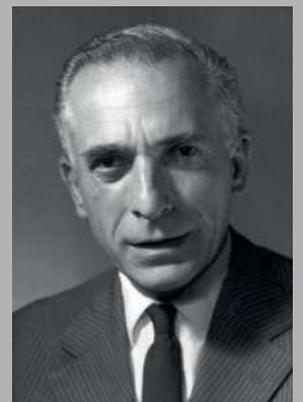
Story by Richard Heseltine

Images by Auto Italia/Richard Heseltine/Alberta Savonuzzi

He had one foot in the times and the other in a world of his own. Giovanni Savonuzzi was a man apart, a maverick who lived on his own precedent-upsetting terms. Had he only the Ghia Supersonic form to his name, this defiantly self-directed engineer and educator should have been assured at least demi-god status. However, it is only in retrospect that his many achievements have been trumpeted. Visionary

designer and sometime colleague Dante Giacosa described Savonuzzi as, "intelligent and creative, full of drive, and a tireless worker". He was all that and more.

Born in Ferrara on 28 January 1911, Savonuzzi displayed an early interest in engineering and, in 1939, graduated with a degree in Industrial Mechanical Engineering from Turin Polytechnic. Following a brief spell working at Fiat's aeronautical arm, he joined the Italian army in WW2, later serving as the leader of a





LEFT: Cisitalia D46, which Savonuzzi helped develop. ABOVE: Cisitalia sketch (1946) and revolutionary 202 (1947); Nibbio (1956)

partisan resistance group and garlanded for helping secure the Italian peninsula for The Allies.

While industries and infrastructure lay shattered from the Alps to Sicily, Italy welcomed a new manufacturer of sports and racing cars in 1944: Cisitalia. Savonuzzi joined this upstart start-up one year later, his presence being felt from the outset. Marque instigator Piero Dusio was nothing if not ambitious. By his own admission, Dusio was no engineer, but he did have a knack of recognising and enabling talent. The open-wheel Cisitalia D46, the model which established the marque trackside, was largely the work of Dante Giacosa. Nevertheless, Giacosa stated in his 1979 book *My 40 Years With Fiat*: “[Savonuzzi] played a decisive part in perfecting the single-seater prototypes”. Powered by a 1.1-litre four-cylinder engine, this tiny device punched above its weight with Tazio Nuvolari winning the Coppa Brezzi in September 1946.

This was, however, merely the opening salvo. Savonuzzi largely midwived two landmark models, the time-defying 202 coupé, and the 202CMM, the latter better known as the ‘Nuvolari Spider’ (the ‘Flyin’

Mantuan’ almost pulled off an upset win on the 1947 Mille Miglia in the prototype). It is widely held that Cisitalia made as many as 30 spiders, but it was always overshadowed by the 202SC coupé. Savonuzzi’s role has often been underplayed. Given that most sports cars of the day were reheated pre-war models – often with cycle-wings and square-rigged bodies – the fixed-head Cisitalia was breathtakingly advanced. Numerous coachbuilders were approached with a view to transforming Savonuzzi’s sketches into a 1:1 reality, with Pinin Farina being ultimately chosen.

This landmark design prompted jaws to drop collectively in 1947, and arbiters of beauty have been hailing it as a masterpiece ever since. Savonuzzi not only penned the car’s outline, he also mapped out the mechanical layout and even acted as test driver. Variations on the theme would influence designers on both sides of the Atlantic, not least the fiendishly complex 202 SMM Aerodinamico Coupe – or ‘Savonuzzi Coupe’ – which featured wild tailfins, foretelling a styling fad that spread like wildfire during the following decade.

The Cistalia adventure soon came to an abrupt



end, though. Dusio overextended himself attempting to build a Grand Prix challenger; it almost ruined him. Savonuzzi had devised a 1.5-litre, DOHC four-cylinder engine for future road and track applications and was not happy that he was committing time and valuable resources to this project. Anecdotal evidence also suggests that he was angry that Dusio had paid a vast amount of money to secure the release of Ferdinand Porsche from prison in France to design the car. Savonuzzi's brother Alberto had been slain by the SS in 1943; unsurprisingly Giovanni wasn't keen to collaborate with anyone associated with the Nazi regime.



Savonuzzi's next stop was Vincenzo Leone's Officine Elettromeccaniche workshop in Turin, where in 1949 he found a collaborator and foil in Virgilio Conrero. It was the start of an enduring relationship, their first project under the SVA (Società Valdostana Automobili) banner being the beautiful Falcone, a half-litre single-seater built at the behest of the racer, Ugo Puma. It resembled a scaled-down Grand Prix car and was powered by a Moto Guzzi 'twin'.

Conrero went it alone in 1951, while Savonuzzi became a freelance designer and also a lecturer at the Turin Polytechnic. During this period, he designed a speedboat that was piloted by Massimo Leto di Priolo to a remarkable 134km/h on Lake Idroscalo in 1953 – a new world water speed record. Savonuzzi also renewed his association with Cisitalia as a consultant.

Piero Dusio had by now become embroiled in the



Péron regime's bid to establish a motor industry in Argentina. In Turin, it was left to his son Carlo Dusio to halt the brand's slide into oblivion. Cisitalia was, however, entering its twilight years with plans to build a car with Ford backing ultimately coming to nought, despite considerable expenditure of both time and money. Savonuzzi had met Henry Ford II in Paris to thrash out ideas, and styled an extremely pretty

Martin DB2/4 platforms.

Some sources claim that Savonuzzi was responsible for styling a brace of Ghia-bodied Series 62 Cadillacs, the first of which was built in 1953 at the behest of Prince Ali Khan who gifted it to actress Rita Hayworth. Others insist that the outline was the work of Segre. The same is true of the De Soto Adventurer II which was built a year later. Chrysler's styling chief, the

“ Savonuzzi noted how ink blots deformed in air and designed an arrow-like projectile to mirror this ”

variant with a distinctive – if not overly attractive – Vignale-bodied offering.

In 1953, Savonuzzi jumped ship to Carrozzeria Ghia where he was appointed *Direttore Tecnico*. The Turin workshop was busy churning out show cars and small-series products at a dizzying rate. As with all coachbuilders of the period, glory was conferred on the business rather than a specific individual; it is no easy task to untangle the knots in the Ghia narrative regarding who styled what. What is beyond all shadow of a doubt is that the seminal Supersonic series of cars was entirely the work of Savonuzzi and Conrero. These outlines would, over time, be applied to an Alfa Romeo-powered racer, plus Fiat 8V, Jaguar XK120 and Aston

legendary Virgil Exner, became firm friends with Savonuzzi during visits to Ghia. 'Ex', as he was universally known within the design community, was a great admirer of the Cisitalia 202 SMM Aerodinamico Coupe. Savonuzzi is sometimes credited with shaping this car, possibly in conjunction with Segre, and the styling is undeniably reminiscent of themes already explored in the Supersonic.

In 1955, Savonuzzi produced two dazzling one-offs which continue to polarise opinion. The extraordinary Gilda (aka Ghia-X) was honed in the Turin Polytechnic wind tunnel, and followed an earlier experiment where ink blots were blown over the surface of a plastic model. Savonuzzi noted how the shape of the blots

LEFT: 1948 Cisitalia Nuvolari Spider and Ghia Chrysler Diablo. BELOW, CLOCKWISE: Ghia Gilda, Fiat 8V Supersonic, Ferrari 410 Superamerica, Ghia De Soto Adventurer II





deformed and designed this arrow-like projectile to mirror this. Notionally powered by a 1.5-litre OSCA four-cylinder engine, and boasting a drag coefficient of just 0.19, Ghia talked up a top speed in excess of 140mph. In reality, the car was a non-runner when displayed publicly for the first time at the November 1955 Turin Motor Show. Named after the 1956 film noir *Gilda*, starring Rita Hayworth, the car continued to make appearances at major international events to the end of the decade, many of them in the USA.

Motor Trend made it one of the cover stars of its September 1955 issue, asking: 'X for Chrysler's Gas Turbine?' This inspired the Chrysler Dart show car which was built by Ghia to Exner's brief in 1957. According to *Virgil Exner – Visioneer*: "While it was being built in Italy, aerodynamicist Giovanni Savonuzzi developed the car further from his initial Chrysler-based [sic] Ghia Gilda. Extensive wind tunnel and road testing was carried out by him before it was shipped to America." The Dart was repeatedly reworked and ultimately morphed into the Chrysler Diablo show car.

The other Savonuzzi design from the period was every bit as radical as the Gilda. The last Ferrari ever bodied by Ghia, the 410 America, was built at the behest of Wisconsin paper mogul Bob Wilke. This was more than just a show car, as Wilke routinely drove this flamboyant 4.5-litre V12 device as its maker intended. Delivered as a rolling chassis to Ghia's Turin facility in November 1954, Savonuzzi and the carrozzeria's artisans set about creating a statement that mirrored Wilke's flamboyant style. With its large, egg-crate grille and glitzy brightwork, only the vents down the flanks hinted at the car's competition-inspired roots.

Savonuzzi departed Ghia in 1957, a year which was blighted by tragedy. Having already lost one sibling, he lost his youngest brother Giorgio in a climbing accident near Cortina. A distraught Giovanni headed search parties for five months but a body was never recovered. It was against this backdrop that he departed Italy for a new life in the USA. Exner had introduced Savonuzzi to Jack Cheripar at Chrysler

Engineering and a job was soon in the offing. Initially interested in working in one of the firm's defence and space research departments, Savonuzzi instead became Assistant Chief Engineer in the nascent Gas Turbine Research and Development wing. However, he didn't enjoy a happy working relationship with George Huebner who almost singlehandedly created the turbine programme.

Nevertheless, the Italian émigré rose through the ranks, becoming Chief Engineer, Automotive Research in 1962. He also collaborated with Ghia on the construction of around 50 turbine-powered Chrysler prototypes. In 1963, overtures were made to Savonuzzi to return to his homeland and assume the role of Ghia principal following the sudden death of Luigi Segre, but turned the offer down. Increasingly marginalised by Huebner, Savonuzzi threw in the towel and returned to Italy at the end of the decade.

According to Peter Vack's research for *Veloce Today*: "There is good reason to believe that, after Savonuzzi finally returned to Fiat in 1969, Huebner methodically destroyed all evidence of Savonuzzi's work, effectively erasing him from the history of the Chrysler Turbine. Archivists at Chrysler have been unable to find a trace of Giovanni Savonuzzi... [He] turned to Giovanni Agnelli at Fiat, who gave him the position of Director of Research and Development, and more importantly, made up for the pensions and benefits Savonuzzi was sure to lose from his departure from Chrysler... Huebner reduced his monthly pension to a mere \$27."

Savonuzzi worked on numerous prototypes at Fiat up to his retirement in 1977, some of them featuring alternative sources of power. He died on 18 February 1987, aged 77. Savonuzzi's name may not be uttered with the sort of reverence reserved for those who followed in his wake, but his contribution to post-war automotive design is incalculable. Here was a man capable of not only shaping the most starry-eyed flights of fancy but also their underpinnings. The pity is that his praises weren't sung as highly as they might have been during his lifetime. 🇮🇹

Savonuzzi worked with Ghia to make this turbine-powered Chrysler during an unhappy US sojourn

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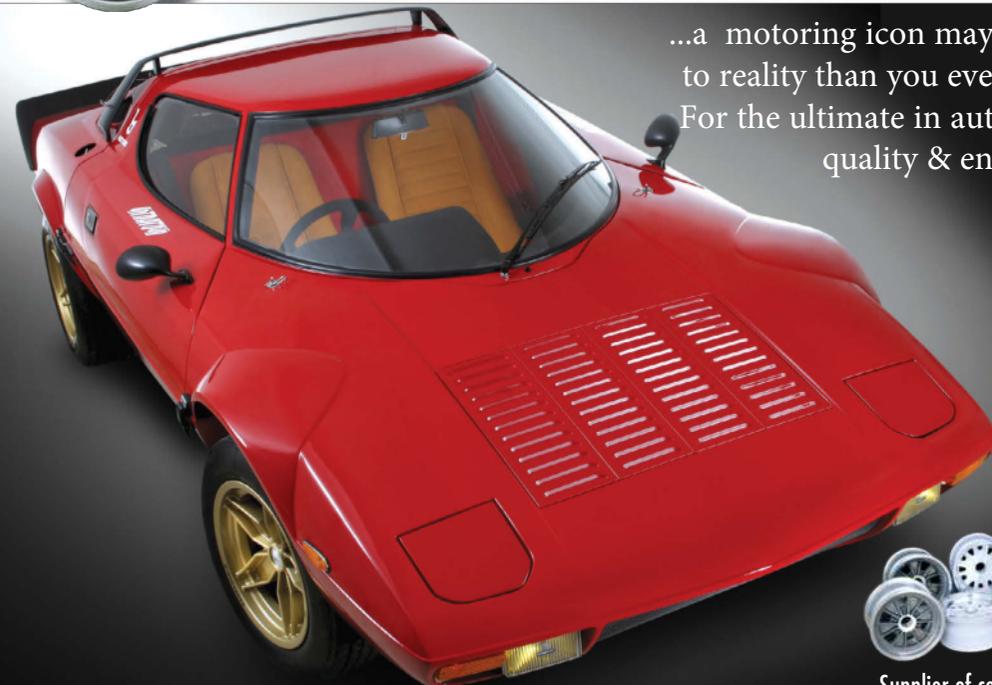
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Gift Horses? £60k Ferraris

Values of Ferraris have dropped a lot in recent times. With a budget of £60,000 it's now possible to buy a whole range of tempting Ferraris. Is now the right time to buy? And which model should you choose?

Story by Richard Dredge

Everybody knows that the most expensive Ferrari is a cheap one, but with the Prancing Horse market having been so volatile in recent times, what constitutes cheap nowadays? Not so long ago, most Ferraris had climbed out of the reach of many enthusiasts, fuelled by investors moving in. Values of many Ferraris have dropped significantly over the past two or three years, although there are signs of some models regaining a little of that lost ground in recent months.

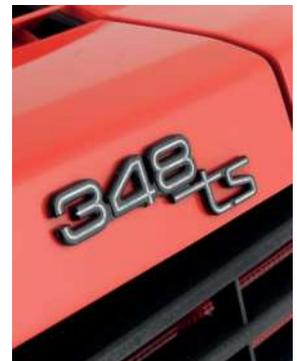
So is now the right time to put a Prancing Horse in your garage? We spoke to two key people at the sharp end of the market to get their views on what's hot and what's not in the Ferrari market: James Caborn of Kent High Performance Cars (www.tfcgb.com) and Mike Wheeler at Surrey-based Rardley Motors (www.rardleymotors.com).

