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Issue 307 September 2021 £4.99

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Printed in England
 The MANSON Group Limited, Hertfordshire.
Worldwide Retail Distribution
 Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT

Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS
 Email: claire@auto-italia.co.uk
 ISSN 1357 - 4515

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Every time we feature a Lancia on the cover of *Auto Italia*, we always get a huge response from readers. Despite the fact that Lancia hasn't had a presence in the UK market since 1994, enthusiasm for the marque remains extraordinarily high, whether that's for the Fulvia, Aurelia, Stratos, integrale or any of its other iconic models. If only Lancia could be revived, says almost everyone, with a range of models that do justice to the marque's illustrious history...

Well, that prospect has just become much more likely. According to the trade journal *Automotive News*, Lancia is about to enjoy a renaissance with three new models. The first will be the replacement for the current Ypsilon, due for launch in 2024, based on the Peugeot 208 platform (making it the first fully-electric Lancia, incidentally). The second is a compact SUV due in 2026.

According to the report – and this is the exciting bit – the third model will be a compact hatchback that could revive the Delta badge. Although it's pretty speculative at the moment, the new Delta could arrive in 2027.

The designer of the new Lancias will be a Frenchman, Jean-Pierre Ploué, whose CV includes the original Renault Twingo of 1992, which is one of my favourite designs of that decade.

The report also says that Lancia is due to expand from being a domestic Italian brand to being relaunched in export markets. Whether that includes the UK remains to be seen, but wouldn't it be great to mark Lancia's 115th birthday (an official celebration is due on 27 November 2021) with that news?

In the meantime, I'll leave you with an image of the Lancia 037-inspired Kimera 037 (above) that wowed the crowds at Goodwood Festival of Speed during its dynamic debut. For many – including me – it was the absolute star of the show. It's a car we'll definitely be following up here at *Auto Italia*.

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ITALIAN CAR NEWS

Lambo V12 Bows Out with Ultima Edition

It's the end of an era at Lamborghini as it ends Aventador production with a run-out model – which will also be its very last naturally aspirated V12. Making its debut at the Goodwood Festival of Speed in July, the Aventador LP 780-4 Ultima Edition offers SVJ levels of performance but with a more understated look.

The V12 engine has been tuned to deliver 780hp, some 10hp more than the SVJ. Peak power arrives at 8500rpm and four-wheel

drive is standard, enabling acceleration to 62mph in 2.8 seconds and to 124mph in 8.7 seconds, with a top speed of 208mph. With a dry weight of 1550kg, the coupe weighs 25kg less than the Aventador S.

Offered in both closed-roof and open-top forms, the Ultima Edition has a specific front bumper designed to increase downforce. There's also extra airflow for better cooling, plus a lightweight rear bumper, too. The active rear wing has three distinct

positions depending on car speed and drive mode selected.

Production of the LP 780-4 Ultima Edition will be limited to a numbered series of 350 coupes and 250 roadsters. Pricing has not been confirmed but is thought to be in excess of £400,000.

Lamborghini's V12 engine will live on in the Aventador's successor, due next year, but it will have a hybrid system added as the company embarks on an electrified future.





TAKE-OFF TIME FOR LAMBORGHINI

Lamborghini has delivered a new 'follow-me' car to Bologna's Marconi Airport. The Huracán EVO is the seventh of these cars and will guide arriving and departing aircraft up until January 2022. Its livery is a special chequered design in Arancione Matt over Verde Turbine Matt.



TRACK-ONLY DALLARA BOOSTS POWER & AERO

Italian racing car constructor Dallara has launched a new track day version of its Stradale model called the EXP. All-carbon bodywork has more aggressive aerodynamics that boost downforce from 855kg to 1250kg. This includes louvred front wheelarches, a more jutting front apron and a big new adjustable rear wing.

The EXP also gets a power boost of 100hp to 500hp and a torque increase of 147lb ft to 516lb ft, all from a Ford-derived 2.3-litre four-cylinder turbo engine. Top speed goes up from 165mph to 180mph.

Its 890kg weight is slightly more than the road-going Stradale but it runs on Pirelli slicks and has cornering g-forces of up to 2.7g. The EXP's Mugello lap times are claimed to beat GT3 racers. The EXP is a track-only car that's not road-legal. Prices are expected to be considerably higher than the Dallara Stradale, which retails at £140,000.



2022 MASERATI GRANTURISMO TEASED

Maserati has released the first images of its all-new GranTurismo model. Camouflage and cladding hide its exact shape but show a car that seems smaller than the 2007-2019 version, although it looks like it will remain a four-seater. Vertical headlights appear to emulate those on Maserati's MC20 supercar, while a large front grille is flanked by bumper air intakes.

The GranTurismo will become Maserati's first car to be offered with an all-electric powertrain, although conventional power is also thought to be on the cards. The coupe is due for launch in 2022 and will be followed by a soft-top GranCabrio model.



NEW MASERATI MY22 TRIMS

Maserati has introduced new trims for its Ghibli, Quattroporte and Levante models for Model Year 2022: GT, Modena and Trofeo.

GT is described as "urban, minimal and contemporary", featuring exterior chrome inserts and leather comfort seats. The Ghibli and Levante GT have a 330hp four-cylinder mild hybrid powerplant, while the Quattroporte GT has a 350hp V6.

Modena is a sportier option with Black Piano inserts and larger 20-inch wheels. In Modena S guise, you get a Nerissimo Pack and red brake callipers. The Ghibli and Levante Modena get the 350hp V6 petrol engine, while Modena S versions have 430hp – the latter engine also powering the Quattroporte Modena.

Trofeo models adopt the 580hp V8 engine and have carbonfibre trims, 21-inch wheels and sport seats in Pieno Fiore leather. All three new trims get new Maserati and Trident logos, updated lettering and new badges above the side air ducts.



NEW ABARTH SPECIAL EDITIONS

Two new Abarth special edition models have been launched. First up is the Abarth 695 Esseeesse (*above*) that's claimed to "set a new benchmark for acceleration and handling", slotting in as the fastest model in the Abarth line-up.

Its dual-hump aluminium bonnet weighs 25 per cent less than the regular steel version. Together with an Akrapovi exhaust, overall weight is reduced by 10kg compared to the 595 Competizione.

The rear 'Spoiler ad Assetto Variabile' can be adjusted for angle from 0 to 60 degrees, and at its maximum angle, aerodynamic load increases to 42kg. The engine is Abarth's familiar 180hp unit, delivering a top speed of 140mph and 0-62mph in 6.7 seconds. Koni FSD dampers are fitted all round, plus four-piston red Brembo brake callipers up front.

Design details are inspired by the 1964 Esseeesse, with white details for the spoilers, mirror caps and side stickers, white 17-inch alloy wheels with red centre caps and '695' logos. Inside are Sabelt seats and red seatbelts, an Alcantara dash, and carbonfibre gear lever and steering wheel inserts. Production is limited to 1390 units, 695 in Scorpion black and 695 in Campovolo grey.

The second edition is the F595 (*below*), paying tribute to the 50th anniversary of Carlo Abarth's Formula Italia single-seater racer. A 165hp version of the Abarth 1.4-litre turbo engine is shared by the current Tatuus Italian and German Formula 4 racers. A Record Monza Sovrapposto active exhaust is fitted with four stacked tailpipes, with a Scorpion button on the dash enhancing its sound on demand.

You can choose between manual or automated transmissions, the 0-62mph sprint taking 7.3 seconds for the former and 7.4 for the latter. The F595 also features Koni FSD rear dampers.

Available in hatchback and convertible versions, the F595 incorporates "racing design cues" such as include Rally Blue mirror caps and bumpers, 17-inch Formula alloy wheels and F595 badges on the rear. Paint choices comprise Race White, Campovolo Grey, Track Grey, Scorpion Black, Record Grey and Tarmac Grey. Inside are leather sports seats and steering wheel and a matt black dashboard. The Abarth F595 is available now, priced at £20,305.



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LEVANTE MAKES A SPLASH

Celebrity chef Massimo Bottura has created a unique Levante Fuoriserie Edition. Notable for its Blu Stradale exterior paint with multi-coloured splashes – also featured on the interior – the look apparently recalls how, after off-road races, Bottura would not wash the mud off his car for days.



MICROLINO REINVENTS THE BUBBLE CAR

The final production version of the Microlino electric car has been unveiled. The Microlino 2.0 features several changes over previously seen prototypes. The chassis goes from tubular to pressed steel and aluminum, while the rear axle is widened by 50% to accommodate new independent suspension. The electric motor has also been upgraded to give 15% better efficiency and extra power. There's more space for the two passengers and narrower A-pillars improve all-round visibility. The steering column is now fixed rather than being connected to the front-mounted door and there's a new dashboard with a digital display. The range is 124 miles and the price €12,000. Production is scheduled to start later this year at the Italian manufacturer CECOMP and some 17,000 reservations have already been made.



PININFARINA DEBUTS 'VIRTUAL' TEOREMA

A new concept car has been developed entirely virtually by Pininfarina. The Teorema is a fully electric autonomous vehicle resulting from a collaboration between design teams in Cambiano, Italy and Shanghai, China. Starting from an electric 'skateboard' chassis, the Teorema has very generous space inside, thanks to its huge length of 5400mm. Access is gained via the single rear 'door' which opens up as the roof extends upwards and forwards, while a floor guides passengers in. The occupants sit in a pentagon shape with a central, modular space that's adaptable from seating to sleeping.



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MIXED FORTUNES FOR 155 TOURING CARS

Two Alfa Romeo 155 Touring Car racers from the 1990s have come up for auction at RM Sotheby's first ever Milan sale. A 1996 Alfa Romeo 155 V6 TI ITC from Alfa Corse (*above*) sold for €792,500. With its 490hp engine and six-speed semi-sequential transaxle, this example was piloted by Nicola Larini in the 1996 ITC Season, scoring wins at Mugello and Interlagos. Latterly it has contested the DTM Classic Series, for which it remains eligible.