We'll let Mike Wheeler start the ball rolling: "Buying the best that you can afford is standard advice for any car, but where Ferraris are concerned don't assume that the most expensive car is the best one. Values are all over the place and shopping around could well net you a better car for less money. Some dealers are asking unrealistically high prices, either

because they're sitting on cars that they paid too much for, or because they are being asked to achieve an unrealistic return by the seller. It's also essential that you invest in an independent inspection of any car that you're considering buying, by someone familiar with the model."

James Caborn adds: "The dip in Ferrari values has been going on for three or four years, but some sellers didn't want to acknowledge it. As a result, some traders have been selling very few cars; if you've spotted a car that hasn't sold for ages, it's probably a poor example, overpriced, or both. The trigger for values dipping was the Brexit result; that led to some uncertainty, and if there's one thing that those with money don't want, it's uncertainty. However, Brexit has now had its effect and I don't think that there's any room for Ferrari values to go much lower."

Until recently, unless you had at least £80,000 to spend you were going to struggle to buy a decent Ferrari. But the recent dip in values has brought a lot of other tipos within reach, as you can see from our panel. A budget of 'just' £60,000 now opens up a whole world of possibilities.



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IS HEAVEN A FERRARI V8?

James Caborn advises: "If you're on a relatively low budget, I'd recommend homing in on the 348, 360 or a high-mileage 328. I'd expect to pay at least £65,000 for a 355, and these are now seen as classics so they're much less useable than the 360 that followed. Some people will buy a 355 for the looks alone, whereas the 360 appeals to those who want an entry-level car that they can use a decent amount. Many 360 buyers would really like a 430, but with prices for those starting at £70,000 for something good, they're simply out of reach for many enthusiasts.

"The Mondial 8 is best avoided as there are so few good ones left, but the Mondial 3.2, QV or T are a

“ The 308 GT4 is more easily within reach if you can find a good example, but they're few and far between ”

better bet as the standard of these cars tends to be higher. You still need to check the bodywork of a QV very carefully, though, as these can corrode badly.

"Be very wary about buying any kind of 308, because GTBs and GTSs start at £60k for high-mileage cars that are in reasonable condition but such cars might need money spent on them. Ferrari used Zincrox (a zinc-based paint) from the introduction of the 308 QV but earlier cars can rot really badly, and your £60k is more likely to secure an earlier 308 than a Zincrox one.

"The 308 GT4 is more easily within reach if you can find a good example, but that's easier said than done. There are nice GT4s out there, but they're few and far between. We've sold good GT4s at £40-50k but if you spend closer to £30,000, the chances are

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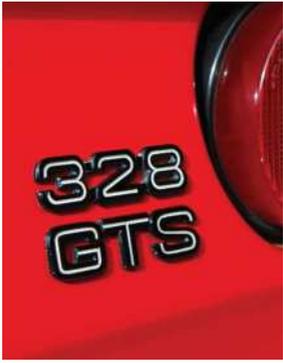


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that you'll have to fork out another £20,000-£30,000 to make it good."

Mike Wheeler adds: "GT4s are making close to £60,000 for good examples; Japan took a lot of very good ones a few years ago, reducing supply in the UK. One tip that I'm now regularly being asked to source is the 348, which has long been an overlooked Ferrari. But this car, in production between 1989 and 1995, is really coming into its own. Prices start at £35,000 for a coupe, with spiders priced from £65,000. Just 68 open-topped 348s were made however, with production not starting until 1993; only the fixed-head tb and targa-topped ts were available before this.

Early 348s got a hard ride, underwhelming performance, and disappointing handling; the solution is to buy the latest car that you can find."

One Ferrari that you might not expect to see within our £60 budget is the California, but these V8 coupé-cabriolets have plunged in value lately. Don't be too quick to jump in though, as James Caborn advises: "I think you need to pay at least £65,000 for a California, and even then you're in danger of getting your fingers burnt. The dampers weep and they're expensive to renew at £1800 per corner just for the parts, and you have to replace them in pairs. The rams for the roof mechanism can also play up,

328 can be a good buy. Don't discount 348 (above right), as long as it's a post-1992 one. 365 (below) is incredible value for a V12





while the dual-clutch transmission of early cars can suffer from faulty sensors or chafed wires, leading to a bill of £3000-£7000.”

THE WISDOM OF THE £60K V12

That's V8s covered, but did you know you can also buy a V12 comfortably within our £60k budget? The 365/400/412 has long been one of the Ferrari underdogs, but values of good cars has shot up in recent years. Wheeler acknowledges that long-term low values mean many of these cars were neglected for years and good ones are not easy to find, but their rise in value has led to some owners spending

significant amounts of money on them, so there are good examples out there if you search. Caborn offers this nugget of wisdom: "Expect to pay at least £40,000 for a good example of this V12-powered four-seater, while £50,000 secures something really nice. The key is to ensure that a well-respected specialist has looked after it, as these Ferraris need expert attention."

Another underdog is the 456, which on paper sounds unbelievably enticing. After all, a front-engined V12 Ferrari with seating for four sounds like an appealing prospect, but this 1990s GT has gained a reputation for being a liability. James Caborn reckons this is deserved at least in part, because relatively low



“ £50k secures a really nice 400. The key is to ensure that a well-respected specialist has looked after it ”





purchase prices but high running costs mean a lot of 456s are neglected.

As a man who probably sells more 456s than anybody in the whole of Europe, Mike Wheeler is more upbeat: "Ferrari buyers have often shied away from the 2+2 models as they generally expect a Prancing Horse to be a two-seater. As a result you get a lot more car for your money if you buy something with back seats and the 456 is a good example. Most people who bought these cars were professionals and they looked after them. Fewer than 400 of these grand tourers were sold in the UK and around a third of those have already been broken or exported, so there are fewer to choose from than you might think. If you do buy a neglected car it will cost you plenty to turn into a good example, but prices for decent 456s start at under £40,000, although manual-gearbox cars are outnumbered significantly by autos, so the former fetches a premium.

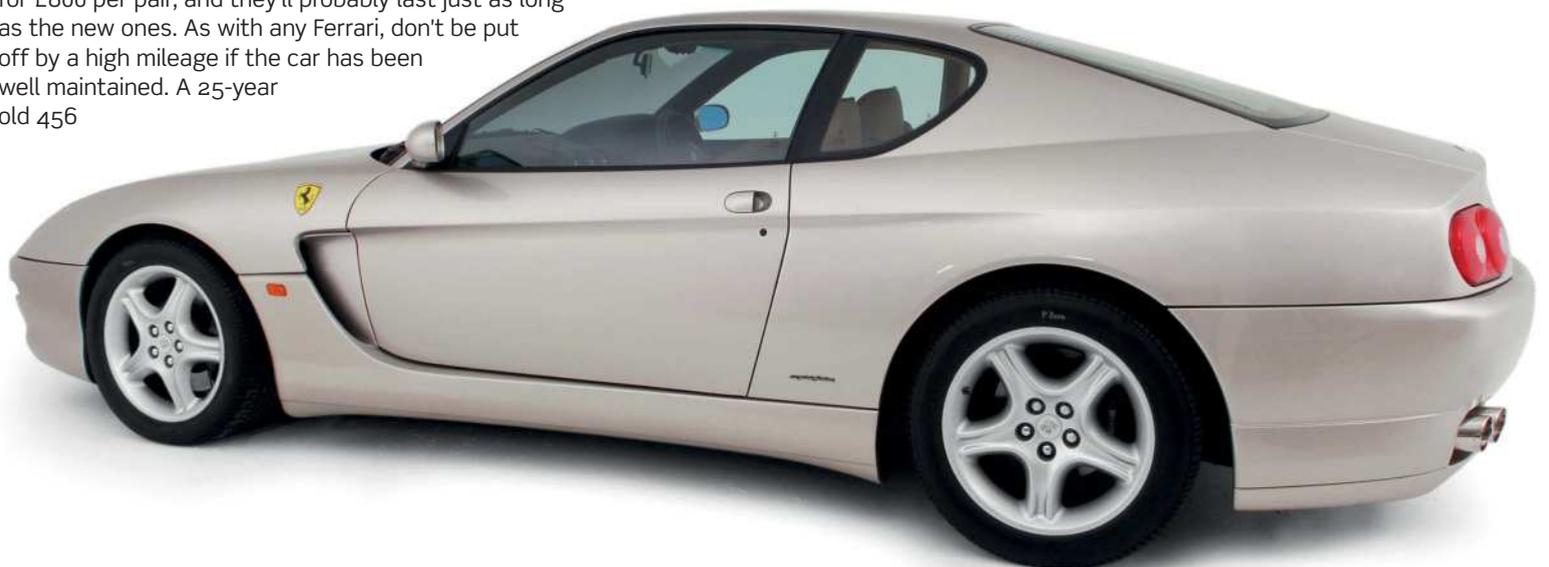
"The window regulators can go out of adjustment as they're not up to the job and fixing them properly can be tricky. Also, the self-levelling dampers fail; while franchised dealers have to fit new ones (in pairs) at around £1100 apiece, reconditioned items are available for £800 per pair, and they'll probably last just as long as the new ones. As with any Ferrari, don't be put off by a high mileage if the car has been well maintained. A 25-year old 456

with 100,000 miles clocked up has still averaged only 4000 miles per year, which is hardly excessive."

Taking over where the 456 left off was the 612 Scaglietti, which is as close as you'll get to a forgotten Ferrari. This front-engined V12-powered 2+2 didn't sell in big numbers and of the couple of hundred or so in the UK, just 10% have a manual gearbox – although the F1 automatic transmission suits the 612's grand touring nature.

Says Mike Wheeler: "The 612 appeals to professionals rather than enthusiasts, with prices starting at around £60,000. Darker colours suit the 612 best as the lighter colours don't show off its shape so well. More importantly though, it's important to check that all of the electronics and electrics work as they should. They're not inherently unreliable, but there are a lot of them and fixes can be time-consuming. Also look for electrolytic corrosion, given away by bubbling in the paintwork, and worn ball joints in the suspension."

456 is surprisingly rare in UK but can be a great buy. Prices for decent examples start at under £40,000





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GENERAL ADVICE

Whichever Ferrari is on your hit list, there are some very general bits of advice to follow. Mike Wheeler comments: "Cars with matching numbers have become sought after, and while buyers won't pay a premium for these, they'll often settle for nothing less. But it's not quite so simple because years ago, some tipos such as the 308 might be restored in batches and their major components would get mixed up – whichever engine or gearbox had been rebuilt first was what got fitted to the newly restored bodyshell. There's nothing sinister about it, but some buyers are scared by cars that don't have matching numbers. Also, some early cars' documents have been incorrect since the day the car was first registered, as it was assumed that the engine and body numbers matched when they didn't.

"What you should be wary of is a project as these virtually always end up costing significantly more than just buying a decent car in the first place. Having said this, a project does allow you to spread the cost of your Ferrari over several years.

"It's not unusual for buyers to panic when they see a Ferrari engine going four or five years between cambelt changes, rather than the recommended two. So what? That does not mean the car has been neglected – the

chances are that in those five years it did just a few hundred miles. If the engine has not been damaged by a belt letting go, a missed belt change several years ago is not usually any cause for concern. If a V8's belts need to be changed on anything up to the 360, budget £2000 to get the work done, as the engine needs to come out. From the 430 onwards the engine did not have to be removed, but these are out of reach unless you have £70k to spend.

"It's vital to check any Ferrari's history very carefully. It's often possible to undo any changes made to its specification and revert to factory spec. What you can't undo is a car's history, so track down as much of this as you can. What you might find is that a Ferrari has had several registered keepers in a relatively short space of time, but that's not necessarily an issue as it's not unusual for owners to switch between themselves and their company on the documentation. I know of one car that seemingly had four owners when in reality there had been just one; the company director switched between himself and his company on the documentation."

James Caborn adds: "It might be worth considering buying a left-hand drive car in the UK, which will probably bring good 308s and perhaps even 599s within reach. But it's probably not worth shopping in



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Europe, not least because Brits tend to be more fastidious about how well their cars are maintained. On that note, cars with gaps in their service history might be priced accordingly, but you obviously have to ensure that you're not buying a car that's about to land you with a very big bill."

Mike Wheeler concludes: "If you want a particular

Ferrari tipo, don't let someone steer you towards something else. You'll always want to scratch that original itch, the Ferrari that you set out to buy in the first place. Most importantly: buy what you like, not for investment purposes. As quite a few people in recent years have found, Ferrari values can go down as well as up." 

WHICH FERRARI? AND HOW MUCH?

We've been monitoring the classified ads for Ferrari models that you can afford to buy with £60,000 to spend – and all of those listed below are within reach. For some models, £60k represents the bottom of the market; for others it's the very top end. The values here are asking prices from both private and trade sellers. However, asking and transaction prices can be two very different things and tracking classic car auctions can certainly be helpful.

We've also given each car a star rating out of five for three different criteria. First is the driving experience: is it dynamically above or below average in Ferrari terms? The second is running costs: we're assuming an annual budget of £2000-£2500 for maintenance, so more than three stars means you'll pay less than this, while fewer than three stars means bigger bills. Thirdly we have investment potential: over the next five years, are you likely to see the car's value increase or not?



MONDIAL

Price range: £30k-£40k

Driving experience ** (8) *** (T)
Running costs ***
Investment potential *



360

Price range: £50k-£90k

Driving experience ***
Running costs ***
Investment potential **



308 GT4

Price range: £35k-£60k

Driving experience ****
Running costs ***
Investment potential **



CALIFORNIA

Price range: £60k-£90k

Driving experience ***
Running costs **
Investment potential *



308 GTB/GTS

Price range: £38k-£90k

Driving experience ****
Running costs ***
Investment potential **



365/400/412

Price range: £48k-£85k

Driving experience ***
Running costs ***
Investment potential **



328 GTB/GTS

Price range: £60k-£120k

Driving experience ****
Running costs ***
Investment potential **



456

Price range: £40k-£70k

Driving experience ***
Running costs ***
Investment potential ***



348

Price range: £40k-£80k

Driving experience ** (pre-'92)
**** (post-'92)
Running costs ***
Investment potential ***



612 SCAGLIETTI

Price range: £58k-£100k

Driving experience ***
Running costs **
Investment potential **



355

Price range: £45k-£100k

Driving experience ****
Running costs ***
Investment potential ****

THANKS & CONTACTS

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Double Trouble

An Alfasud ti with two engines and four driven wheels? Welcome to the crazy, mixed-up world of the Wainer Bimotore

Story by Chris Rees
Images by Paolo Carlini/RM Sotheby's

Why settle for just one engine when you can have two? That's not the most obvious question, admittedly. Most sensible people seem perfectly happy with just the one power source, thank you very much. But the idea of fitting two engines has captivated a number of enterprising engineers over the years, keen to explore its potential benefits.

Which are? Er... Well, it's a relatively straightforward way to double your power output. You also get instant four-wheel drive. But there are significant downsides, too – which we'll come to – that explain why so few twin-engined cars have ever been made.

The apparently bizarre idea of shoehorning two engines into one car dates back many decades. It was in fact Alfa Romeo that initiated the twin-engine idea in 1935 – or rather Alfa's racing director, Enzo Ferrari, who installed two Alfa 8C straight-eight engines into a lengthened P3 chassis to create the Bimotore (*pic below*). Two such cars were built, one with two 2.9-litre engines and the other with a pair of 3.2-litre units, the latter achieving a top speed of 200mph on an autostrada with Tazio Nuvolari at the wheel. But despite the speed, there were already signs of the issues that would afflict twin-engined cars: poor fuel economy and excessive tyre wear resulted in the





Bimotore occupying the pitlane far too often in races.

Fast forward to the 1960s and Alec Issigonis also tried the idea with his Twini Moke and Twini Mini. Unlike the rear-drive Alfa Bimotore, the Twini Mini had the benefit of four-wheel drive. Fitted with Downton-tuned Cooper engines, the Twini competed in the 1963 Targa Florio in Sicily. However, when radiator failure caused the rear engine to overheat, it was effectively carrying dead weight. And when John Cooper later had an almost fatal accident in a Twini, the project was effectively dead.

But the idea didn't go away. Perhaps the most notable other Italian twin-engined car was the Lancia Trevi Bimotore of 1984, which used two 150hp 2.0-litre engines. Any thought of this going racing was nixed by the arrival of the Delta integrale.

So now it's time to turn to the man who created our feature car, the Alfasud Bimotore: Gianfranco Mantovani. Based at workshops in Corsico in the province of Milan, he used the name 'Wainer' on a string of competition cars. The first Wainer arrived in 1958: a Formula Junior in which Corrado Manfredini did fairly well, while Ernesto Brambilla also made his name driving one. Wainer then moved on to Formula 3 cars in the 1960s and was even still active in the 1980s with Alfa Romeo-engined F3 cars. As a well respected mechanic, Mantovani collaborated with such luminaries as Carlo Chiti, and also took on an Alfa Romeo dealership.

In the 1960s, he built a highly unusual one-off for a friend in South America: a four-wheel drive Fiat 500, achieved by fitting a second engine up front. This was a tricky exercise, particularly the task of transmitting drive to the front wheels through constant velocity joints, so was quickly abandoned.

Then in 1974, when Mantovani was busy at his Wainer workshop preparing racing cars, he had a notion to pick the twin-engine idea back up. Why not build a four-wheel drive racer on a front-wheel drive car, with a second engine in the back to transmit drive to the rear wheels too? The idea of using a front-wheel drive car made much more sense than the rear-engined Fiat 500, since it would already have hardware in place to send power to the steering wheels. Given his background in Alfa Romeo preparation and his ownership of an Alfa sales franchise, Mantovani's choice was obvious: the relatively new Alfasud, the first ever front-wheel drive car from the Milanese company.

He duly acquired a standard Alfasud ti 1200 two-door. At his Wainer workshop, he then transplanted a second entire 'Sud ti 1200 powertrain – engine, suspension and transmission – into the rear end. That required some major surgery. The existing rear axle was dispensed with, the rear seat was taken out and the floorpan was cut away. New metalwork was then welded in – essentially a new front floorpan, available as a spare part – to support the engine/transmission unit. Since the rear wheels needed to remain fixed, the steering gear was also dispensed with.

Having removed the rear seat to make way for the second engine, a new engine cover was needed. With the standard bootlid providing access to a new 80-litre fuel tank, accessibility for maintenance had to be done by removing this new engine cover. Early tests showed that this was an unbelievably loud machine, so the engine cover was extensively soundproofed.

ALFASUD BIMOTORE

A new exhaust system was required for the second engine, another complex task. Since the manifolds were now pointing towards the front of the car, the exhaust pipework had to extend forwards before doing a U-turn in the centre of the car and heading back on the opposite side of the other exhaust. There were two tailpipes as a result.

Considerable engineering work was also required to make the second gearbox work alongside the front one, since both were operated by a single gear lever and a single clutch pedal. Each powertrain was a self-contained unit with its own gearbox and differential, creating a highly unusual 4x4 system. MacPherson suspension and disc brakes were also used at both ends.

You could start each engine individually via buttons on the console, marked 'Ant' (for *anteriore*, or front) and 'Post' (for *posteriore*, or rear). While it was possible to run only one engine at a time, if you actually wanted the car to move, both powerplants had to be in operation.

Each of the two engines was an Alfasud 1186cc flat-four unit. There is some ambiguity about whether



“ You can start each engine individually but if you actually want the car to move, both powerplants need to be in operation ”



Second Alfasud ti engine takes the place of the rear seats. Cabin is a very noisy place to be indeed!



the engines were standard (68hp) or mildly tuned (79hp) and therefore whether the total output was 136hp or 158hp. Whatever the reality, it was enough, claimed Mantovani, for his twin-engine Alfasud to accelerate to 62mph in 8.2 seconds and reach a top speed of 134mph.

Considering the radical work that had been done underneath the Alfasud, the twin-engined Bimotore looked surprisingly like a standard 'Sud from the outside. The biggest change was the addition of two black air intakes on the body sides, just aft of the doors. Radiators with electric fans were placed directly behind these; reportedly there were problems cooling the second engine. An oil cooling radiator was also added for the rear engine. Other small bodywork changes included an extended rear spoiler and prominent white lettering reading 'Alfasud Wainer Bimotore'.

Apart from having only two seats, the Bimotore's cabin was surprisingly close to standard 'Sud's. The seats were unchanged, although four-point harnesses were fitted. A second set of identical Alfasud ti gauges was somewhat crudely appended to the dashboard, giving separate readouts for the rear engine's water temperature, oil temperature and oil pressure. New warning lights were added, too, while the electrical system also needed extensive modification.

Wainer's Alfasud Bimotore was intended for gruelling long-distance races like the Targa Florio and the East Africa Safari. However, there is no evidence that it ever actually ran in any competitive events. Perhaps there were too many issues inherent in the twin-engined set-up, whether that was reliability, extra weight or the high polar moment of inertia affecting turn-in.

Whatever the reasons, the Bimotore remained a one-off and a mere curiosity in the annals of motorsport. The Bimotore did, however, arouse some interest in academia: the Polytechnic of Genoa asked if it could



A BRITISH BIMOTORE

Amazingly a second twin-engined Alfasud was built in Britain by Mick Covill. Unlike the rally-themed Wainer Bimotore, Mick built his car for the drag strip, where he competed at several events, notably at Santa Pod. Given his requirement for straight-line speed, he dispensed with Alfasud engines entirely, opting for a pair of 3.0-litre V6 Busso engines instead. With 400hp and tremendous traction off the line, Mick's twinny 'Sud was capable of the standing quarter-mile in 13.58 seconds and a terminal speed of 104.48mph. It came up for sale on eBay some years ago but does anyone know where it is now?

study and assess the car, which it did over a four-year period from 1976 to 1980. The 'Sud was then returned to its builder, Gianfranco Mantovani, who maintained it in consistent working order, despite its lack of racing potential. The car eventually passed to Mantovani's nephew in the Biella area of Italy.

Now the Bimotore is due to go up for auction at the RM Sotheby's Paris sale on 13 February 2021. As to what it'll fetch, that's anyone's guess – we'll certainly be keeping a close eye on things. Two eyes, perhaps: one on the front, one on the back. 🇮🇹





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Modena Cento Ore 2020

Overcoming all challenges, this annual classic race event celebrated its 20th anniversary in style

Story & images by Matteo Grazia



In such a difficult year worldwide, the Modena Cento Ore Classic was a pleasant breath of fresh air on its 20th anniversary milestone. Thanks are usually made at the end, but this time an exception to the rule is a must: the staff of Canossa Events, led by Luigi Orlandini, planned everything perfectly to allow crews to participate in safety.

About 40 cars entered from all over the world for the 'Competition' and 'Regularity' events. Among the most admired Italian cars

was the lovely 1952 Ferrari 212 Export of Austrian crew Martin and Andreas Halusa and the 1961 250 GT SWB SEFAC driven by Arnold and Melanie Meier. Other Ferraris included the 1979 308 GTB Gr4 of Brits David Atcherley/Richard Poole and the British-French pairing of Alexis Maskell and Gregory Lai in a 365 GTB/4 Daytona.

Other Italian cars included a 1953 Lancia Aurelia B20 GT (Jason and Louise Kennedy, UK), 1965 Iso Rivolta IR 300 (Richard Evans and John Faux, UK) and 1981 Fiat 131

Abarth Gr4 in Alitalia livery (Alistair Oxley and James Crossland, UK). Always fierce was a group of Alfa Romeo Giulia GTA/GTAM cars, while it was a pleasant surprise to see two Lamborghinis from the company's own collection: a 1990 Countach 25th Anniversary (piloted by five-time Le Mans champion Emanuele Pirro) and a 1973 Jarama GTS.

The Modena Cento Ore kicked off from the centre of Rome on 11 October. Heading out towards the towns of Monterotondo and



Rieti, the first races took place on the 15km stretch of the Rieti-Terminillo, famous for hosting the Italian and European Hillclimb championships from 1939. The cars continued by crossing Assisi, central Italy's pearl, to reach Perugia in Umbria.

The second day combined intense competition with pleasant touring through towns such as Todi and Orvieto. Three special stages took place on roads closed to traffic, while a race at the Magione circuit began to outline provisional rankings. This was the day

when mechanical and bodywork failures started to play a part, too.

After a night in Florence, the Mugello circuit beckoned on the third day. The track was wet and a storm during the race didn't ease things. Between inevitable spins, contacts and off-track excursions, several cars suffered battle scars to their bodywork. The skill of the mechanics was once again able to restore most of them, ready to face more special stages. These were divided into two in the morning and two in the afternoon,

over an Apennine section that follows the old Mugello Circuit, including the Giogo Pass. Lunch took place at the Renaissance Castle of Villanova, nestled in the hills above Barberino del Mugello. The warm autumn colours and pleasant temperatures were a welcome sight for the crews.

The evening return to the Mugello Circuit was preceded by a parade in the historic centre of Scarperia, one of the most beautiful villages in Italy, including a time control in the square.



The last day saw the race finishing in the city where it all began 20 years ago, in the heart of Motor Valley, home of Italy's most prestigious supercar makers. Through the Apennines, two special stages called Sambuca and Monte Faggiola consisted of winding and narrow road sections, immersed in thick woods. The silence of nature was interrupted by engines that echoed far into the distance, picture-postcard autumn scenes of yellow leaves raising in the air by their passage, before being lost into an enveloping fog.

The descent towards flat land through chestnut forests ended at the Enzo & Dino Ferrari International Circuit, which runs along the banks of the Santerno river. Work was in full swing on and off the track, since only three weeks remained till the Formula 1

circus arrived after a 14-year absence. The on-track battle here would decide the winners of both categories.

Track conditions were ideal and the drivers gave their all. I smiled several times as I watched cars like the Giulia, Escort and Porsche come out of the bends on three wheels, especially in the Variante Alta section where the cars struggled to keep the power down.

Then it was time for the last run towards Modena and a superb stage set-up in Piazza Roma in front of the military academy. Luigi Orlandini waved the chequered flag over each car and greeted the crews one by one. Prizes were won by many of the Italian cars. In the 'Competition' category for cars produced up to 1965, first place went to the Jaguar E-Type of Kerne and Peyer, second to the

Lancia Aurelia B20 GT of the Kennedys and third to the Meier Ferrari 250 GT SWB SEFAC. Meanwhile the Aurelia also won the Performance Index classification.

A special 'Spirit of MCO' prize rewarded the stubbornness and willingness to reach the finish line despite all problems – and this could only go to Evans and Faux in their Iso Rivolta IR 300 GT, who overcame breakdowns and battle scars aplenty.

In the eyes and words of the competitors, we could read the tiredness – and the joy. To finish this race at all was an exciting challenge. Beautiful cars, closely contested races, wonderful landscapes, excellent food, superb organisation and an unflinching atmosphere of friendship: it's easy to understand why every year the Modena Cento Ore is such an unmissable event.





From the Driver's Seat...

Story by Jason Kennedy
Images by Matteo Grazia

The revised October date for the 2020 Modena Cento Ore saw Louise and I hastily arranging flights, car transport, car hire and checking through

our beloved 1953 Lancia Aurelia B20GT ('Eddie') from top to bottom. It was with some wonder that we arrived in Rome to be reunited with Eddie who, for the first time in our 14-year ownership, had been transported for us to Italy.

The pre-event tour of Rome saw us set off in blissful ignorance alongside 30-odd cars and a couple of police motorbikes. Remarkably, the Italian drivers were very welcoming to a string of race cars going through red lights, even as temperatures crept up and clutches started to complain. Disappointingly the Aurelia stalled in the middle of Piazza Venezia and wasn't keen on restarting. Before I knew it, Louise had jumped out and started pushing – a quick move into second, up with the clutch pedal and we were off again.

Leg 1 (Rome to Perugia)

As our B20 was the second oldest and one of the least powerful cars on the event, we would effectively start last with the aim to creep up the leader board through perseverance, resilience and relentlessness. As Lancia proved in the 1951 Mille Miglia (2nd, 5th and 7th) and the 1952 Targa Florio (1st, 2nd and 3rd), you don't need huge power to succeed.

With time penalties for late checking in, Louise had to drive as swiftly on the road sections as the Ferraris, Porsches and Jaguars. Triumphantly we made all checkpoints with no time penalties on the event (one of only three such teams).

We ran the Terminillo hillclimb twice, a 13.3km stage finishing at a ski resort, with some long, straight sections and agreeable



tarmac. On our second run I had the confidence to keep our speed up knowing what lay ahead. It was great to arrive in Perugia; the car had performed without complaint and quite amazingly we had risen to 15th on scratch.