A 1994 Alfa Romeo 155 TS BTCC (*below*) did not sell at the same auction. One of the most celebrated cars to contest the British Touring Car Championship, this ex-Works Alfa Corse car is a race winner with Gabriele Tarquini at the wheel, who subsequently acquired the car and has retained it to this day.

The RM Sotheby's Milan auction grossed €11,635,000 in total, with other lots including an ex-Jane Fonda Ferrari 275 GTB, Ferrari 550 GT1 and Ferrari 250 GT/L.



CLASSICS AT PAUL RICARD

RM Sotheby's will be selling the Guikas Collection, a significant single-owner collection of race and road cars, at Paul Ricard Circuit on 19 November. Competition car highlights include a 1955 Ferrari 250 GT Berlinetta with one-off bodywork. Appearing for the first time in public for nearly 30 years, chassis 0385 GT is estimated at €7 to €9 million. A Ferrari 275 GTB, owned by the heir to the Moët et Chandon champagne empire, won the 1967 French GT Championship and is expected to make €2.4 to €2.8 million. A 1981 Ferrari 512 BB/LM (*below*), chassis 35529, with one-off bodywork for Bellancauto, raced at Le Mans in 1981 and 1984, setting the highest speed ever achieved by a 512 BB/LM at over 200mph. It's estimated at €2.25 to €3 million.



EXOTIC ITALIANS AT PEBBLE BEACH

Gooding & Company is to auction a huge selection of coachbuilt Italian sports cars at the Pebble Beach Concours d'Elegance on 13-14 August. Included is a 1958 Ferrari 250 GT Series I Cabriolet, one of only 40 built by Pinin Farina and the star of the Earls Court Motor Show. Chassis 1075 GT is finished in Andalusia Gold over brown leather and achieved a perfect 100-point score at the 2008 Pebble Beach Concours. It's estimated to make \$4.5 to \$5.5 million.

Even rarer is a 1956 Maserati A6G/54 Coupe by Frua (*below*), one of only four built. As previously featured in *Auto Italia*, this example was the 1956 Paris Motor Show car and remains in unrestored condition. It's estimated to make \$2.5 to \$3.25 million.

A 1962 Ferrari 400 Superamerica LWB Coupe Aerodinamico is also up for auction (\$2.2 to \$2.6 million). One of only 22 Series II LWB examples built, it was delivered new to the US distributor Luigi Chinetti and displayed at the 1963 New York International Auto Show.

A 1953 Siata 208 CS (*above*), estimated at \$1.4 to \$1.8 million is an extremely rare exotic based on the Fiat 8V. One of just nine built by Carrozzeria Balbo, it was formerly part of the famous Rosso Bianco collection and has been recently restored.

Over 20 cars from the Californian Donald L Weber collection will also be sold by Gooding at Pebble Beach. Starring in the sale are two single-owner-from-new Ferraris: a 1967 275 GTB/4 (estimate \$2.75 to \$3.5 million) and a 1992 F40 showing less than 2500 miles on the clock (estimate \$1.7 to \$2.2 million).

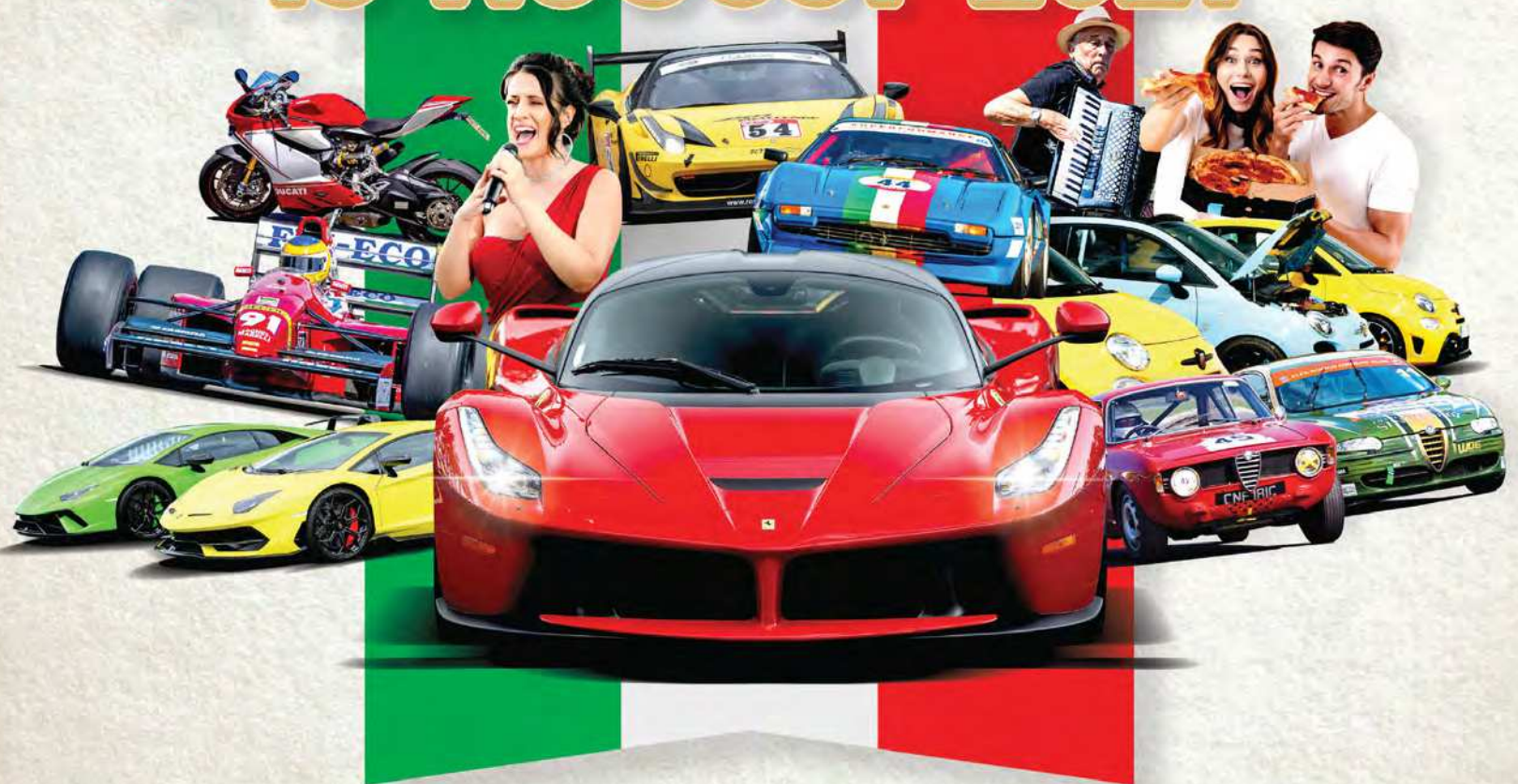
Other highlights include a 1965 Ferrari 275 GTS, 1967 Lamborghini 400 GT and single-owner 1989 Lamborghini Countach 25th Anniversary.

Meanwhile RM Sotheby's will be auctioning a 1958 Ferrari 250 GT LWB Berlinetta Tour de France by Scaglietti, as driven by racer Jacques Péron (estimated at \$5.75 to \$6.5 million). Also up for grabs is a 1981 Ferrari 512 BB/LM that competed in the 1981 Le Mans 24 hours (estimate \$3 to \$3.5 million).



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Don't Call Me Dino

The all-new Ferrari 296 GTB is something very different from Maranello: a V6-engined, hybrid, rear-drive sports car. It's very far from being an entry-level model, though, with 830hp and even sharper focus on driving fun than the F8 Tributo

Story by Chris Rees



When pundits first heard that Ferrari was developing a new V6-engined model, many of them concluded that this was undoubtedly the 'new Dino'. We now know the reality is very different: what Ferrari has produced with the all-new 296 GTB is something very special and absolutely *not* a Dino. First up, it's absolutely not an entry-level model like the 1967-1974 Dino was. Instead, it slots in *above* the existing F8 Tributo, as Maranello's third mid-engined model, slotting in between the F8 and the SF90 Stradale. And unlike the Dino, which was never badged as a Ferrari (it was actually advertised as

"almost a Ferrari"), the 296 GTB is very much a pukka Prancing Horse.

Why the 296 GTB badge? Because it's got 2.9 litres and six cylinders. We'll gloss over the fact that the V6 is actually a 3.0-litre unit; and we'll also forget the contradictory logic that led Ferrari to come up with the 308 GTB in the 1970s when that car had only 2.9 litres. Let's hone in instead on some of the 296 GTB's raw figures – and pretty impressive they are, too. How about a power output of 633hp from the petrol engine alone? That equates to 221hp per litre – an outright world record. It's also got a plug-in hybrid electric motor, making the combined power output fully 830hp. That's a real

eyebrow-raiser for its main competitor, the McLaren Artura hybrid, which has a 'mere' 680hp. And since the new Ferrari weighs roughly the same as the old 488 GTB, its astonishing power-to-weight ratio of 564hp per tonne is also class-leading.

So what is the 296 GTB all about? According to Ferrari, it slots in as the most 'fun to drive' model in its entire range. Yes, the SF90 may be faster but the 296 delivers more driver involvement, says Ferrari, by means of targeting soundtrack, perceived acceleration and the feeling of driving "like a go-kart".

Let's start with the soundtrack. Some measure of how the V6 sounds can be





gleaned from the fact that it earned itself the nickname “piccolo V12”, or little V12, during development. Capable of revving to 8500rpm, Ferrari promises that it will have an intense sound, “like music”, enhanced by a new version of Ferrari’s deliciously named ‘hot tube resonator’ that channels exhaust notes into the cabin.

Ferrari has chosen an unusually wide angle between the ‘vee’ of the cylinders of 120 degrees. This has

several advantages, including keeping the engine compact and minimising the distance the air has to cover to arrive in the combustion chamber. The combustion chambers are pretty much taken directly from the SF90 Stradale’s V8 (the internal dimensions are identical) but the higher internal pressures of the V6 have meant a

completely new and much stronger aluminium block and cylinder heads have been created.