Leg 2 (Perugia to Florence)

Leg 2 consisted of the Colonna, Portole and La Rassinata hillclimbs and a race at Magione. Louise and I split the races and I took on Magione. Not having a support crew required us to carry 60kg of spares and tools up every hillclimb but we could dispense with these for the races. Magione is a small twisty track but the Aurelia loved it, drifting around the quicker corners and keeping a Ferrari 212 and Alfa Giulia Sprint GTA in sight, while finishing ahead of an Aston Martin DB4.

Leg 3 (Florence to Mugello)

Louise took the race at Mugello as it's one of her favourite tracks; I prefer Imola. The starting grid was set by overall position from the day before and many faster cars started behind, so things got quite exciting, aided by rain. A Ferrari 308 and Jaguar E-Type span in the first corner but Louise in the Aurelia found a way through. It took a safety car

and most of the remaining laps for the Ferrari 212 to catch us.

The Passo del Gogo and Cornacchiaia hillclimbs were quite rough and taken in damp conditions but the Aurelia loved it, beating the Ferrari 250 GT on both occasions.

Leg 4 (Florence to Modena)

There were only two hillclimbs on the last day: Monte Faggiola and Sambuca. Having raced these before, they were a bit more familiar, especially the corner where we almost left the hillside in 2014. I remember that as I reversed back from the edge of a super tight, tough corner, we saw the crew of an Alfa GTA clambering up – they'd made the same mistake but unfortunately had not stopped in time. Despite dry conditions, which normally don't favour the Aurelia, we still managed respectable 19th and 17th positions. The route took us through some soul-warming scenery with early autumn colours that were breathtaking.

The race at Imola is usually tricky as it's often on the last day and everyone is either in survival mode or giving it full beans. For us it was a case of keeping out of trouble and just enjoying this fast-flowing track, but as ever it was still a blast, even with the

drum brakes creating a certain aroma under hard braking into Rivazza.

Overall we knew we were doing well as we'd witnessed cars taking wrong turns, turning up late and pulling into time controls too early, meaning time penalties. A couple of Escorts got mangled and one caught fire but carried on regardless, and a few cars spent lengthy times on axle stands. Our friend in his Iso Rivolta came a cropper on a hillclimb but somehow made it across the finish line.

And so it was that, in a barriered-off Piazza Roma in Modena, we were announced as the Winners of the Index of Performance (our third time winning this award) and duly issued with garlands and a bottle of Ferrari bubbly which Louise enthusiastically sprayed left, right and centre.

When the trophies were handed out at the Enzo Ferrari museum that night, we found that we'd also won the 1950s Sports Car Class and Periods C to E (1947-1961) and come an unbelievable second overall in Pre-1966.

Many thanks go to Luigi and his team, the regional authorities, Mack Logistics, the other competitors and to the Enzo Ferrari Museum which stepped in on the last day to make the final dinner a possibility. 🇮🇹





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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Southern Alfa Day

Hundreds of Alfas flocked to a new venue for AROC: Stonor Park

Story by David Faithful
Images by Michael Ward



During the course of 2020, the pandemic's impact on Alfa Romeo Owners Club (AROC) events saw both Spring Alfa Day at Yorkshire Wildlife Park and National Alfa Day at Bicester Heritage being cancelled. No amount of negotiation or compromise was able to overcome the shifting sands of Government guidelines and lockdown measures.

But during the summer, there were small

but hopeful signs of the sun shining through the lockdown clouds for a brief period, for instance enabling the *Auto Italia* Northern Italian Car Day at Raby Castle (see November 2020 issue). Also on the cards was the AROC Southern Alfa Day at Stonor Park near Henley-on-Thames – for one day only, an opportunity to experience once again a sense of what large car shows felt like.

For AROC, the arrangements for Southern Alfa Day were exhausting, with long

negotiations needed with Oxfordshire County Council, Thames Valley Police and the venue. But all parties were convinced that, given the acres of space at Stonor Park, strict social distancing of both people and cars, pre-booking only with an optimistic limit of 800 people, and dozens of AROC officials marshalling on the day, a safe event could, and should, go ahead.

And so it was on a very sunny and warm Saturday in September, AROC opened the





gates at Stonor Park and welcomed the beautiful sight and sound of 380 Alfa Romeos and precisely 800 pre-booked visitors to what became the only large-scale, sell-out AROC event of 2020.

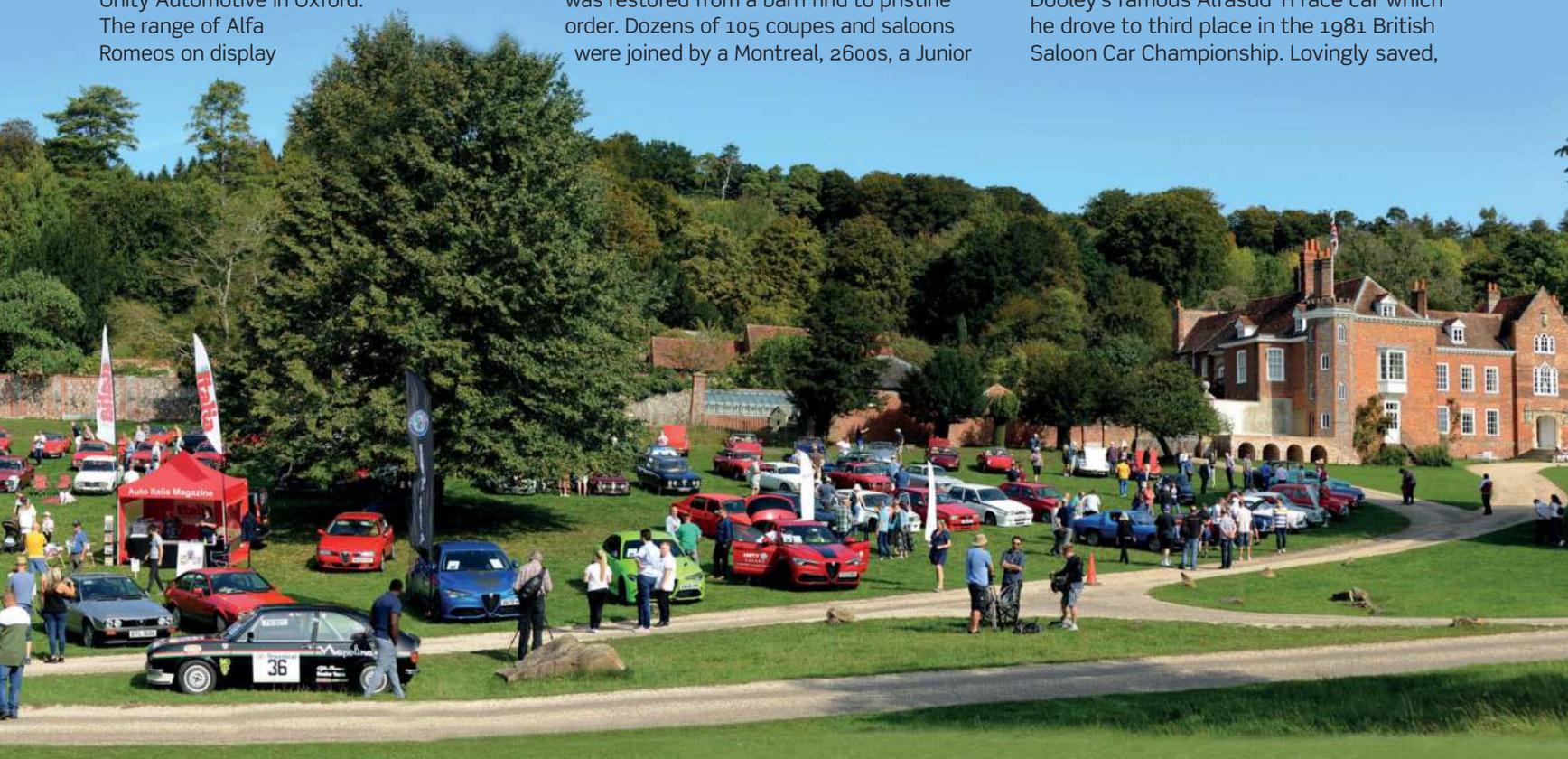
And what an event! Not only was *Auto Italia* magazine present, but also the Alfa Romeo dealerships of WLMG in Reading and Unity Automotive in Oxford. The range of Alfa Romeos on display

was exquisite, with cars broadly arranged into three sections: classic, future classics (1980s and 1990s) and modern.

AROC's Andrew Stevens orchestrated a fabulous turnout of 101 Giuliettas and Giulias – saloons, coupes and spiders, plus a Giulia SS. The array included the famous Giulietta Sprint, originally on Lebanese plates, which was restored from a barn find to pristine order. Dozens of 105 coupes and saloons were joined by a Montreal, 2600s, a Junior

Zagato and a beautiful line of Series One, Two, Three and Four Spiders. All the historic Alfas were arranged against the backdrop of the beautiful house and gardens.

Among the future classics was a fabulous array of 'Suds, both an SZ and an RZ, 164s, 166s, 145s and 146s, plus a number of 155s and 33s. Pride of place went to John Dooley's famous Alfasud Ti race car which he drove to third place in the 1981 British Saloon Car Championship. Lovingly saved,





restored and towed up from Sussex by its owner, Chris Whelan, it was a fitting honour to Jon, a dearly departed friend and stalwart of the Club.

The modern Alfa Romeos formed ranks across the sloped field which lent the valley an amphitheatre feel. Line after line of new Giulias, Stelvios, Giuliettas, 4Cs and MiTos parked up alongside a superb gathering of 916 and 939 Spiders, 159s, 147s, 156s, GTs and Breras. The sun shone



down on them all and created photo opportunity after photo opportunity.

Stonor Park has run several events for supercars and the like but even the owner, William Stonor, remarked upon the incredible range, variety and history of the Alfa Romeo marque. Meanwhile his teams kept all visitors topped up with fabulous pizza and venison burgers from their own deer park.

The truth is, Southern Alfa Day felt a long time coming. During a year when there was



little to celebrate, it was fabulous to see so many Alfa Romeos – so many *people* – gathering in a safe and responsible way to meet up with friends, new and old, and admire the beauty of our cars. And all in such a fabulous setting. The day will carry some wonderful memories for everyone who attended and, hopefully, get us through the winter until our next major event in 2021: Spring Alfa Day at Yorkshire Wildlife Park on 18 April.



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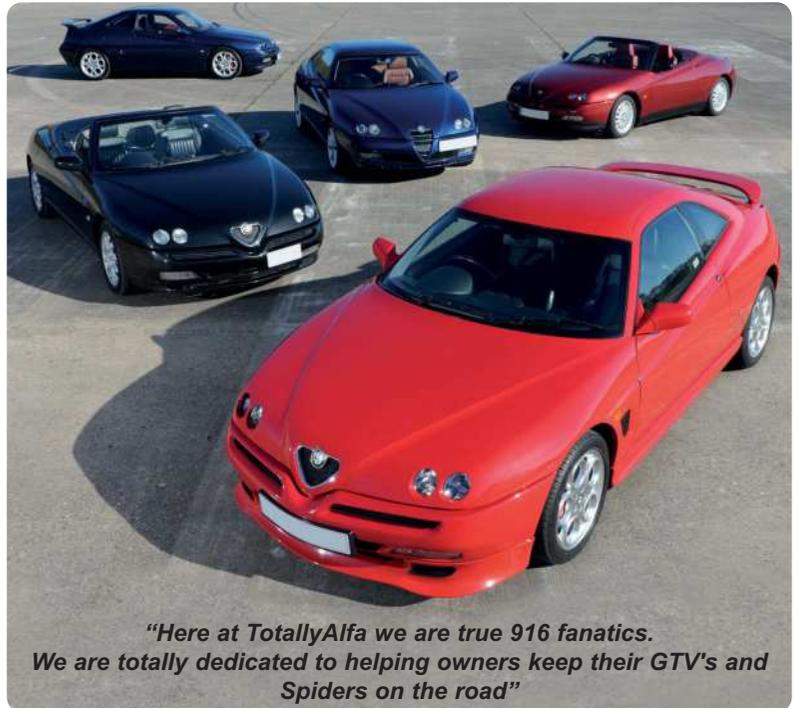
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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES

ALFA ROMEO GIULIA QV & SZ

It's some measure of the year we've had that, in my first 12 months of daily driving the Giulia QV, it's covered barely 4000 miles. Still, that's enough to get to know it very well, and to become ever more besotted with this simply amazing machine.

I always get asked what 'issues' I've had but so far the QV has proved extremely reliable. In cold weather, there's a stuttering from the front tyres on full lock, which is down to the QV's 'Ackermann angle' – a designed-in effect that sharpens steering feel by allowing the angle of the left and right wheels to be different. This isn't unusual among high-performance cars (my old Quattroporte did it, too)

and frankly it's a small price to pay for such blissfully sharp steering through corners.

One thing I have changed is the springs. For one year only (MY2018) QVs had taller springs, which to my eye made the ride height look a bit tip-toey. A swap to post-MY2018 OEM springs means the distance between wheel rim and wheelarch has dropped from 121mm to 108mm up front and from 123mm to 111mm at the back – a small but very noticeable reduction in ride height.

Last summer I took the QV around Castle Combe – being a very quick track, perfect to experience the QV's performance potential (for the record, it breached the 140mph mark on the main straight). The exercise also highlighted two things. The first was

unexpected: the front wheel will lift through hard corners. The second was a very specific fuel starvation issue. During one high-speed corner, the engine check light came on and Dynamic and Race modes were disabled. While it all cleared itself soon after, I felt I had to get it checked out. Turns out the saddle-type fuel tank has two pick-ups, and if

the level drops below a certain point, the 'starved' pick-up sends a low fuel pressure signal to the ECU – even though at no point does fuel fail to get through. So no harm done, then. The tip is to keep the fuel level above half-full on a track day.

Two other minor things have been high beam failing in one headlight, requiring a new light unit (under warranty), and the

active front spoiler warning light occasionally coming on – quite common, apparently – so new actuators have been fitted.

Meanwhile the SZ hasn't seen much action in the last year, but it did come out of hibernation for a TV shoot on Alfa Romeo that's due to screen on Amazon this year – I will keep you posted!



SIMON PARK

MASERATI KARIF
& 4200 SPYDER

Serving as irrefutable proof of my terminal Tridentitis, I acquired last year a Maserati Karif to keep my 4200 Spyder company in the garage. As it happens, it is the self-same car that Andy Heywood road-tested for *Auto Italia* way back in the February 2004 issue. I'd been searching, in vain, for a Ghibli Cup and resorted to this beautifully presented Karif as much out of frustration as anything else. Challenging 'Il Mostro' – the Alfa SZ – for the accolade of 'Ungainliest Italian Car

Ever' (sorry, Mr Editor...), the Karif had long repelled me; but now (for the time being, anyway) it entrances me. Why? Because it is an exceedingly good drive and has so far proved to be an unalloyed delight – and you can't see it from inside.

With some trick Leida/Eibach suspension and a none-too-subtle bootlid spoiler, it sits on the road like a leech to your leg. It is also possessed of an adjustable (bi)turbo-boost control knob which, as yet, I haven't been brave enough to touch. But then it will give the 400hp Spyder a damn good run for its money as it is, so why take the risk? (I'll

probably think of a good reason, ere long...) The Spyder, meanwhile, continues to be a faithful, reliable and much-loved (if somewhat under-used) member of the family.



PETER COLLINS

ALFA ROMEO GIULIETTA
TI, 155 & GIULIETTA,
FIAT PANDA 4X4

Down here in south London, the opportunity to take a classic to a meet of any sort has been virtually non-existent during lockdown but I made sure that the 1962 Giulietta Ti was given a run, if possible, every week. The roads were deserted, as if traffic levels had gone back to those of 1955. Perfect, in fact. Latterly, the traffic is more like a weekday rush-hour seven days a week and not in any way suitable for enjoying a classic, as it appears that travelling as slowly as possible is now the new norm. Overtaking bicycles? Keeping up with them seems to be beyond some people.

Late in the summer I noticed the appearance of star-like splits in the paintwork on the rear offside quarter of the Ti's roof and, fearful of water ingress and rust, I decided that it needed rectifying as soon as possible. I have been using Gonnella



Brothers in Catford, south London for over two decades and, after the opening of an MOT and bodywork section a year ago, it seemed like the best place to go. Because of the virus I have been unable to take the car to Peter Smart in Dorset, who normally lavishes much attention on it and is to be recommended, so I booked it in at Catford for the bodywork and a full service.

A gouge on the nearside of the roof of the Ti was also attended to. I have no idea how it got there as I have lived with it for 10 years. When I collected it, the car looked like new, a superb job having been done. I nearly fainted when they

told me they had decided to take the rear window out to facilitate the respray, as I had assumed the rubber surround would simply disintegrate. As I have been pretending for years that the rusty bits around the edges below the glass weren't getting worse, it was a huge relief to hear that they had dealt with it all and replaced the glass and seal with no problems. Phew!

The service was completed, too, and to the great delight of one of the mechanics, he demonstrated that, with a screwdriver and by ear, he had perfectly tuned the two Webers and it now started and ran easily.



It was a revelation and the car runs very sweetly now. If only I had somewhere to go! Maybe in 2021?

Meanwhile the 155 has been whirled around by mate Gary, showing no signs of any problems until an exhaust fracture intervened, so it is now SORN'd until times become more suitable. Has anybody got a 155 TS 16-valve exhaust system? G13 Powder Coating near Tunbridge Wells has prepared a headlamp rim from the Ti that was rusting in one place for chroming and now it looks great and is finished beautifully.

Meanwhile the daily drivers – a modern Giulietta and a TwinAir Panda 4x4 six-speed, which is a best-kept secret and fabulous to drive – just keep going on a diet of petrol and an annual service. What more can you want?

SIMON CHARLESWORTH

ALFA ROMEO ALFETTA

Had 2020 been ordinary, the Alfetta would have had a couple of recent glitches fixed. Last year saw the arrival of a new gremlin, almost akin to rising electrical damp, where first the radio stopped working and then the cigarette lighter socket went out in sympathy. The first wasn't a problem, for I'm always tuned in to Dell'Orto FM, but the other meant zero sat-nav, which is a problem for this easily confused wurzel when travelling outside the West Country 'in foreign'.

Of course these things are trivial in the wider context of what did happen this year – and my family, like many others, have lost loved ones. In

between Lockdown 1 and its poorly conceived, poorly attended sequel, Lockdown 2, there was a brief window of normality. It was just in time for my nephew's 12th birthday and he was excited that his daft uncle would be coming along and bringing Grandma with him. Grandma, of course, would sooner wring my neck than admit to being in whatever the 'vulnerable age group' is, but you get the picture – she had not been out for a while.

Stupidly, I didn't check my daily *macchina* until the Saturday evening before the trip to Wiltshire and when I did, the 23-year-old BMW had clearly suffered in the October cold and damp. A sidelamp bulb had blown, but more worryingly, the front tyres had sizeable splits in their sidewalls. Oh, boll... bother.

Plan A: take it down to



the local tyre emporium. Nah. Plan B: hope the tyres'd hold for the easterly M4 migration. Don't be stupid. Plan C: cancel. I just couldn't. Or... I stared at the garage door, sealed by cobwebs, and wondered. I'd only awoken the Alfa for its springtime clean and local shopping trips. It hadn't been anywhere that demanded fourth gear, let alone fifth – but the roads were dry and this Alfisti's faith was beyond reproach.

All the fluid and pressure checks came

back as you'd hope. After two attempts and one session of imploring for divine assistance, if the Alfetta was sulking from lack of use, it forgot all about it and burst into life.

I tend to avoid motorway monotony in classics, so split the 80-mile round trip into the M4 and some fun stuff. The twisting, dipping and diving tarmac plastered a huge smile on my face, as the snarling gargling twin-cam brought approving noises from both front seats.



Relatives and presents delivered in a socially-distanced bubble manner. Fun, food, laughter and vital news caught up on, the Alfetta then held its own when returning in the bustling darkness of the M4 – it really didn't miss a beat.

PETER NUNN

ALFA ROMEO 2000 GTV

Talk about being all tired out. For a number of years, my Alfa Romeo 2000 GTV coupe has been running on a smart set of Pirelli P4000 tyres. I've been aware for some time, however, that they've been getting on and for safety's sake were due for a change, although they've given me absolutely no trouble.

When I dropped by Alfa Workshop in Royston, it was discovered the Pirellis were well and truly past their sell-by date, and



then some. A fresh set of Uniroyal Rain 3 tyres have gone on and that vital rubber/road interface has been restored.

Alfa Workshop also arranged for a set of emergency hazard flashers to go on. That was an interesting technical exercise and for while the Alfa's 47-year old electrics didn't seem to want to co-operate.

Imagine that! But I'm pleased to say it's all working fine now.

Since then, I've replaced the battery and also had the GTV wired up for hands-free, complete with a new Alpine CDE-203 BT unit. I'm still learning how to love that one, to be honest, for I miss the simplicity and design of the Alpine ICE unit that went before.

There remains plenty on the to-do list, including working out how to brighten up the rev counter, speedo and gauges at night (the

illumination is really dim). In the big picture, however, the Alfa still stirs the soul: it's something special to look at, sit in and drive. Long may that continue.



MICHAEL WARD

FIAT 124 SPECIAL T
FIAT DOBLO 1.9 DYNAMIC

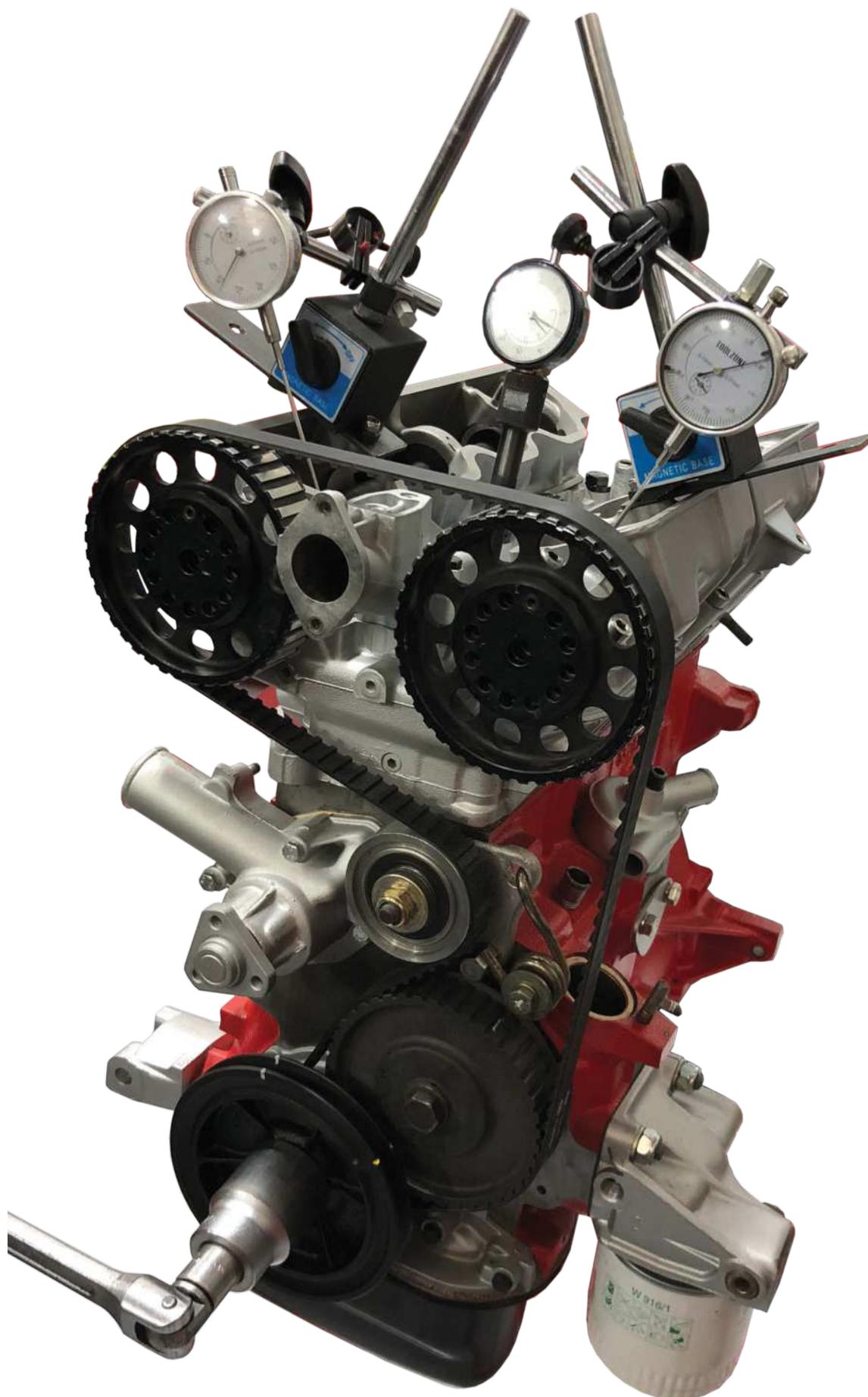
It only feels like a few months ago that I was writing about my 124 and the mission it's been to get it finished over the last 13 years.

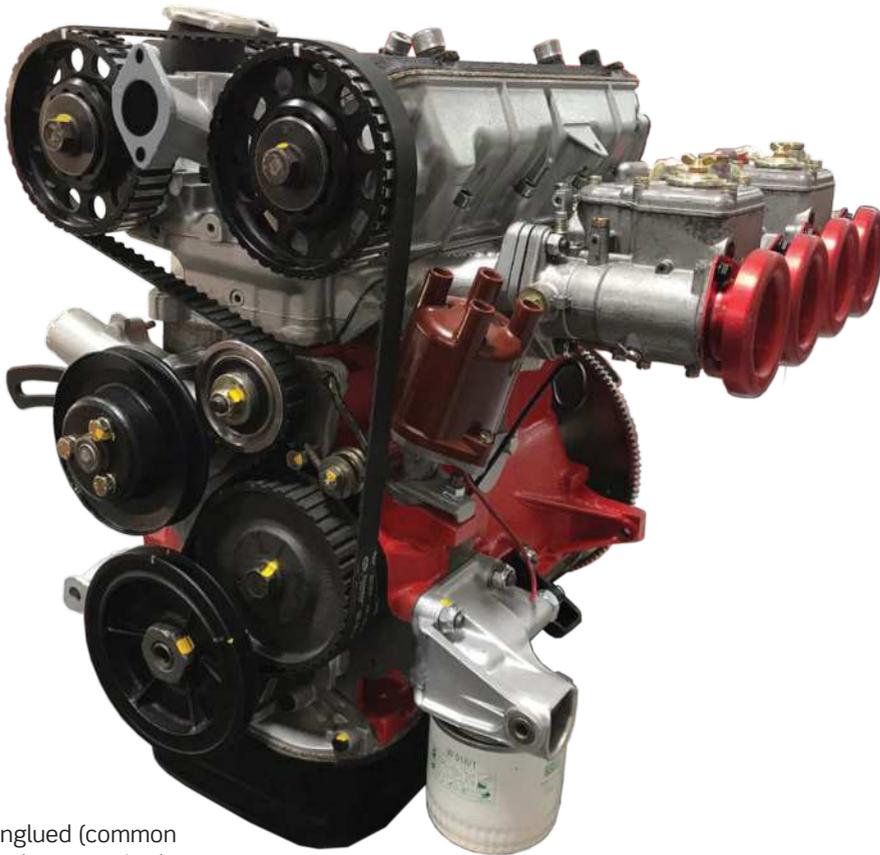
As it happens, my last update was actually way back in Issue 263. I spoke about the engine being carefully put together by Barkaways, the reknowned Ferrari specialist, then being shipped over to Middle Barton Garage where the rolling shell was having a holiday.

Well, I am pleased to say that the engine is now actually in the car. Tony and the guys at MBG have been working on the car this year, so several jobs of varying sizes have been completed. The OMP bucket seats and mounts are now fitted, along with the rear adjustable trailing arms. The axle has been off, restored and the Russian LSD fitted, while some extra rustproofing on the underside has been attended to as well.

I have had a new alloy fuel tank made which is now mounted across the boot floor with a Fiat 124 sender unit installed.

There was a small drama with my rebuilt 131 Mirafiori gearbox as part of the rear assembly was missing. Luckily I had supplied another 131 and my original 124 gearbox with the car so that was sorted. Other jobs, though seemingly small, entailed some proper old-school patience. The bodywork guys had thrown the doors back together in a hurry, which meant that the window winder cables were twisted and almost inoperable. Top man Carlo sorted this. Other items such as the quarter-light catches had come





unglued (common fault on 124s). These are now attached and in full working order. It's these small jobs that take the time but the end result makes the car work, especially retaining and refitting the heater unit - very important for the continued good mood of your passenger.