The result of all this is that the V6 is 50mm shorter and 20kg lighter than the V8, as well as having a centre of gravity around 10mm lower. The 120-degree vee also means

But it’s the way this performance is delivered that singles the car out, says Ferrari, with a much more linear progression of power and torque. That’s partly down to the bigger turbos that all but eliminate turbo lag – that’s in stark contrast to the now-beaten holder of the specific power output race, AMG’s oh-so-

peaky four-cylinder turbo lump. The linearity of torque delivery is also aided by the hybrid electric motor, which

offers 122kW (or 167hp) of power on its own. Its battery uses the same cells as the SF90 Stradale, incidentally, just fewer of them.

The promised go-kart feeling is enhanced by the 296 GTB’s compact dimensions, low weight and low centre of gravity. The all-new chassis has a wheelbase 50mm shorter than the F8 Tributo’s. In contrast to the all-wheel

“ The acceleration figures are pretty punchy but it’s the way this performance is delivered that singles this car out, says Ferrari ”

that much bigger IHI turbos have been sited, for the first time in a Ferrari road car, within the vee itself. This also brings another benefit: the exhaust runs in a direct line back from the turbos.

The 296 GTB’s acceleration figures are pretty punchy: 0-62mph in 2.9 seconds, 0-124 in 7.3 and a Fiorano lap time of 1min 21sec.



V6 is 50mm shorter and 20kg lighter than the V8. Turbos are sited within the wide 120-degree vee

FERRARI 296 GTB



drive SFgo Stradale, the new car is rear-wheel drive only, which also feeds that fun factor. The eight-speed dual-clutch transmission is an SFgo Stradale unit with shorter ratios and a reverse gear, and is claimed to have the fastest gearshifts on the market. Also given its own unique calibration is the electric power steering, claimed to be firmer in feel than Ferrari's other current mid-engined models.

A world first is a six-way dynamic sensor that gathers unparalleled levels of data to help control systems like the braking, steering and stability control. For instance, the ABS now works much faster, enabling the 296 GTB to come to a halt from 124mph in just 107 metres – an 8.8% improvement. Aero-shaped brake callipers also come from the SFgo Stradale.

As for the styling, again the 296 GTB beats a new path. Chief designer Flavio Manzoni





TECHNICAL SPECIFICATIONS

FERRARI 296 GTB

ENGINE:	2992cc V6 twin-turbo plug-in hybrid
BORE X STROKE:	88mm x 82mm
COMPRESSION RATIO:	9.4:1
MAX POWER (V6):	663hp at 8000rpm
MAX POWER (TOTAL):	830hp at 8000rpm
TORQUE:	740Nm at 6250rpm
DIMENSIONS:	4565mm (L), 1958mm (W), 1187mm (H)
WEIGHT:	1470kg (dry)
TYRES:	245/35 ZR20 (front), 305/35 ZR20 (rear)
BRAKES:	398 x 223 x 38mm (front), 360 x 233 x 32mm (rear)
TRANSMISSION:	8-speed dual-clutch auto
MAX SPEED:	205mph
0-62MPH:	2.9sec
PRICE:	£233,900

describes it as “both elegant and sporty”, mixing new and traditional elements.

There are clear and explicit references in the muscular rear view to Ferrari’s first-ever mid-engined road car, the 250 LM, something also echoed in the flat rear deck and vertical rear screen.

Other design features include ‘teardrop’-style headlights, a visor-shape windscreen that has the effect of ‘pushing’ the cab forwards, flying rear buttresses, a Kamm tail with a single centre-exit exhaust and rear lights integrated with the active spoiler.

Speaking of spoilers, these are designed not to interrupt the purity of the car’s

profile in any way. There’s plenty of clever aerodynamics going on, though. The front bumper features an F1-style ‘tea tray’ aero system, with vortices that boost downforce. Meanwhile the active rear spoiler is designed to offer maximum downforce at speeds up to 155mph.

Inside, the cabin has notably compact dimensions. The instrumentation is based on the SF90’s minimalist all-digital configuration, while the centre tunnel features an SF90-inspired take on the classic gearshift gate. The eManettino is also shared with the SF90, offering four positions: eDrive (in which you can do 15 miles on battery power alone, at speeds up to 84mph); Hybrid (default mode for maximum efficiency); Performance (designed for “press-on driving”); and Qualify (for peak performance).

Given the 296 GTB’s emphasis on dynamics, the Assetto Fiorano package is bound to be a popular option (Ferrari estimates a 20% take-up). Assetto Fiorano includes track-focused dampers, Michelin Sport Cup2R tyres, a high-downforce aero package, Lexan rear screen and extra carbon-fibre goodies that help cut overall weight by 15kg. This optional package can also be ordered in a special livery inspired by the 250 Le Mans.

The price is £233,900 at current exchange rates – about £30k more than the F8 Tributo – with the Assetto Fiorano pack adding an extra £28,500 to the price. The first deliveries are expected in early 2022.

As ever, Ferrari won’t be drawn on future developments of the V6 engine, but it’s made it clear that this is just the first iteration of the new F163 engine family and that there’s plenty more to come in terms of the V6 hybrid road car era. In the meantime, the 296 GTB promises plenty and we can’t wait to see just how well it delivers. 🇮🇹



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Dial M for Modified

The addition of an 'M' to the Portofino signifies that it's received the same under-the-skin upgrades as the Roma coupe. Does it now drive as well as its fixed-roof sister?

Story by Chris Rees
Photography by Michael Ward





Isn't it peculiar that North-South divides define the cultural landscapes of both Britain and Italy? In Britain, northerners proclaim their friendliness and robustness of spirit; southerners regard life 'oop north' as simply grim; and the beautiful South is viewed by those in the north as unsmiling and populated by 'softies'. Then there's the vernacular: a bit like Brits and Americans, north and south are separated by a common language. But if you think the divide is big in Britain, try going to Italy, where the chasm between north and south is so yawning that they feel like entirely different countries.

All this preamble is for a reason, I promise. Let's adopt the fancy that Ferrari's Portofino model – named after the spectacularly beautiful resort on the Ligurian coast – represents the north of Italy. We can only imagine how its northern nose has been put out of joint by the arrival on the scene of Ferrari's new southern upstart, the Roma coupe – named after the city that was awarded, with some consternation in the northern city of Milan, the status of capital of Italy.

This north-south pairing feels a bit like a rivalry of twins – Romulus and Remus, perhaps? – with the Roma labelled by some as merely a coupe version of the Portofino. However, that's not the case at all. While the Roma does share the same basic platform, it has 20hp more power, an extra gear ratio, extra modes on the *manettino* switch and more sophisticated chassis electronics. Its styling shares absolutely nothing with the Portofino either.

In truth, as Ferrari well knows, the divide between coupe and convertible customers is every bit as chasmic as north versus south. You're basically in one camp or the other, and never the twain shall meet.

If I were a Portofino customer, I would definitely have been harbouring some annoyance that the Roma boasts a superior specification. Well, after four years on sale the story has changed for the 'Fino. With the simple expedient of adding an 'M' to the Portofino's badge, the drop-top has inherited most of what makes the Roma better.



Incidentally, Ferrari's 'M' (for Modified) badge has traditionally signified mid-life improvements, with such forebears as the F512 M (1994), 456M GT (1998) and 575M Maranello (2002).

Now I'm about to climb on board to see just how much the gulf between Roma and Portofino has been closed. Let's start with what's under the bonnet. The Roma's 3.9-litre V8 twin-turbo engine now makes its way into the Portofino M. It develops 620hp (20hp

more than before) thanks to uprated intake and exhaust systems, higher-lift cams and a new sensor in the turbo. Firing up the beast produces that familiar V8 turbo rumble. Do I sense a touch of extra brawn in the soundtrack? It's subdued rather than screaming, probably well judged given the car's grand touring role. The exhaust has had its silencers removed and new bypass valves fitted and yes, it does sound very nice, although I must say I would enjoy some more

crackle on the overrun.

In terms of pace, the 'M' adds a small but noticeable dose of extra sparkle. The quoted 0-62mph time is 3.45 seconds – only a minuscule 0.05 second faster – but the more telling figure is the 0-124mph time of 9.8 seconds, a full second faster than the pre-M car. Equally impressive is how flexible the revised V8 feels, easily capable of hauling you all the way from 1000rpm to peak revs with ease.



Front and rear ends are lightly restyled but it's under the skin that the big changes happen, transforming the way the Portofino M drives



Another very noticeable advance is the gearbox. The addition of one extra ratio to the dual-clutch 'box (making eight) belies how much of a leap forwards it is. Gears are changed much more quickly and with extra smoothness. In automatic mode, the gearbox generally behaves itself extremely well, although sometimes it hunts around for the correct gear on a light throttle. Personally I find I derive much more fun using the manual paddle shifters.

There are now five driving modes on the *manettino*: Wet, Comfort, Sport, Race and ESC-Off. There doesn't feel like there's much difference between Comfort and Sport

modes, nor could I discern any significant change in exhaust note between the five modes. That 'Race' mode therefore proves far too tempting: it sharpens up the gearshifts, whether you're in automatic or manual, and also gives you a much looser

“ Race mode proves far too tempting: it sharpens up the gearshifts and gives you a much looser rear end to play with ”

rear end to play with.

Ferrari's trademark 'bumpy road' mode doesn't really improve ride quality but instead allows you to push a little harder when bumps in the tarmac might otherwise deflect your course. Not that the ride quality

is harsh at all: it is very much ideal for the car's grand touring role, whatever drive mode you're in.