I bought the adjustable rear links, entire exhaust system and the work-of-art manifold from one Ian Nixon who built a replica of the famous Top Gear

Lada. Sadly the engine let go in spectacular fashion so Ian decided to ditch the 2.0 twin cam and go in a very extreme direction. This meant that some tried and tested goodies were put on the market!

The problem with building a restomod is that you never know what will fit and what will need fettling. In my case the stunning manifold slightly fouls on either the brake

master cylinder or engine cross member, an annoyance but possibly overcome by fitting a Grande Punto master cylinder as it's shallower. Another possible solution is to fit shorter engine mounts to lower the engine.

Dramas with the transmission continued in the form of... it not fitting. The 5 speed 131 Mirafiori gearbox is longer than the original was a 4

speed unit so Anton has been busy 'altering' the transmission tunnel to accommodate it. One piece of good news however is that the shortened and balanced prop shaft actually fits!

While the car is clearly non standard and rally-esque, I did want to retain the original chrome sill trims. Naturally these will need to be shortened as the arches are in the way. The trim clips all exploded

on removal as 50 year old Fiat plastic tends to. Replacements were tracked down in Russia from a Lada tuning and parts outfit.

Getting the car running this year is even more pressing due to the sad passing of twin cam engine guru, Guy Croft.

I am proud to have one of his cylinder heads on my 1800 and looking forward to it barking into life very soon.





NATHAN CHADWICK

ALFA ROMEO 147 GTA

Hello *Auto Italia* people. Some of you may recognise this particular 147 GTA from a certain other magazine that went the way of the pear last year.

If you haven't, then let me say that my ownership since April 2017 has been a rollercoaster of emotions and fiscal pain. Early doors, I upgraded the suspension to the Eibach Pro-kit with Autolusso – the standard set-up just didn't do the business, and while it's taken some adjustment

I'm finally happy with how it feels now.

Less happy were some of the other problems it's had, and the difficulty finding parts. These range from the front indicators (not seen for three years) to more mission-critical things like the body control computer. Thanks to someone who gets my

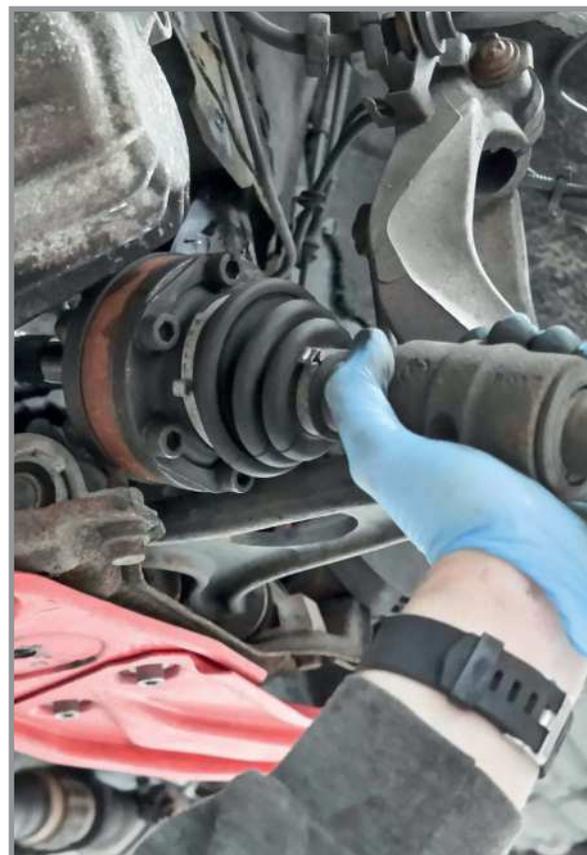
utmost thanks, a South African one was sought, otherwise it'd have been a grand – if one could have been found.

There's been the odd knock here and there – in the past year, someone left a mobile crane foot in the middle of the road, which I hit at some mph. Cue a trip to the Alfa

Workshop in Royston (alfaworkshop.co.uk) for a new aux belt, engine mount and more.

It's recently been to Royston again – it had developed a transmission whine, which conversations with various specialists suggested might be the clutch release bearing.





Seeing as getting to that would involve dismantling a large part of the engine bay, I plumped for a new clutch while Jamie Porter and the chaps were at it.

Only it wasn't the CRB – it turns out that at some

point in its life, one of the GTA's nine previous owners (!) had ordered a new gearbox. But only half of it was new and had the right marks; the other half was an old one. I bit the bullet and went for a full

gearbox rebuild. It's shifting much better now – less rubbery, although second is still a sod when it's cold. Such is the way with GTAs. Here's to using it more often in 2021.

TOM SCANLAN

ALFA ROMEO BRERA 2.2 JTS SV

The Brera has managed around 1400 miles in the 12 months since its 2020 MOT. A few little trips in the summer kept the wheels turning and the oils circulating, and then the car was left on the drive to fulfil one of its main functions: to gladden the eye.

Over the winter, I disconnected the battery for about a month before needing to fire up again. Reconnecting the battery did not please the electric windows and on every subsequent start-up, a red light warned of its insecure state. I live with it and if I really have to open the passenger window, it works, but the remote switch on the driver's door won't close it. Neither, for months, would the window on my door be guaranteed to shut; I even made a



window-shaped plastic sheet in case I had to leave the car somewhere when it might rain. The window then decided to behave itself!

One morning the battery only just managed to churn the engine into life, so out came the charger. The Brera was driven to Eddy (Alfaman) in northwest London to have it checked over and get the MOT sorted.

Eddy loaned me his 1997 Spider to get home in. It was very interesting to compare it with my car. The Brera is about 100kg heavier, has 27 more horsepower (182 is usually listed), greater torque (170lb ft compared to the Spider's 138) but slightly slower acceleration. The main difference was the Spider's ability to surge forwards in top gear at motorway speeds.

So I am now saying that I'm looking forward to more torque in the Brera. Why? Because Alfaman called to say that the engine warning light revealed a need for new cam variators. The timing chain had already been done (see previous Team Cars report) and I had never heard any tell-tale rattles on start-up.

Alfa forums have proved to be interesting on this subject, with a

variety of opinions based on owners' experiences, but what caught my eye was one comment saying the torque available after new variators had been put in was a revelation. I have always found the performance reasonably satisfactory, and we'll see how it turns out – especially as I had even considered getting the engine remapped. However, my insurance company wasn't keen!

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JON DOOLEY & THE MOSCOW MULES

Jon Dooley, a man of huge personal charm and multi-faceted talents, will be forever associated with the words 'Alfa Romeo'. For me, though, equally significant are the words 'Moscow Mules'. *Che?* Well, allow me to elucidate...

In 1989, Jon teamed up with my friend Bill Croxson to contest the fifth edition of the wonderful Coppa d'Italia, a sort of mini-Mille Miglia which survived, sadly, for just one further year. For that penultimate edition, Jon co-drove Bill's Alfa Giulia Spider (which I road tested for this magazine three years ago – Issue 259), whilst I undertook a similar, subsidiary role in their support car. The whole event was a bit of a lark, as we sped round northern Italy between a succession of special stages and track races. Jon took his racing seriously, but never to the exclusion of a good laugh.

The event over, we headed back home via France, making an overnight stop in Nice. After a bite to eat, we repaired to a cosy little

bar where someone suggested we all try a 'Moscow Mule'. This concoction of vodka, ginger beer and lime juice was so named in recognition of its 'kick', which, if you're over-generous with the vodka, is hefty.

Well, we were – and it was. Memories after that are a tad hazy, but certainly include some cavorting around (and possibly *in*) a fountain and some lusty singing, notable more for its volume than its finesse. The next morning, I had to be up early and off to the airport, leaving the rest of the team abed, sleeping it off.

After that day, my contact with Jon was

sporadic. But whenever we spoke, Moscow Mules soon came up, followed by gales of hearty Dooley laughter. A lovely man.

Simon Park

FIAT COUPÉ DEBUT

In the December 2020 issue of *Auto Italia*, in the article on Italy's best engines, you suggest that the Fiat Coupé was first seen at the 1994 Geneva Motor Show. This is not correct because the Coupé was actually officially presented for the first time at the Brussels Motor Show in January 1994.

On the Fiat stand at Brussels, three Fiat Coupés were on display: one red and one yellow 16v Turbo and a red

naturally aspirated 16v, all three in 'Plus' trim. It took another five years before I could order mine, a Black Ink 2.0 20v, which I still use and enjoy on a daily basis.

Serge Gauchez, Belgium

CLASSIC MODERN ALFAS

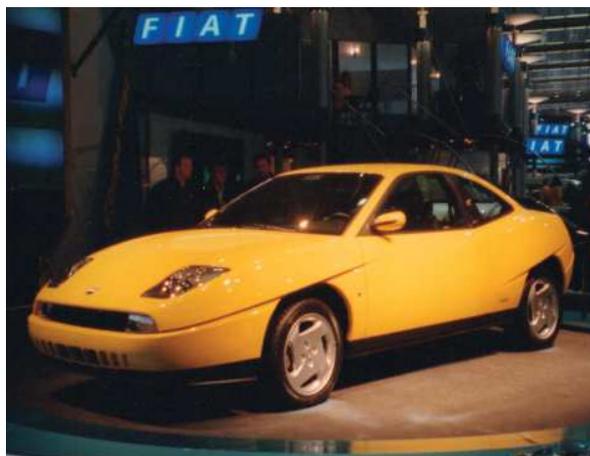
I wish to say that it feels great to read the article in Issue 299 (January 2021) about Enrico Fumia, the man who designed the Alfa 164, GTV, Lancia Y and so on (*see pic above*).

I owned an Alfa Romeo Giulietta 1.6, styled by Giugiaro, in 1986. This was my first Alfa and a car I still love today. One reason is that the overall design was ahead of its

time, but most of all it's the chassis. The control and response impressed me so much: it had excellent handling thanks to its double wishbone front end and de Dion transaxle rear. It's a feeling I've never found in any another make. Even the cabin was classic with its dials from the famous clockmaker, Jaeger-LeCoultre.

Since then I've owned an Alfa 156 2.5 V6 and an Alfa GT 3.2 V6, the latter styled by Bertone, a 12-year old car that I'm still driving today. The GT's looks are still gorgeous and it turns heads sometimes, especially because of the sound of the Busso engine.

Renato Miu



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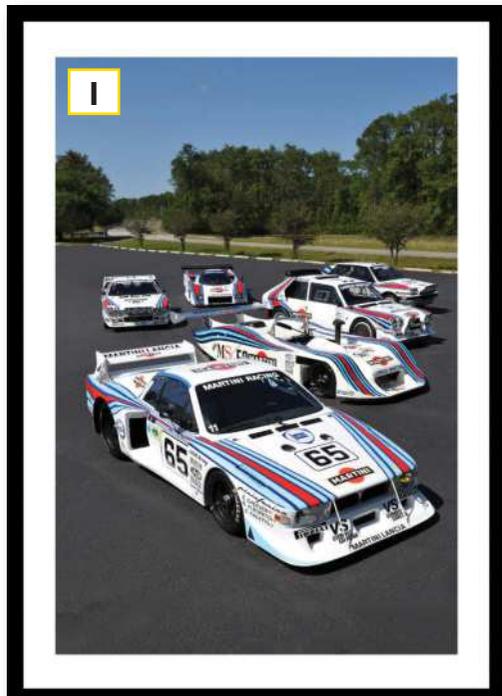
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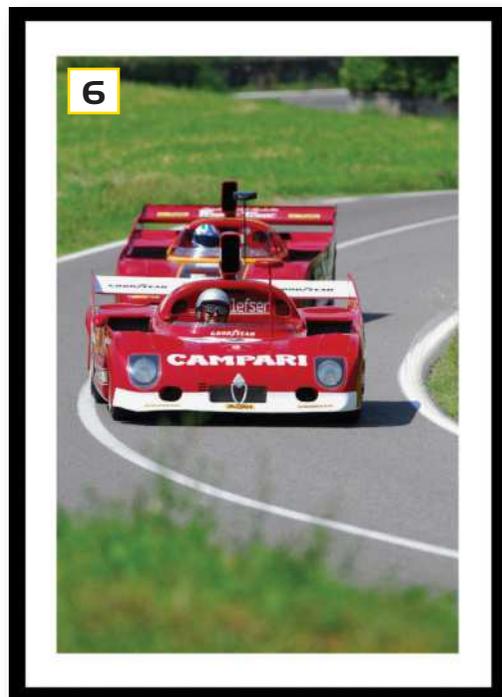
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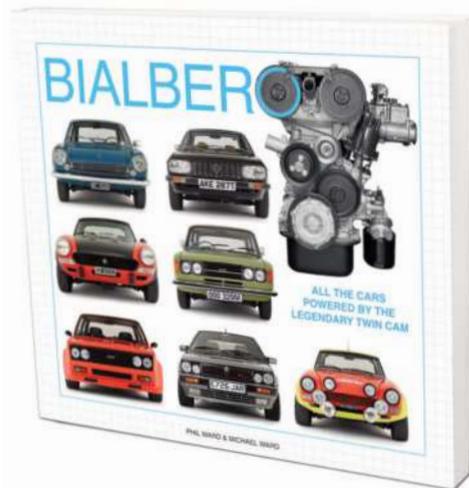
THE LANCIA RALLY COLLECTION



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Bialbero: All the Cars Powered by the Legendary Twin Cam Engine
By Phil & Michael Ward
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This new book on Fiat/Lancia/Alfa Twin Cam powered cars is very close to our hearts here at *Auto Italia*. Not only is it written by this magazine's founder, Phil Ward, but it's also illustrated by art director,



Michael Ward, and includes contributions from many staff writers.

Anyone familiar with Phil's earlier works will recognise some of the content but this new book is a major expansion of his themes. It's all of 304 pages long and includes over 900 photographs, many of them never previously published.