No question, the 'M' now feels much sportier around corners. Thanks to Side Slip Control (SSC) with Ferrari Dynamic Enhancer (FDE) and a tweaked rear differential, you can really hurl the Portofino M into bends with confidence. The feeling of what

the car is doing underneath you is transmitted clearly and the SSC/FDE combo allows you to play with the rear end without ever losing control. Race mode definitely feels the best for handling feel. Ferraris says that traction on low-grip



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TECHNICAL SPECIFICATIONS

FERRARI PORTOFINO M

ENGINE:	3855cc V8-cyl twin-turbo
POWER:	620hp at 5750-7500rpm
TORQUE:	760Nm (561lb ft) at 3000-5750rpm
TRANSMISSION:	8-speed dual-clutch semi-auto, rear-wheel drive
BRAKES:	Carbon-ceramic 390mm x 34mm (front), 360mm x 32mm (rear)
TYRES:	245/35 ZR20 (front) 285/35 ZR20 (rear)
DIMENSIONS:	4594mm (L), 1938mm (W), 1318mm (H)
WEIGHT:	1545kg (dry), 1664kg (kerb)
MAX SPEED:	199mph
0-62MPH:	3.45 sec
PRICE:	£175,360



surfaces has improved, but on the rare sunny summer's day of our test drive I didn't get to test this claim.

One thing I would say is that the front damping does feel quite soft, denuding the overall sense of sharpness. But this isn't a sports car – that's not really the point of the Portofino M, which is more about rapid touring ability and less about ultimate handling agility. One other small improvement is the brakes – the carbon-ceramic discs benefit from extra modulation in the pedal to sharpen feedback.

One aspect that the Portofino M sadly hasn't gained from the Roma is the coupe's engaging cabin and curvaceous digital display. Instead, it's kept the old Portofino layout basically unchanged. That said, the multi-level dashboard works fine, in particular the large central touchscreen (now with Android Auto and Apple CarPlay) and optional passenger display. The rear

seats are still tiny but you can fold them to boost luggage space, while the 18-way adjustable front seats are great thanks to their heating, ventilation and neck warmer. Another thing that hasn't changed is the roof, which is a good thing since it's a brilliant bit of hardware, folding away in a matter of seconds at the touch of a button.

It's also tricky to spot much of a difference in terms of styling, at least at first glance. There's a new front bumper with redesigned air intakes, a new aluminium-slatted grille and reshaped side air exits. At the rear, the bumper is more streamlined and the diffuser is now a separate item (available in carbonfibre if you want), while the 20-inch forged alloy wheels are also new.

VERDICT

The addition of the letter 'M' to the Portofino has effectively united 'north' and 'south' – in other words, the Portofino M marks a clear

leap forwards by benefiting from most of the changes that make the Roma coupe so desirable. Yes, it doesn't look very different but in terms of the way it drives, the upgrades really do make it feel like a new car: sportier yet easier to use, while being more agile, more predictable and overall a more fun experience. It's also very convincing as a 2+2 that works well as a coupe with the top up and a pukka convertible when the top is lowered.

Another area where the Roma and Portofino have come closer together is cost. The M's price tag has leapt up by almost £10k versus the old Portofino to £175,360. That makes it more expensive than the £173,214 Roma. But like oil and water, like north and south, convertible and coupe buyers are utterly distinct groups. And the Portofino M very much makes its own statement. If you want one, be prepared to join the queue: apparently there's a nine-month waiting list. 🇮🇹



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Gran Turismo Alleggerita. Now there's a triplet of words to get any Alfista salivating. Shortened to an intoxicating triumvirate of letters, the GTA badge represents the absolute pinnacle of Alfa Romeo's road car programme. Potent and tinged with the aura of racing, the 'A' component of the GTA sigil signifies Alleggerita or 'lightened', although certainly not all Alfa Romeo GTAs got the memo to go on a diet.

Weight loss was certainly how it all started, when the first Alfa ever to use the GTA badge – the Giulia Sprint GTA of 1965 – really lived up to the Alleggerita billing. It shed fully 220kg compared to the regular Giulia Sprint, tipping the scales at just 820kg thanks to its aluminium bodywork, Plexiglas windows, lightweight cabin parts and lack of sound insulation.

To homologate the GTA for racing, Alfa built around 500 1.6-litre road-going cars with a premium price. The road-going GTA had a 115hp 1.6-litre engine but for competition, you could expect around 170hp or even go as high as 220hp in supercharged GTA-SA form.

The Giulia GTA was joined at the end of the 1960s by a more potent 2.0-litre racing model called the GTAm. That little 'm' added something significant: some people suggested the 'm' stood for maggiorata, or 'increased', but Alfa Romeo itself said 'Am' stood for 'America', since its engine was based on the US-spec version. Capable of developing up to 240hp, just 40 GTAs were made, all strictly for racing.

In 1968, a GTA 1300 Junior was also added to compete in smaller-capacity racing classes. The road-going homologation GTA Junior had a twin-spark version of the 1290cc engine with 96hp or, in Autodelta race spec, up to 165hp. Some 493 examples of the GTA Junior were sold, lasting well into the 1970s.

After great success both on and off track, it seems bizarre that Alfa Romeo should then have shelved the GTA moniker for fully three decades until the arrival of the 156 GTA in 2002. Equally eyebrow-raising, perhaps, was how Alfa skated over of the 'Alleggerita' part of the name, since the 156 GTA was very much *not* a lightened version; instead, power and aggression were pushed to the fore.

What the 156 GTA and subsequent 147 GTA did was to re-establish the famous three-letter sigil in Alfa lore. And now it's back with a vengeance on the new Giulia Q-based GTA and GTAm, which firmly add 'Alleggerita' back into the power-and-bravado equation.

To celebrate this momentous occasion, we've gathered together, and driven, every single Alfa Romeo GTA model made from the 1960s to date. We even uncover the story of some lost GTA prototypes. If you like your Alfas horned, hot and hard, turn the page now...



Bright Light Brigade

Hurrah! Alfa Romeo is relaunching its GTA badge on the spectacular new Giulia GTA and GTAm – a great moment to celebrate all the GTAs ever made



GTA *monster*

Alfa's legendary 'Gran Turismo Alleggerita' badge is back on the sensational new Giulia GTA and GTAm. How do they behave on road and track?

Story by Chris Rees
Photography by Michael Ward & Simon Thompson





The legendary Alfa Romeo 'Gran Turismo Alleggerita' badge is back. Actually, it's double-back. After a gap of 16 years since the 147 GTA and 156 GTA were retired, the magic moniker has returned on two versions of Alfa's greatest car of the last decade, the Giulia Quadrifoglio: GTA and GTAM.

Limited to just 500 units worldwide, these are very special, very extreme versions of the Giulia Quadrifoglio. A hint of what they're about can be guessed from the name that Alfa's engineers gave it during development: 'Il Mostro', or monster – just like the legendary Alfa SZ ES30.

The recipe is beyond mouthwatering. It starts with an extra 30hp of power for the 2.9 V6 engine (now up to 540hp), resulting in a best-in-class specific power output of 187hp per litre. There's also less weight. The GTA sheds 50kg over the standard Q, courtesy of a thinner windscreen, new carbon bits like the front bumper and wings and the removal of heavy radar safety gubbins. The GTAM shaves a further 50kg off with a severe interior strip-out exercise that ditches the rear seats and swaps the side and rear windows for Lexan. That means the GTAM has a best-in-class power-to-weight ratio of 355hp per tonne. There's a significant new aero package, too, one that's even more extreme on the GTAM.

Both models share the same chassis upgrades, including wider tracks (25mm up front and 50mm at the rear), unique 20-inch wheels with single centre-lock nuts, Michelin Cup Sport 2 tyres, new bushes, lighter springs, unique dampers and different suspension geometry.

Alfa says that all these changes enable the GTAs to rekindle the spirit of the original 1965 Giulia GTA. It's time to find out on road and track...





ON THE ROAD

Since the GTAm is very much a car you can drive to and from a pounding on the race track, that's what we do. Even approaching the car from afar, it's clear it's something different from the Quadrifoglio. As much was agreed by everyone who we encountered during our test drive, including some F1 composite manufacturers out on a bike ride who commented, "We could just look at that all day".

As the modest-looking Sauber Engineering logos on the side skirts attest, the F1 link is genuine: it was Sauber that came up with the major 'Aerokit' package. On both models, that consists of aero side skirts that kick up towards the rear wheelarches, a bespoke active front

splitter, carbon winglets over the air dams and carbon rear wheelarch extensions.

The GTAm takes things even further with an even larger front splitter that can be moved forwards manually by 40mm. And while the GTA has a slightly larger rear spoiler than the Giulia Q, the GTAm boasts a huge Sauber-designed carbon rear wing whose centre section can be moved via an Allen key to any of four positions to suit low or high drag applications. Cosmetic changes include a black roof, Italian flags on the mirror caps and neat Autodelta badges on the front wings.

OK, it's time to step inside. While the regular GTA's cabin is pretty much the same as the Quadrifoglio's (save for GTA logos and Alcantara for the dash and trim), the GTAm is much more radical. The rear seats are

ditched in favour of an Alcantara-upholstered tub with cut-outs for helmets and a fire extinguisher, plus a rollcage (painted green in our car). The GTAm's front doors have simple loops in place of handles – every gramme saved is important, right? Six-point Sabelt harnesses feed through the GTAm's Sabelt carbon shell seats for the racing look, even though they're a bit of a pain in everyday use – for instance, you need to engage the regular seatbelt as well to stop the warning light bonging.

OK, let's fire her up. Immediately there's a difference in the exhaust note – not surprising given it's a bespoke Akrapovi titanium system with twin centre-exit exhaust pipes. Its sound is something special: much harder, raspier and yet also



ALFA ROMEO GIULIA GTA & GTAM

more 'cultured' than the Q's, even if it doesn't crackle quite so much on upchanges and is pretty boomy at certain revs on the motorway.

How well the GTAM behaves on the road, as opposed to the track, is the purpose of my drive today – and I aim to find out by attacking some of my favourite stretches of southern English road. Even at the first corner, one thing is immediately clear: the front end is much pointier – astonishingly so, in fact. Turn the wheel and the weight is beefier, the feel more direct; the car just goes where you point it. If you think the steering on the regular Q is superb – and it is – then the GTAM's is on a different level. It's a genuine surprise that Alfa has made such progress here and in my view, the steering is the biggest single improvement.

The way the GTAM delivers a more planted, neutral feeling is also a step up. The suspension feels far stiffer in comparison to the Q, but still perfectly compliant. There's less understeer and less body roll, and on the dry roads of my test day, the tyres offer awesome grip, giving me full confidence to exploit the car's sharper handling. Yet the breaking of traction is only ever a hoof of the right foot away: exiting junctions in Race

mode produces varying degrees of squealing and burning, for instance. Only once on my test drive, when braking hard on a twisty downhill section, did I sense anything negative, when just a hint of fidget from the front end reminded me of the Alfa 4C's tendency to weave under braking.

OK, how about straight-line performance? The GTAM is of course quicker with its 100kg weight loss and 30hp power gain (courtesy of ECU tweaks and upgrades to the pistons, con rods and cooling). While it's difficult to assess the precise difference this makes without doing a back-to-back drag run between Q and GTAM, subjectively it doesn't feel a lot quicker. Given that the regular Q is already a beast, this really isn't an issue. On paper, the GTAM does 0-62mph some 0.3 quicker at 3.6 seconds, with launch control assisting in this task: press the throttle until the revs are at the right point, then remove your foot from the brake pedal and the car just goes off like a rocket.

By the way, like the regular Q, the GTAs are automatic only. Manual transmission used to be offered on left-hand drive Giulia Qs until February 2018, when a lack of sales killed it off. I've never driven a manual Giulia Q but people who have say it struggles to cope with so much power.

ON THE TRACK

Time to sample how good a tool the GTA/GTAM pairing is on the track. Goodwood Motor Circuit is bone dry when I bowl up for my test drive but by the time the wheels start turning, the darkening skies are emptying their contents on to an already rubbered-up surface, which equates to levels of grip one rung above an ice rink. As anyone who's been around Goodwood knows, this is a track that deserves respect – and in our case, that means keeping the DNA dial in 'N' mode, sadly.

My first track drive will be in a GTA, rather than a GTAM. Even just accelerating out of the pits, it's clear there's plenty enough torque to break traction with ease on cold Michelin Cup Sport 2s. Easy does it, then. I've just come out of doing some laps in a regular Quadrifoglio and the distinctions are instantaneous and absolutely clear. Straight-line speed is deceptive, as I discover when I glance down at the speedometer and seen well in excess of 130mph on the back straight.

I also get a chance to try the GTAM on track, running its high-downforce set-up of forward-jutting jaw and angled-up buttocks. Exactly how much of a difference the



“ The improvements in steering feel, directness and feedback are astonishing ”

aerodynamics is making isn't clear on my drive but what I can say is that the GTAm feels very, very planted.

As my confidence and speed build, the improvement in steering feel becomes even more pronounced. The directness and feedback are astonishing. As the racing line starts to dry – although still not enough to venture out of 'N' mode – I can push just that bit harder. The track-orientated Michelins are warming up and biting harder but you can still lose grip if you're too greedy coming out of an apex.

It's tremendous fun balancing the car on the throttle and an enjoyable challenge feeding in the power to get the best slingshot to the next corner. Catapulting up the straight gives me a chance to test the carbon brakes. As expected, the crispness of feel and sheer brutality of stopping power are awesome.

As a track machine, the GTA/GTAm pairing has proved itself to be an awesome tool, ideally suited to Goodwood's fast and flowing corners and a clear step up from the standard Giulia Q.



LIMITED TO 500

Only 500 numbered examples of the GTA/GTAm will be made, of which 70 are earmarked for the UK (RHD or LHD, it's your choice). And there are still some available at the time of writing for delivery by the end of this year.

Should you choose GTA or GTAm? That's obviously a personal choice but the 'm' definitely feels more special. And in the UK, it's the GTAm that's proving clearly the more popular, in a ratio of about 65:35. You can order the five-seat GTA with an optional GTAm Aeropack for about £10k, and interestingly most GTA buyers are ticking this box.

Paint options are just three: Montreal Green, Trofeo White or GTA Red – rumour has it that not a single person has yet ordered a white one – but you can enhance the look with one of three race-inspired custom liveries, priced at €16,013.

VERDICT

No recent new car I can think of has generated such positive vibes as the Giulia GTA/GTAm. Everyone seems to love everything about it. Having now experienced it on road and track, I've joined the club and have nothing but good things to say about it. It is quite simply an entirely different car to the Giulia Q – not a mere upgrade but a distinct experience. I really wasn't expecting this and nor was I expecting to have quite such huge fun driving it.

The only thing to cloud the horizon is that I will almost certainly never own one. The GTA and GTAm cost £176,500 and £181,500 respectively, with UK dealers advertising them for £147,955 and £152,266. That's a hell of a lot of dosh for a car based on a 'humble' executive saloon.

But the sheer brilliance of the driving experience really puts the price tag into perspective. The performance and driver reward are more akin to a track-focused Porsche 911 GT3 RS than a four-door saloon; in fact, the GTA is quite possibly more rewarding than the 911. If you can afford one, I think you should think of it like one of those numbered limited edition Ferraris, every iteration of which has gained in value; I think the same may well happen with the GTA. If you're one of those lucky 500 owners, you've got a hell of a treat coming your way. 🇮🇹

TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA GTA & GTAm

ENGINE:	2891cc V6 twin-turbo
POWER:	540hp at 6500rpm
TORQUE:	600Nm (442lb ft) at 2500rpm
TRANSMISSION:	8-speed auto, rear-wheel drive
BRAKES:	Carbon ceramic discs
WHEELS:	20in centre-nut alloy
TYRES:	265/30 R20 (front), 295/30 R20 (rear)
WEIGHT:	1570kg (GTA), 1520kg (GTAm)
MAX SPEED:	191mph
0-62MPH:	3.6 sec
PRICE:	£147,955 (GTA), £152,266 (GTAm)



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At your service



“ The Alfa twin cam is reverberating all the bones of my inner ear as Max shows me exactly what a well set-up Giulia GTA can do ”



Senior Junior

We explore how the GTA legend began with a track test of Alfaholics' spectacular GTA 1300 Junior road/rally car

Words by Nathan Chadwick
Images by Michael Ward

As I pop out of the shower, the wife says, "It's still there?" She's referring to an enormous bruise across my ribcage. Why, what were you thinking...? Never mind. It's a 'good' bruise; one formed in the best of ways, at 7000rpm with the unforgettable scream of an Alfa twin cam seemingly reverberating all the bones of my inner ear individually, while a talented driver shows me exactly what a well set-up Giulia GTA can do. I may have been bruised, but I'm glad I had a four-point harness on.

Behind the wheel is Max Banks from Alfaholics, the owner of the GTA 1300 Junior you see before you. We've become accustomed to Alfaholics' oh-so-desirable GTA-R restomod series, but this is a much more personal project – and one that, in a direct way, helped sow the seed of the GTA-R line.

Built in 1968, this GTA 1300 Junior was first registered in Germany as a road car before being used as a racing car later in life. In 2002 Max bought the car in the Netherlands, and began the stripdown a year later with the aim of turning it into a road/track car. But then he had a chat with his dad, as Max recalls: "We agreed that using an original aluminium body GTA wasn't an ideal idea, more than anything due to the fragility of the metal and how it would stand up to the wear and tear of how I'd use it."

Having got the GTA down to a bare shell, the road/track project would begin with another car – a steel-bodied 1300 GT Junior, which was much stronger. You've probably seen this car a lot – SBP 699E has been on *Top Gear* and elsewhere. "My steel car was the birth of the Alfaholics GTA-R," says Max. "If the project had been done around the real GTA as planned, the



whole GTA-R project would have been less attainable. In a way it's quite fortunate that we were able to put the GTA to one side. At the time we were building a GTA 1600 to go racing with, so the GTA 1300 sat dormant for 10 years until we decided to widen our range of competition cars."

Alfaholics decided it should have a road-registered competition tarmac rally car, and the obvious car was the GTA 1300. "We stripped it all down, and did a full restoration on the body, chassis and weld-in rollcage," says Max. "We then built the car up to FIA Group 2 Period G2 specification."

The GTA 1300 was first homologated in 1968 (G1) with narrow bodies and traditional, wide-angle, twin-plug engines. The homologation (G2) changed for 1970, with a wider body and wider wheels. Alfa also homologated more parts, including the *Testastretta* narrow-angle engine. "After that you could get Period H, which allows a 16-valve cylinder head, but that puts you up against some quite fierce Ford and Opel competition, and by then the Alfa is becoming past its peak age," explains Max. "Period G2 and the 1300 up to 1973, that's the sweet spot where the cars were still young enough to be the ultimate competition machine, and it also had the best homologation options."

Any restoration brings its challenges, but racing cars bring their own unique difficulties, according to Max: "When you're

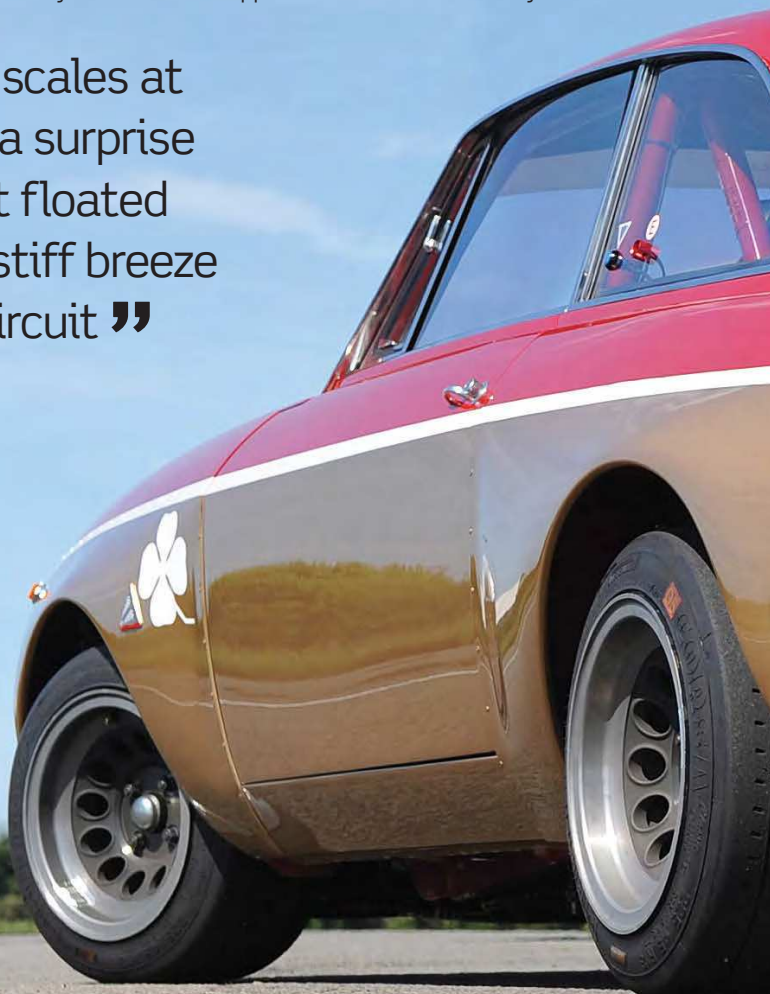
working with original GTAs, they've all had lives whether they're race cars or road cars, and this one had been in competition and got some battle scars. The chassis wasn't completely square so it had to go on our jig to be straightened. Then we could seam-weld it and put a rollcage in."