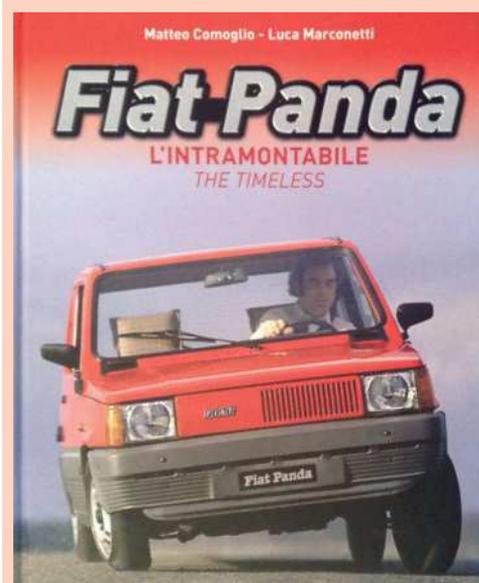
Despite the 'Bialbero' title – it's Italian for 'Twin Cam' – this is not a book primarily about the oily under-bonnet bits. Yes, there are sections on maintenance and restoration, as well as expert tuning advice from the sadly deceased Twin Cam engine preparer, Guy Croft. But most of the book is dedicated to the cars that were powered by Aurelio Lampredi's Twin Cam engine. That



means an absolutely huge array of Fiats, Lancias and Alfa Romeos.

As well as the expected models – from Fiat 124, 131 and Coupé to Lancia Beta, Delta and Thema – for us the real interest lies in all the many rarities, one-offs and concepts profiled, such as the Stola Dedica, Lancia Magia and Grama 2 'Puntograle'. There are lots of home-modified cars, too, from a 180bhp Lada to an Abarth 1600 OT, as well as a full run-down on competition and racing cars, from X1/9 to Abarth Rally to Lancia LC1.

It's superbly illustrated throughout using many images from *Auto Italia*'s own archives, and many of the featured cars are owned by our readers. A high-quality 'must' for any classic Italian car enthusiast.



Fiat Panda: The Timeless
By Matteo Comiglio & Luca Marconetti
ASI
£40

It's inevitable that the 40th anniversary of the original Fiat Panda should elicit celebratory books. We've already reviewed *Fiat Panda de Mon Pere* (in French) and now ASI has produced its own tribute to 'The Timeless' Panda. And very good it is, too: the authors are to be commended for their outstanding work.

This A4-sized hardback book of 221 pages, with text in both Italian and English, goes not only into the development and technical history of the many models and variations but also uses many hitherto unseen photographs. There is a chapter on the Elettra (electric) model, as well as the commercial variants, mostly built by Maggiore across the river from Turin in Moncalieri, including a 4x4 version of which Italian utility companies snapped up quite a number. While sadly none of the special-bodied variations, from Moretti et al, are featured, the book's formidable content more than compensates.

Two aspects particularly stand out. Firstly, there's a Turin-registered Panda 30 (that elusive but charming air-cooled twin-cylinder model) being restored to its former glory. Secondly, the book is written with a great deal of genuine affection for the little car. The Panda's designer, Giorgetto Giugiaro, even writes a foreword, declaring that, "The Panda is the daughter I am most attracted to".

All in all, this new tome is the ultimate Panda story to date and should not be missed.
Stefano Coprimozzo



La Nostra Urbanina
By Antonello Bisciani
La Conchiglia Di Santiago
€16

What a lovely little book this is. Even if the subject matter may appear very obscure, its story is fascinating. The Urbanina city car was the brainchild of an Italian aristocrat called Pier Girolamo Bargagli Bardi Bandini – a vision of ultra-basic transport with some revolutionary ideas behind it.

Chief among these was mounting all of its mechanicals into a chassis module that allowed all sorts of bodywork to be mounted on top – and even swapped over – from fully open to wickerwork to enclosed cab (the latter borrowed from a Piaggio Ape). Its bodywork could even rotate through 360 degrees to allow easy egress in tight parking spots.

Although initially offered with a Lambretta two-stroke engine, the 1965 Urbanina was significant as a real pioneer of the electric car movement, eventually deferring exclusively to battery power. Only around 200 Urbaninas were made before the operation foundered, but it eventually formed the basis of the Zagato Zele electric car (as featured in *Auto Italia* May 2019). The text is in Italian only but the images tell their own story.

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Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

April 7-11

Techno-Classica Essen

Essen, Germany

www.siha.de

April 15-18

Terre di Canossa

granpremioteredicanossa.it

April 18

AROC Spring Alfa Day

Yorkshire Wildlife Park

www.aroc-uk.com

May 7-9

Lancia Motor Club GNW

Lancashire

www.lancia.myzen.co.uk

May 12-15

Mille Miglia

Brescia, Italy

1000miglia.it

May 15-16

Goodwood 78th

Members' Meeting

Goodwood Circuit,

West Sussex

www.goodwood.com

May 28-30

Concorso d'Eleganza Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 30th

Prescott Italia

Prescott Hill Climb, Glos

www.prescotthillclimb.co.uk

June 2-6

Retromobile

Paris, France

retromobile.com

June 5

Italian Passion for Speed

Cardiff

www.italianautomotoclub.co.uk

June 8-12

Modena Cento Ore Classic

Modena, Italy

modenacentooreclassic.it

June 9-11

London Concours & Supercars

Honourable Artillery Company,

London

londonconcours.co.uk

June 11-13

Restoration & Classic Car Show

NEC Birmingham

www.necrestorationshow.com

June 10-13

Giro di Sicilia

Sicily, Italy

girodisicilia.it

June 12-13

Thrupton Historic

Thrupton Circuit, Hampshire

thruptonracing.co.uk

June 13

Spaltalia

Spa Circuit, Belgium

www.spaitalia.be

June 17-20

Leggenda di Bassano

Alps, Italy

stellaalpinastorica.it

June 27

AROC National Alfa Day

Bicester Heritage, Oxon

www.aroc-uk.com

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 18

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, Northants

www.silverstoneclassic.com

August 19-22

British Motor Show

Farnborough International

Expo Centre

www.thebritishmotorshow.live

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 12

Italian Wheels & Wings

Cosford, Shropshire

www.italianautomotoclub.co.uk

September 16-19

Gran Premio Nuvolari

Mantova, Italy

gpnuvolari.it

September 17-19

Goodwood Revival

Goodwood Circuit, West Sussex

www.goodwood.com

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ALFA ROMEO



1986 Alfa 33 1.5. Green series one Alfa 33 1.5, 65,890 miles. Clean interior, good mechanicals and bodywork (apart from a few rust blemishes). Owned by one couple for most of its life and comes with a pile of receipts, original handbooks, toolkit and head unit. MOT until June 2021, rare model now, £2300. Email: maitland1977@gmail.com (SE London). A301/049



Alfa Romeo 159 16V JTDm 170 estate. Diesel car, black, mileage 134K, MOT 12 months, excellent condition inside and out, service history, for sale £2500, 61-reg. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A301/048



Alfa Romeo GTV Cup no.152 of 155. Mileage 67K, excellent mechanical condition, FSH, can provide full details to enquirer. Car is in standard tune, stainless exhaust, cam belt last done 12.2017. External paint correction needed on the plastic items (stone chips and showing pink), clean inside, £12,750. Email Hugh: hughalex@hotmail.com (location Leeds). A301/005

1987 Alfa Romeo Spider S3 2 litre.

154,000km, white, RHD, MOT end April 2021. Electric windows, owned for last 8 years, always garaged, large history file with all MOTs since 1990. Good all round condition but needs work to N/S sill and lower front wings, £6000. Tel: Peter, 01483 577436 or 07780 700139 (located in Surrey). A301/034



2003 Alfa Romeo GTV Phase 3. 43,000 miles, red, black interior, AROC member, MOT June 2021. Genuine reason for sale, I have other cars and just don't get round to driving it. Also have complete tan interior which I would include, £4250. Tel: 07955 234432 (north Wales). A301/035



2001 Alfa Romeo 916 GTV 3.0 V6 Lusso. 41,000 miles, silver, black leather. Cam belts at 36,000 miles, good condition, no advisories on December 2021 MOT. Comes with all three keys, £5750 ono. Tel: Dave, at Rugby 01788 335235 answer machine available (Rugby). A301/036



2007 Alfa Romeo GT Blackline. 81,000 miles, black. My beautiful GT Blackline is now for sale after twelve years of enjoyable and careful ownership. Originally registered to Alfa Romeo UK in November 2007, I bought the car in December 2008 with 4800 miles on the clock, I am its second owner. The car has now covered 81,000 miles, full service history by Alfa specialist. Please contact me for lots of further good news details and photos, £2600. Tel: Dante, 07941 127237. Email: dantediaferia@aol.com. A301/047



2016 Alfa Romeo 4C Spider. 10,000 miles, Rosso Competizione, US model, left hand drive. Full paint protection clear coat, leather seats, bluetooth connection, Alfa Romeo battery charger, front fascia protective film, Alfa Romeo red car cover, bi-xenon headlamps, sport tuned dual exhaust, red brake calipers, Spider track package 3 inc: race tuned suspension, carbon fibre exterior mirrors, leather/microfibre steering wheel, convenience group Spider inc: cruise control, rear parking assist system, carbon fibre interior trim group inc: carbon fibre cluster bezel, carbon fibre i/p bezel, carbon fibre air vents, carbon fibre shift bezel, Rosso Competizione tri-coat, aluminium wheels: 18" x 7.0" fr/19" x 8.5" rr, dark fan spoke inc tyres: P205/40R18 fr and P235/35R19 rr BSW 3-season, £35,400. Tel: +44 7471 827550. Email: goelira@gmail.com. A301/038



2008 Alfa Romeo Brera SV JTS. 14,000 miles, red, condition reflects the mileage. 2 previous owners, FSH, full panoramic sun roof + electric blind, full details on request, £11,500. Tel: Paul Wignall, 01969 623585 or 07715 377340. Email: pwignall@icloud.com. A301/039

2004 Alfa Romeo 156 Sportwagon

2.4 JTD M-Jet Veloce. 84,000 miles, red, Facelift model, professionally remapped to 210bhp, 450Nm torque. New battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4s, water pump and cambelt 20K, oil changed every 5000 miles, £4250. Tel: 07788 422678 (Coventry). A301/037



2011 white Alfa Romeo 159 Ti Turbo diesel Sportwagon 1.9JTDm. Interior and exterior in immaculate condition, 58K miles, twelve months' MOT, service history, last serviced 25 Nov 2020. Beautifully stitched black leather seats, 'extras' new Alfa carpets, four extra Alfa Ti wheels and hands free Parrot, £10,295 ono. Please tel: 07186 335474 (Torquay Devon). A301/050



2004 Alfa 156 Sportwagon 2.4 JTD M-Jet Veloce. 84,000 miles, red Facelift model, professionally remapped to 210bhp, 450Nm torque. New battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4s, water pump and cambelt 20K, oil changed every 5000 miles. Near perfect condition, price reduced to: £2450. Tel: 07788 422678 (Coventry).



FERRARI

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.



Ferrari 308 Reimagined. 4 owners, 3rd owner for 20 years. It has a dry sump, extensive engine work by Shiltech with composite doors and rear section, adjustable suspension and modified brakes, a new cooling system has been installed, extinguisher system and Kevlar seats, full cage and harnesses and central locking. Over £83,000 of development work with a full history folder. New clutch fitted and full inspection and belts by Shiltech in 2018 with little mileage since. It is road registered with V5 and MOT, FOC member. Email: j7uan@aol.com. A301/016



Ferrari 488 Pista Spider. This stunning example has covered just 200 miles from new, finished in Rosso Corsa and Blu Abu Dhabi stripe, the interior is fitted with Nero Alcantara with Grigio Chiaro leather, the stitching is Grigio Chiaro with the headrests also embroidered in Grigio Chiaro. Email: james@okanelavers.com. A301/017



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. A301/018



Ferrari 308 GTB Vetrosesina for sale. The car has been left in a garage since 1987 with 69,441 miles. It is now in storage with a performance car specialist, they have got the engine running and it is holding good oil pressure. The car will need fully restoring, £65,000. Tel: 07957 752217. A301/006



Ferrari 355 GTS. Very good manual 1994 GTS with FSH, red/crema, 34K miles, coded roof, Challenge, Larini. Mine for 8 years, considering 458 Spider, reg '355 FER' available at additional cost. RHD, UK supplied, £75K for car. Email: andrewbailey@dimatec.co.uk. A301/007



Ferrari 599 GTB Fiorano F1. 2007, Nero Daytona metallic black, Bordeaux leather/grey stitch interior. Carbon racing seats, dashboard inserts, centre console, steering wheel, door trims, sill covers, red calipers, yellow rev counter, Scuderia shields and unmarked polished Challenge wheels, V12 VFF, car cover and charger included in asking price. Full Ferrari service history, with JCT600 Leeds now for annual service, handbrake adjustment and factory flickering dashboard repair, £96,500. Tel: Jon, 07758 936009. A301/008



Ferrari 308 GT4 Dino. 1980, 4 new tyres, stainless steel exhaust, Chiaro Blue, low mileage, excellent condition, owned since 2007. Ill health forces sale, £45,000. Tel: 07894 556355. Email: viv@well.ox.ac.uk. A301/019



Ferrari 456M GTA. 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. A301/015

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Ferrari 360 Michelloto. Factory built 360 Challenge on 22/12/2000, assembly number 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had £80,000 spent over the last 6/7 years, including a new Stradale engine (invoices on file), and lightly used since then. Full air jack system, Ohlins fully adjustable dampers, Autotell Comms system, slicks and wets, plus a spares package. Always maintained to the highest of standards, £149,950, happy to p/x a road car. Tel: Robert, 07802 638618. A301/009



1997 Ferrari 355 Berlinetta. RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. Some main features include, at the rear: stainless steel Fabspeed headers with Challenge exhaust system, Challenge rear grille, carbon fibre air boxes with rear window intakes, SS flexi brake lines, upper and lower arms re-bushed and painted, cooling fans upgraded and extra radiator fitted for better cooling, all hoses upgraded to silicone. At the front: new shocks, springs, brake lines, upper and lower arms re-bushed, headlights refurbished, all brackets and bolts replaced, new master cylinder. Interior: all handles and switches de-rubbered, carbon fibre door sills. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For further information email: tom@tbmotorsportlogistics.com or paul.goodge@sclconsulting.co.uk. A301/072



Ferrari California. 2011, presented in Azurro California metallic, recent service, full Ferrari service history, 22,568 miles. This very high spec example with optional extras includes: AFS system, cruise control, electric seats, diamond pattern seats, Grigio Scuro stitching, Grigio Scuro carpets, Gunmetal Grey seat belts, central tunnel + armrests + A-Pillars + headliner in leather, diamond style centre door panels, carbon fibre steering wheel with LEDs, aluminium driver and passenger footrests, comfort seats. Email: james@okanelavers.com. A301/014