When the panels went on, the Alfaholics team found they were able to re-use the original roof and the scuttle at the base of the rear screen, which was important as the latter has the body stamping number on it. "However, because it had been a race car, and because we wanted to make the ultimate racing car, the wings weren't in good enough condition, so we made new wings. Then we fitted all the lightweight glassfibre extensions to make it wide-body specification," says Max.

The engine is a genuine new old-stock GTA 1300 engine block, with a brand new *Testastretta* narrow-angle cylinder head. Max explains: "In period a lot of the *Testastretta* cars ran on mechanical fuel injection for the circuit, but given the road rally nature of this car, the far more practical thing for us to do was run the car on carburettors, so we built the cylinder head with a carb inlet manifold and Weber 45s."

The restoration process took eight years, largely because it had to fit around customer projects. Alfaholics has become known for its exquisite resto mods, and it wanted to bring that approach to the GTA. "While you

“ Tipping the scales at just 780kg, it's a surprise the GTA hasn't floated away in today's stiff breeze at Llandow Circuit ”



ALFA ROMEO GTA 1300 JUNIOR



can build something incredibly stripped-out and raw, that's not a terribly pleasant place for five days at a time on a rally event," says Max. "We wanted to build the car strongly, nicely, to a very high standard of finish, but also get it down to the weight limit – and that's where the challenge was."

Homologation would allow Alfaholics to fit plastic doors with fixed sliding window apertures, but Max had other ideas. "We used the car's original doors. A GTA door is different to a normal steel-bodied GT door and we retained as much of the door skin as we could, but had to replace the bottom of the skin. That allowed us to use wind-up windows to make it a nicer place to be." Of course, there were further challengers – the lifting mechanisms for the GTA windows are different and lighter than the standard cars.

This did result in a weight penalty, but the car is hardly porky – tipping the scales at just 780kg, it's a surprise it hasn't floated away in today's stiff breeze at Llandow Circuit.

To help it get down to that low weight, magnesium plays a huge part in the car's construction. Alfaholics has made a series of gearbox casings, engine parts and more in this material – after all, original castings are now more the 50 years old and somewhat fragile. The wheels are magnesium too. Alfaholics has also built its own version of the Autodelta lower rear roll centre sliding-block rear suspension that GTAs were famous for, which again is more robust than the 50-year old castings of the originals.

The GTA was finished in January 2020, just in time for the Modena Cento Ore rally. Then Covid hit and the car's entry was bumped to this year, before Covid again scuppered plans

– but it will be there for next year. The car should be at CarFest South, and then Tour Auto 2022 and Modena Cento Ore.

"The beauty of this car is that, because it's road legal, you can just jump in it and go to an event," says Max. Don't go thinking that the car's not a proper competition machine, though. Even from the passenger seat the chassis feels taut, the GTA reacting to Max's inputs instantly, yet in the mid-corners and exits the rear is entirely planted. It's almost witchcraft – witchcraft that seemingly belies the rules of physics – as the harness bruises on my chest attest.

"We've come to have an understanding about the set-up of a GTA that surpasses what anyone else has done with these cars," says Max. "We can sit down and analyse the weight and geometry, and the application of the car, so then we can calculate from the

Using a genuine GTA 'Stradale' as a basis for a racer was brave but its lightweight parts suit the car's role perfectly





Max's searing pace at Llandow Circuit certainly made an impression with everyone at Auto Italia

individual axle weights, using the wheel spring motion ratios, the hertz frequency of the suspension that we want to have. To get a road car right, you need a softer hertz frequency than a racing car, so there's a figure that we use for a combination of road and competition use. That window dictates what our spring rates are, and then allows us to get the set-up right. This car is incredibly agile, with incredible turn-in and immense levels of grip, but it rides all the bumps well. It'll just completely flatten out the kerbs and always feels comfortable – and for road/rally use, that's absolutely key."

Suspension that's too tight would lead to problems getting the power down, says Max. "If you make a car too stiff, you might be

good on the circuit but the car will spend half the time with its tyres not touching the ground on the road sections, which will cost you loads of time. Getting the suspension to soak up the bumps and potholes, and be agile on broken surfaces, yet handle as well it

tyres pressures, too."

Alfaholics has done a spectacular job with this car. Even from the passenger seat this feels like it could clobber much newer, bigger-engined cars with millions of development cash put into them. Max is

quite the driver, but the way the GTA dances from corner to corner as if clamped to the asphalt staggers the mind. Then

“ The way the GTA dances from corner to corner as if clamped to the asphalt staggers the mind ”

does – that is the sweet spot. It's incredibly hard to get to that, but that's the benefit of the experience we have."

The development of this GTA is continuing. "It needs to do some test days, so we can drill down into final set-up tweaks," says Max. "We have a window where we want tyre temperatures to be and we'll be playing with

there's the noise, a searing metallic growl that's as much of a boost to your adrenaline as the feeling of your eye sockets being dragged through each apex.

We can't wait to see this car competing – it really does go as beautifully as it looks. And if you get a chance to ride shotgun, it's worth the bruise. Trust us. 🇮🇹



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Grand Thrust Auto

Alfa's 21st century GTAs were less about light weight and more about raw power. Which one – 147, 156 or 156 SW – gets our vote?

Story by Nathan Chadwick
Photography by Michael Ward



For some, the V6-powered 147 GTA and 156 GTA aren't 'proper' GTAs. On one hand, the brand-new Giulia packs twice the horsepower, has the 'correct' rear-driven wheels and is based on one of the most critically lauded Alfas since the 1970s. Then there's the 1960s Giulia GTA – it too delivers its power to the rear wheels, is as traditionally beautiful as an Alfa can be and has a genuine motorsport pedigree.

Neither the 147 or 156 GTA can trace their routes to the racetrack. The 147 GTA Cup cars used highly tuned Twin Spark four-pots and the 156 Touring Cars also measured their pots in fours. The 156 and 147 GTA couldn't even live up to the 'A' part of GTA: *Alleggerita*

the 156 and 147 weren't, the 156 GTA being a full gokg heavier than the 2.5-litre V6 156, for example.

However, it is the first two letters of GTA that are the key to the 156 and 147's appeal. Poke your nose into a GTA and there are huge, body-hugging leather chairs that wouldn't look out of place in a Maserati. The pair drive more like GTs than their natural rivals – and that's down to the venerable Busso V6 under the bonnet. Presented here in 3.2-litre form, they produce around 250hp, with peak torque of 221lb ft dolloping in at 4800rpm, though you'll struggle to resist keeping it planted to the 7000rpm rev limiter.

Those figures are dwarfed by the new Giulia GTA and GTAm, of course, but exploiting the full potential of the





newer car's abilities needs a track or a friendly magistrate. It's on the road where the 147 and 156 GTA really grab at the heart-strings.

That's not to say you can't have fun with a GTA on track – far from it. But with so much weight dangling over their exotically styled noses, you'll be battling understeer, with all the tyre smoke and skittering gravel trap detritus you can manage.

Well, you would be if these cars were as pure as the driven snow. Alfa Romeo originally sold the GTAs with an open diff, which led to bloodhound-on-a-mission characteristics. More worryingly – and expensively – this diff would fail if you gave the cars some stick and destroy the gearbox.

The answer came from the aftermarket, via the Q2 torque-biasing limited-slip diff originally found in the GT 1.9 diesel. The effect is transformative. Although you can still feel the weight of Giuseppe Busso's chrome-enhanced creation dictating the manner of play, you

really have to be devoid of consideration for your mortality to nudge the nose too far wide. Instead, you can feel the machinations of that diff keeping you online, allowing you to feed in the revs with precision. The diff will bite onto any surface, however – on the road, adverse cambers can induce what might be mistaken for torque steer. Though it might feel like it, the GTA is just scrabbling for grip. But such is its grip, cornering is a battle between your biceps and the ability of your eyes to keep within their sockets – Q2-enhanced GTAs really stick.

The steering is lightning-sharp – 1.75 turns lock to lock – which means there's a mini-Ferrari-type feeling to the way you can search out an apex. Piloting a GTA is a deeply engaging experience, though one that's best enhanced with an aftermarket suspension setup and thicker anti-roll bars. Without these suspension tweaks, the steering has a tendency to go very light over mid-corner bumps or cambers, which can be disconcerting.

147 GTA feels a real beast to pilot: a vigorously muscular workout that's barely contained

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2003 Alfa Romeo 147 GTA
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Premium: £246.92 inc IPT
Excess: £150
(exc. fee + legal cover)

“ With the right mods, the GTAs are transformed: superb traction, incisive grip and very little understeer ”

TECHNICAL SPECIFICATIONS

ALFA ROMEO 147 GTA

ENGINE:	3179cc V6 DOHC
POWER:	250hp at 6200rpm
TORQUE:	300Nm (221lb ft) at 4800rpm
TRANSMISSION:	6-speed manual/semi-auto
DIMENSIONS:	4213mm (L), 1764mm (W), 1412mm (H)
WEIGHT:	1360kg
TOP SPEED:	146mph
0-62MPH:	6.1sec



ALFA ROMEO 147 GTA & 156 GTA

TECHNICAL SPECIFICATIONS

ALFA ROMEO 156 GTA

ENGINE:	3179cc V6 DOHC
POWER:	250hp at 6200rpm
TORQUE:	300Nm (221lb ft) at 4800rpm
TRANSMISSION:	6-speed manual/semi-auto
DIMENSIONS:	4430mm (L), 1765mm (W), 1402mm (H)
WEIGHT:	1410kg (estate 1460kg)
TOP SPEED:	155mph
0-62MPH:	6.3sec



Longer wheelbase gives the 156 GTA a more planted, settled feel, abetted by extra weight

The good news is that most GTAs have had the Q2 or Quaife ATB diff fitted by now, and most run a form of aftermarket suspension. This might upset the originality-is-best brigade but the hard truth is that ride 'comfort' is an abstract concept anyway on the standard suspension, and a tauter aftermarket setup is well worth fitting, as any extra harshness in the low-speed ride is more than made up for with greater accuracy in high-speed cornering.

With the right mods, the GTAs are transformed – superb traction, incisive grip and very little in the way of understeer. But which one is better? The 156 GTA feels much more planted: there's an extra 5cm in the wheelbase, which although only small, does make the saloon feel less skittish than the 147. On the other hand, the 147 is around 50kg lighter than its saloon sister, making it feel slightly fleeter of foot.

The 156 GTA, then, is more of a bludgeoning super-saloon. It might not have the epic cubic capacity of

its V8 German rivals, nor the four-wheel drive and boosted four-pots of the Imprezas and Evos of the same era, but it marries exceptional looks with a truly heart-pumping in-gear shove, overlaid with one of the most exotic soundtracks this side of a Maserati. It might not be able to indulge in the tail-out antics that some journalists strangely believe is absolutely necessary for a road-going saloon car, but instead it delivers a real-world taste of innate specialness that really gets under the skin. Put simply, it's big fun most of the time.

The 156 GTA Sportwagon takes that big-hearted feeling and adds a modicum of practicality. Of course, this is an Alfa Romeo and there are caveats to that. Surprisingly, with the seats and cargo cover in place, the Sportwagon actually has less boot space than the saloon – but that doesn't matter, because according to one memorable advert, there was room for a fully-formed Catherine Zeta-Jones. The sills are high-sided,





which might make things a little less practical than you might imagine, but most owners are willing to put up with it, even if they're likely to be transporting Ikea furniture rather than Hollywood actresses.

There isn't a discernible difference in dynamics between the saloon and the Sportwagon, so it largely comes down to aesthetics. This is obviously a subjective consideration, but the Sportwagon doesn't seem quite as cohesive; the rear bumper juts out in the manner of a walloped boxer's bottom lip, in a way that you hardly notice on the saloon. This is a triviality, though. The Sportwagon may not be the most practical estate car, nor does it have the walloping torque of an AMG or the surefootedness of an Audi RS Avant, but neither of those are as charismatic as the GTA. Both 156s sprout aggressive bodykits compared to the normal car, but they're still elegant, beautiful machines in the way the Germans can't quite manage.

The GTA Sportwagon is probably the most practical out of our three, and if you're looking for a car that has to have utility as well as being a weekend plaything, it makes the most sense. With the seats folded down

you can carry most things, though the usual hard ride might make sensitive dogs dream of E-Class estates.

The 147 GTA is a different beast entirely, and beast it most certainly is, just from looking at it, all wide-arched and restless. It stands alone among the dawn of the hyper hatches. The VW Golf R32 and BMW 130i both packed six-pot engines, but the former's four-wheel drive system turned it into a three-door executive machine with all the verve of a photocopier convention, while the BMW... well, it looks like a 1 Series, doesn't it?

Moreover, the 147's pert dimensions, dropped-firework throttle response and pugnacious looks make it a car that, once enjoyed, becomes forever loved. It might not have the crisp handling of a RenaultSport Clio but instead the GTA provides a challenge – not least thanks to a 66/34 front/rear weight distribution. It's a workout, a wrestle, a battle – and one that never ceases to be enduringly entertaining.

Whichever GTA you choose, it'll get under your skin – and those who have strayed from the path and sold up seem to miss them. That should tell you a lot. 🇮🇹

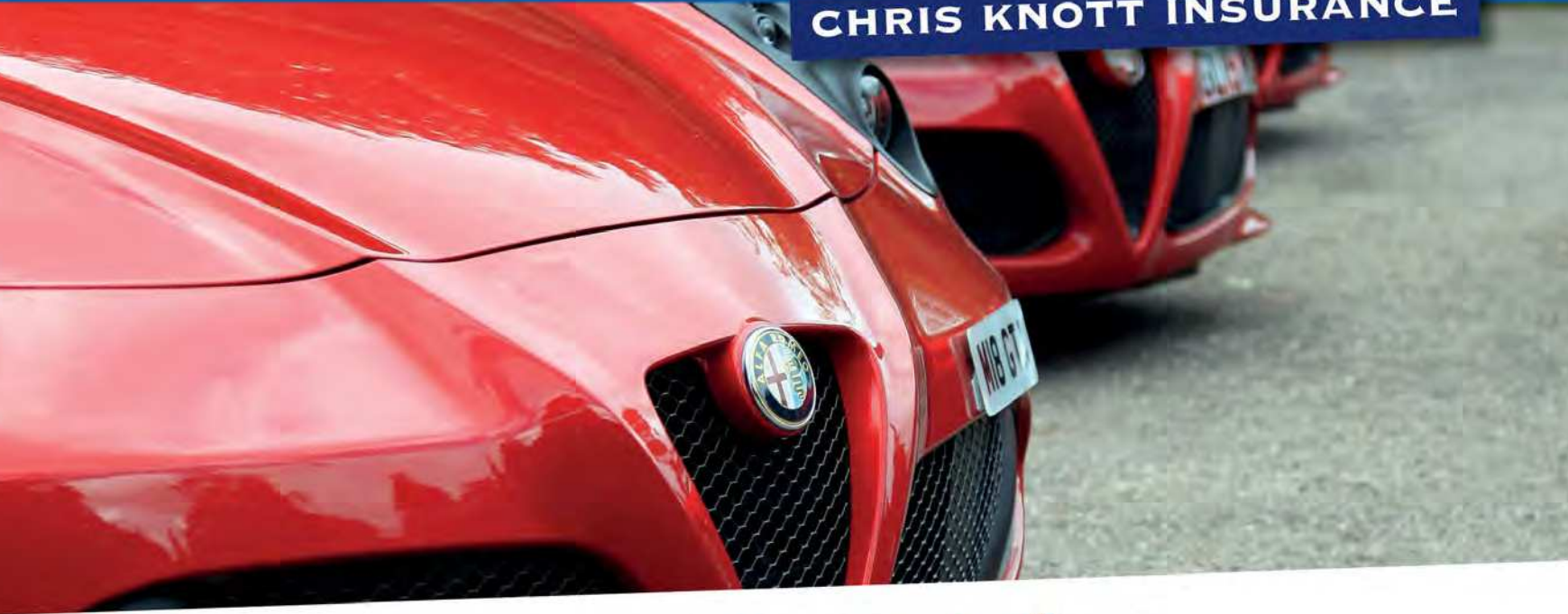
156 GTA estate has rarity on its side: only 1678 were made, compared to 2973 saloons and 5029 147s



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GTAbsentees

Alfisti have been denied a whole string of potentially very special GTA-badged cars. In our rundown of lost GTA prototypes, we ask why so many opportunities were missed

Story by Chris Rees
Photography by Hugo Reis/Ruoteclassiche/Wolfango



It seems crazy that only four Alfa Romeo models have ever worn the coveted GTA badge: Giulia 105, 156, 147 and current Giulia. But if plans had come off, there would have been all sorts of other Alfa GTAs, some with utterly mouthwatering specifications. The theme that connects all these lost causes is cost – sadly Alfa simply couldn't make an economic case for any of them.

Our rundown of these missed opportunities includes the 155 GTA, 156 GTAm, 166 GTA, 159 GTA and MiTo GTA. There are even more intriguing GTA specials, too, such as the Alfasud GTA Export made in South Africa (soon to be featured in *Auto Italia*), a rumoured all-wheel drive version of the 147 GTA and a Zagato-modified 147 GTA.Z.

155 GTA

Alfa Romeo's initial racing version of the 155 was given the coveted name, GTA SuperTurismo. Born under the Abarth project name SE051, the 155 GTA's racing career began in 1992 in the Italian SuperTurismo Championship. Two Martini-liveried factory cars (driven by Nicola Larini and Alessandro Nannini) lined up alongside two Jolly Club cars (Giorgio Francia and Antonio Tamburini). After Larini won the 1992 championship, Alfa was inspired to prepare a road-going 155 GTA (Abarth project SE053).

Like the racer, the 155 GTA Stradale was based on the four-wheel drive 155 Q4. Its engine spec included a Garrett T3 turbo, air-to-air intercooler and Marelli IAW injection, good for 190hp. The rear suspension featured the Lancia Delta's independent system, while integrale-type fat wings covered the wider tracks front and rear. The huge rear spoiler certainly looked impressive, while the front had the same aggressively shaped bumper as



the racing 155. The cockpit was essentially the same as the 155 Q4, including its leather upholstery and sports seats.

Fiat management looked at the 155 GTA Stradale and asked for more power. The Busso V6 was considered but it wasn't compatible with the Delta suspension, and in the end costs scuppered the whole project. The prototype was shown once at the 1994 Bologna Motor Show and once at the 1994 Formula 1 Grand Prix at Monza, where it served as the race medical team car. Luckily it still exists, as featured fully in Issue 271.