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. A301/011



2003 Ferrari 360 Spyder. Rosso/Corsa, 6 speed manual, 19,500 miles. FSH, cambelts replaced at 18,236, clutch replaced at 19,018. Tubi exhaust, red brake calipers, Challenge grille, Scuderia shields, master key, all original wallets, toolkit, battery charger etc. Fuller details and photos on request, £79,950. Tel: David, 07977 911663. A301/064



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A301/069

MASERATI



Maserati GranSport MC Victory for sale. Genuine 3050 miles from new. One owner car, purchased 1 July 2007, new from Maserati Minneapolis. Most desirable colour combination, Blu Victory with black interior, LHD, US spec, UK plates. Totally original with some additional factory installed options, always garaged, dry use only, showroom condition and probably the lowest mileage MC Victory in existence. Looks (and smells) and drives like a brand new car. Tel: 07917 628718 Bill, Email: nsbenn2@aol.com (London). A301/068

PARTS



Ferrari 488 wheels. 20-inch forged dark painted rims. Unmarked set of 4 taken off a 2019 488 Spider 5K miles. Photos on request, can deliver depending on location, £2750. Tel: 07968 593061. A301/033

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. A301/020

F430 wheels and tyres. A set of four genuine and original F430 alloys which have just been refurbished by the market leader - Lepsons. Together with a brand new set of Pirelli P Zero Rosso tyres which were fitted at the Pirelli Performance Centre in Burton last month. They have not been fitted to a car and are immaculate, I have lots of photos, £4000. Tel: 07714 155570. Email: michaelcarr1965@gmail.com. A301/027



Ferrari 599 LHD headlights. As new, on car for approx 6 months, asking price £1250. Tel: 07768 028400. Email: brianrdavies@aol.com. A301/067



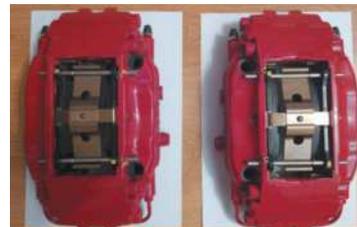
Ferrari 355 dashboard gauge cluster. 355 dashboard gauge cluster, like new, £1500 ono, only ones available on eBay are selling for £1600 plus and are from America. Will take sensible offers, willing to post at cost or collection. Please message or call: 07501 079424. A301/026



Ferrari F355 wheels. The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobetr@gmail.com. A301/063



Original F360 split rim alloy wheels for sale. Complete with centre caps, wheels have been completely refurbished by Pristine Wheels and are literally as new, never having had tyres fitted since, £2450. Tel: Tony, 07854 994950. A301/065



Pair of Ferrari F50 front calipers. New and unused F50 Brembo calipers with pads for 330mm x 32mm discs. I have found them listed for F50 may fit others? The calipers have the s/no 20.7679.01 1A & 20.7679.01 1A. The pads have 07.4865.61 & 338414. Open to serious offers. Tel: Phil, 07443 851877. Email: philbrad73@hotmail.com (Liverpool). A301/066



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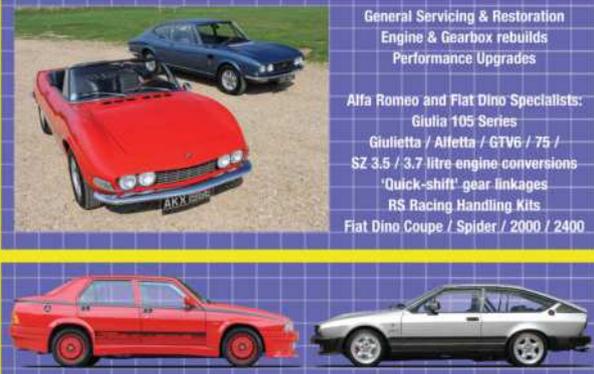
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Ferrari F40 rear screen. Good used condition, sensible offers. Email: david.potter@live.com. A301/073
Ferrari F430 wheel bolts. Here is a set of genuine and original boxed Ferrari F430 wheel bolts x 20, there is no corrosion on any of them, £250. Email: michaelcarr1965@gmail.com. A301/028

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. A301/031
OEM factory Ferrari 360 Challenge grille. Like new, no signs of use, only been on the car less than a year, for the 360 Modena, Spider and Challenge, original owner. Email: markstp@europemail.com. A301/051
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. A301/052

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. A301/053
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. A301/054



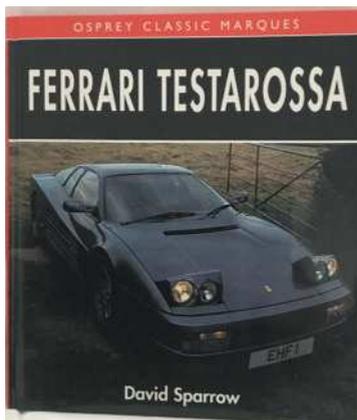
Ferrari 458 plate holder. Carbonio Design engineered bespoke mount that fits cleanly and perfectly to the front of any 458 without the need for any destructive holes. 5 second install / removal. "Tested to over 185mph, this is the most advanced and thoroughly engineered plate mount ever offered to Ferrari owners". Great video on Carbonio website at <https://bit.ly/3negbcn>. Buying my one used will save you £110 compared to the brand new one. I've sold my 458 so no longer need, FOC member 28 year. Email: m@il1.uk. A301/025



GT4 doors. Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A301/046

Set of Ferrari F430 wheels and tyres. Set of 4 F430 wheels and tyres in excellent condition outside and in. Finished in correct Argento Nurburgring colour, three tyres are legal and the 4th has more tread than the rest, also suitable for a 360, bargain at £1500. Tel: John, 07860 600032. A301/055

MISCELLANEOUS



Ferrari Testarossa hardback. 127 unmarked pages, great colour photos, superb book, £4.75, excellent condition. Tel: 07399 359072. A301/076



Panerai Ferrari watch. Excellent condition, only worn a few times. Inner box, outer box, all paperwork and manuals are all available. Watch is stainless steel, black dial with yellow accents, black leather strap, 45mm. Email: dwatsonnorman@gmail.com. A301/042

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. A301/021
Registration number: 'P1 FGT'. Put your car on the front of the grid! On retention, immediate transfer, selling price £3250. Tel: 07768 028400. Email: briantdavies@aol.com. A301/001



Ferrari 328 wiring diagrams. Wiring diagrams for 328GTB/GTS, £80. Email: mark.charles@ntlworld.com. A301/030



Ferrari Mondial time schedule. Mondial time schedule in blue ring binder, £100. Email: mark.charles@ntlworld.com. A301/029



Fiat 132 owners workshop manual. Autobeooks, hardback, 152 unmarked white pages, as new condition, £3.75, postage no problem. Tel: 07399 359072. A301/002



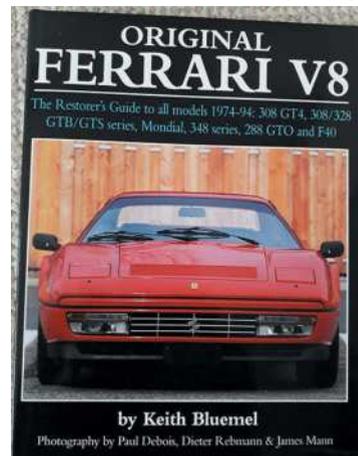
Large original photo archive. Many makes and models, old and new, including road, race and rally cars. Press, publicity, factory and privately taken etc. Many Italians. Please contact me with any wants and I will see what I have! Tel: Mark, 07809 221500 or email: mmarkyt@hotmail.co.uk (Sussex). A301/040



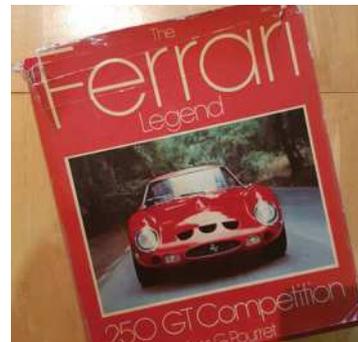
Schedoni luggage set 360. Ferrari 360 "Jeu de Trois Bagages en cuir par Schedoni", three piece set in Crema leather each bearing the Cavallino emblem. Two suitcases with sprung retractable handles and combination locks with beige lining plus gorgeous leather suit carrier, all in beautiful condition. Made to measure suitcases by this world leading manufacturer, Schedoni, are getting increasingly difficult to obtain for these classic Ferraris, offers in the region of £1800. Tel: 07802 960333 (W.Yorks). A301/045



Registration number 'WOW 575'. £3850, on retention. Tel: 07768 028400. Email: briantdavies@aol.com. A301/075



Original Ferrari V8 The Restorer's Guide to all models by Keith Blumel, in excellent condition, £90 plus p&p. Email: nicktreactlelane@gmail.com. A301/004



Ferrari 250 GTO - 375GT. This classic volume is a must for any car library, my copy includes a double sided A4 hand written letter discussing 250s from Ronald Stern, the former owner to the new owner in 1977. The now current owner is Nick Mason, only £40. Email: Douglas.smithmearns@aol.com. A301/044

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Maggiora 995 TC

TWO YEARS BEFORE FIAT'S CINQUECENTO SPORTING, THE COMPANY THAT BUILT THE LANCIA DELTA INTEGRALE - MAGGIORA - DID ITS OWN SPORTY CINQ

Story by Chris Rees



The coachbuilding roots of Maggiora, based in Turin, extend right back to 1925 but mostly the public never knew its name, since it mostly built body panels for other companies like Viotti and Touring. Among its little-trumpeted work was making the bodies for such illustrious cars as the Maserati Mistral, De Tomaso Pantera and Francis Lombardi Grand Prix.

It wasn't until the 1980s that Maggiora started marketing its own products direct to the public, for instance offering van versions of the Fiat Panda and Uno. But its big moment came in 1991, when it took over part of the old Lancia factory at Chivasso and was given the contract to manufacture the Delta integrale here.

Maggiora still found time for other projects, notably tuned and bodykitted versions of Fiat hatchbacks during the 1990s, including the Punto Grama and Bravo 2400 HGT. But its very first

hot hatch proposal was based on the smallest car in Fiat's range at the time, the Cinquecento which had been launched in December 1991 to replace the Fiat 126.

It took Maggiora less than three months to create its hotbedded Cinquecento for launch at the Geneva Motor Show in March 1992. It was called the 995 TC, referring to the fact that the regular 903cc engine had been expanded to 995cc (although no power output was ever stated by Maggiora). The 'TC' bit stood for 'Turismo Catalizzato', referring to the car's potential to run in a sub-1.0-litre racing category with a requirement for catalytic converters. The engine was duly fitted with a lambda sensor catalyst.

The most visible changes were on the exterior. A completely new front bumper, made of glassfibre, incorporated asymmetrical air intakes to boost radiator cooling. The body was widened with very

distinctive flared wheelarch extensions, which were required to accommodate the wider track (up from 1270mm to 1310mm). The Cinquecento's 13-inch wheels were discarded for much bigger 7x15-inch wheels fitted with Pirelli P7 Corsa 180/565-15 tyres.

At the rear end, there was a new, larger bumper featuring a triangular exhaust outlet and a new spoiler that framed the hatchback. Curious little vanes also directed airflow over the roof. All of the new parts were boldly painted red to emphasise the changes. Other detail alterations included a racing-style fuel filler and rear side windows partially covered with white adhesive film.

Inside was a new dashboard in light grey and red, plus high-backed bucket seats. The doors had red trim panels and an inscription in the metal with the word 'Gramma', which in Piedmontese dialect means 'bad'. Also new was a Fusina leather-

trimmed steering wheel, a different gearknob and drilled metal pedals.

Befitting its role as a potential racer, the 995 TC had a strengthening roll cage in the luggage compartment, which required new rear seats to be fitted. Behind these was a compartment to house helmets, accessed via an opening in the centre of the rear seat. Mechanical changes were few: the braking system was updated and the springs were stiffer and shorter.

It's thought that Maggiora wanted to offer the 995 TC commercially but any prospect of this was scuppered by Fiat's own soon-to-be-launched Cinquecento Sporting, featuring a 54hp 1108cc engine and bodykit, which also sired the Trofeo racer. As for Maggiora, it enjoyed a prosperous decade manufacturing the integrale, Fiat Barchetta and Lancia K Coupe, although it was forced to close its doors for good in 2003.





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Ferrari 456 M GTA/Grigio Titanio/Bordeaux/RHD
 26,500 miles, Grigio Titanio with bordeaux hide and bordeaux carpets, M GTA model, first registered on 06/11/2000, 5 total owners from new, currently been owned for the last 6 years, UK supplied by Evans Halshaw, comes cambelted and serviced on purchase, complete with all books, tool kit and spare keys, great example in excellent condition both inside and out. Full dealer facilities and Finance available. All Verdi cars are subjected to a rigorous examination prior to delivery.
Price: £64,500



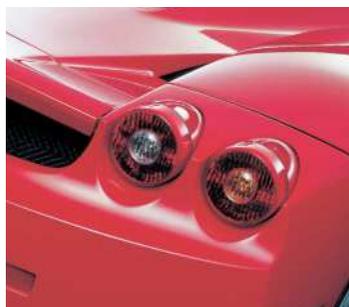
Ferrari Mondial QV/Red/Crema/RHD
 32,300 miles, Red with crema hide and beige carpets, QV model, UK supplied car, just had a major service and cambelt by ourselves, 4 total owners from new, complete with all book, tools and keys, the car has been in storage for the past 4 years, a very well looked-aftered example in very good condition both inside and out.. Full dealer facilities and Finance available. All Verdi cars are subjected to a rigorous examination prior to delivery.
Price: £29,995



Ferrari 550 Maranello/Grey/Black/RHD
 42,500 miles, Grey (Canna di Fucile 783C) with black hide & black carpets, FSH, 4 total owners (1st owner was Eric Clapton), 6 speed manual gearbox, registered on 05/04/2002, 02/02 reg, Red calipers, Scuderia wingbadges, Tubi Style Exhaust System, major service with cambelts completed in 2014, a very rare colour, lovely example. Full dealer facilities and Finance available. All Verdi cars are subjected to a rigorous examination prior to delivery.
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 1977 Ferrari 308 GTB, Red (Rosso Corsa) with black hide and black carpets, delivered new in 1977 in USA, steel body, fully documented service history, brakes recently overhauled, European registered and tax paid car, LHD, currently owned by its second owner, stunning inside and out. Full dealer facilities and Finance available. All Verdi cars are subjected to a rigorous examination prior to delivery.
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