155 GTA.Z

At the same time as Alfa Romeo was developing its 155 GTA Stradale, Zagato was doing basically exactly the same thing with its 155 TI.Z. Also based on the 155 Q4, Zagato used the stronger 215hp Delta integrale engine. The TI.Z had DTM-style flared wheelarches over a wider track, a large rear spoiler, bumpers with big cut-outs and reskinned rear doors. Other changes included a 34mm lower ride, adjustable dampers,



1994 - Alfa Romeo - 155 GTA.Z

variable-rate springs, reinforced front suspension mounting points and special 17-inch alloy wheels.

The TI.Z debuted at the 1994 Geneva Motor Show. It made production under Luca Zagato's company, Z Automobili, targeted at the Japanese market, for which an estimated 21 cars were built from 1995 to 1997. One of these had a V6 engine and was badged 155 GTA.Z – so one 155 GTA did make the roads after all, thanks to Zagato.

156 GTAm

One year after launching the 156 GTA, Alfa displayed an even more extreme evolution at the 2002 Bologna Motor Show: the 156 GTAm. Built by Fiat's N.Technology racing team, it drew on the successful 156 Super Touring racer, leading some to call it the 156 Superturismo Stradale. The regular GTA's 3179cc Busso V6 was bored out to 3548cc, boosting power to 300hp at



ABOVE & LEFT: 155 GTA got tantalisingly close to production. BELOW: Zagato 155 TI.Z led to GTA.Z
RIGHT: 156 GTAm at Arese



6800rpm, while a limited-slip diff helped transfer the extra 50hp on to the road. It rode lower on Eibach springs and its new 19-inch alloys covered 330mm brake discs with four-pot Brembo callipers.

The GTAm featured a much more muscular look courtesy of a new bonnet, wider front and rear wings (made of composite material), a more aggressive front bumper and a subtle lip spoiler. Despite strong hints that a production run of 1000 was in the offing, the GTAm remained, tragically, a one-off.

166 GTA Q4

When Alfa Romeo was preparing to facelift the 166 in 2003, a team of engineers worked on a car that would have been badged 166 GTA. Conflicting information persists about exactly what its spec was. Some sources claim that Alfa fitted the 3.5-litre 300hp V6 from the aborted 156 GTAm; others that the Busso 3.2 was experimentally turbocharged; and even that Alfa tried to shoehorn in Maserati's 4.2-litre V8. Like the 164 Q4 before it, the 166 GTA was designed with four-wheel drive. However, it was deemed too expensive to make, and was seen as a potential competitor for the 2003 Maserati Quattroporte, so it proceeded no further. The fate of the prototype is unknown.

159 GTA

Could Alfa Romeo's 159 replicate the success of the 156 in Touring Car racing? Sergio Limone at Abarth investigated such a possibility but concluded that the 159 was just too heavy to be competitive. Nevertheless, Alfa Romeo pursued a road-going successor to the 156 GTA. A 159 mule was photographed testing at the Nürburgring



in 2007 and speculation was rife. Some reported that it had a Maserati V8 fitted but in fact it used a GM-sourced 3.2-litre V6 with twin turbochargers and around 340hp. The 159 GTA had four-wheel drive and the mule was fitted with four exhaust pipes, extractor vents behind the front wheelarches, a large rear spoiler and side skirts. However no official images, or even acknowledgement, of the new GTA were ever forthcoming and the 159 GTA never reached the light of day.

MITO GTA

A real surprise lurked on Alfa Romeo's stand at the 2009 Geneva Motor Show: a GTA version of the MiTo. This lived up to the historic *Alleggerita* billing, with such weight-saving measures as a carbonfibre roof, tailgate spoiler and mirror fairings, plus aluminium parts in the braking system, suspension and chassis.

The engine was a 240hp version of Alfa's brilliant 1.75-litre turbo four-cylinder unit, soon to make its way into the 4C. There was a new exhaust system with a transverse silencer, too, and a top speed of 155mph and 0-62mph in 5.0 seconds were claimed.

The drag coefficient was improved, as was downforce and cooling, via a number of front end changes, including wide air intakes in a new bumper and a curious wiper deflector at

the bonnet's trailing edge. 8C Competizione-styled cooling vents in the flanks had indicators embedded in them, while the side skirts were new, too. The rear end featured a big diffuser with two large-diameter exhaust pipes in the middle, plus a flat rear underbody floor to smooth airflow.

The suspension was lowered by 20mm and the front end had keener geometry courtesy of new aluminium arms, while the rear end received uprated bushings. Forged aluminium 19-inch wheels featured channels to boost brake cooling and were shod with special Pirelli tyres that resulted in more direct, precise steering, said Alfa. Brembo one-piece callipers had four pistons, while cast iron and aluminium discs saved weight.

Only two lightweight, bolstered seats were fitted, including four-point harnesses. The rear seats were removed and replaced with a rollcage, compartments for racing helmets and a fire extinguisher. There was also unique carpeting, rubber floor inserts, GTA-badged sill plate, matt black trim and headlining in black Alcantara with red stitching. Also new were air vents with aluminium inserts, the steering wheel, speedometer reading to 300km/h, gearknob and brushed aluminium pedals.

The MiTo GTA was fully production-ready but it came at precisely the wrong time, in the midst of the financial crash and when all of Fiat's money was going into taking over Chrysler. That's tragic because the mini-GTA would surely have been a firecracker of a hot hatch. 🇮🇹





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Grief to Grifo

When a bidder paid almost £130,000 for the world's rustiest Iso Grifo at auction, experts thought he must be mad. We catch up with the reclusive buyer following a seemingly impossible restoration

Story by Axel E Catton
Photos by Niclas von Glahn/RM Sotheby's

Very few auction lots have stood out in recent years as much as one particularly infamous yellow Iso Grifo in 2016, which qualifies as probably the rustiest car to be auctioned during the last decade. RM Sotheby's car specialist Paul Darvill remembers bringing the utterly rusted hulk of Grifo to the company's auction in London in September 2016: "Only about 400 Iso Grifos were ever built, which means you almost never get the chance to make a real barn find. But the car didn't have a floor and that was an issue for us, because generally all cars we offer have a floor." Despite a whole host of beautifully photographed pictures, the yellow diva with its shredded fabric





D BA IR7H



As bought, the Grifo was in a shocking state: basically lacking a floor and disastrously corroded



sunroof was a sorry sight indeed. RM Sotheby's estimated the car at £30,000 to £40,000, reflecting its rarity, but no one expected the hammer to come down after just four minutes with an astonishing bid of £115,000, bringing the total for the new buyer to £128,800.

The classic car world was in turmoil. America's *AutoWeek* asked: "Someone just spent \$171,500 on this Iso Grifo-shaped pile of rust – has the world gone mad?" Everybody wanted to know who would pay that much and why. Well, we've found out exactly who and have travelled to Germany

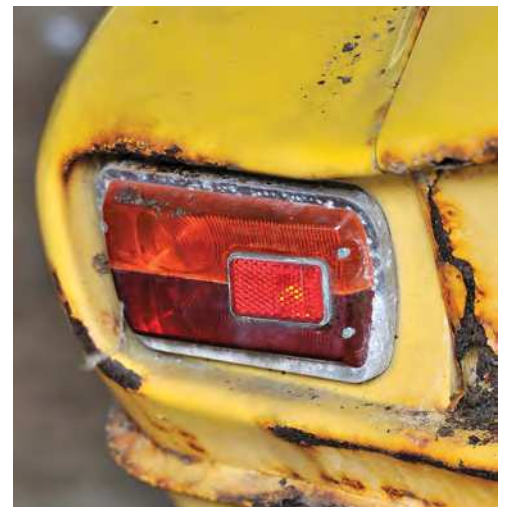
to meet the owner of the Grifo after its fresh restoration. For the first few years, buyer Wolfgang Dippold from Bavaria deliberately kept a low profile, keeping the media at bay and even staying away from internet forums. But now, *Auto Italia* has been allowed to visit him and his collection and witness the car's transformation.

On the inside, Dippold's purposeful-looking industrial storage unit in the Franconian hinterland turns into a veritable museum. Illuminated adverts and huge black-and-white imagery from cars and plants of the 1950s and 1960s relate to the dozen or so cars

parked in front of them. It's obvious that the man has taste – and money. What on earth came over him, then, to buy the Grifo? And where exactly is the yellow diva?

60-year old Dippold smiles without a hint of surprise. He turns and opens a display case with a small blue Grifo Matchbox toy inside. I think 'loved' is the term collectors use for its condition. Although badly worn, its condition is still much better than the real thing's was. "From early childhood, the Grifo was one of my favourite cars," says Dippold. "When we played Top Trumps, the Grifo beat them all."

The origins of Iso Rivolta as a car producer





Scarcely believable transformation is like new. Steering wheel has been switched from right to left



go back to the Isetta bubble car that was famously licensed to be built by BMW. Royalties from the Bavarian company allowed company patriarch Renzo Rivolta to build his first GT car in 1962, followed just a year later by the Grifo, a beautiful two-seater coupe designed by a very young Giorgetto Giugiaro at Bertone.

Dippold's example is one of the very earliest. "My car is VIN 064/D and was built on 19 July 1966. 'D' means *destra*, or right-hand drive. The car had resided in the UK with the last owner, Scotsman Michael Jardine-Paterson, having bought it in 1986 for

£6250. At that time, it was still in reasonably good condition. His restorer at first procrastinated, then left the car outside under a tarpaulin for 10 years. When they returned to the abandoned project, everything was lost."

Why decide to take on such an epic project? "I like challenges," admits the affable German. "My job keeps me mostly tied to a desk working with numbers and paper, so I enjoy the hands-on experience as a complete opposite to my work life. I leave the actual restoration work to others, but I do all the servicing, and I am also the only one allowed

to wash my cars." That it's more than just servicing quickly becomes evident when Dippold starts rearranging boxes in preparation for our photo shoot. "Those are rear lights and bonnet stays for my GT4, I just haven't come round to installing them."

So where is 'mellow yellow'? Dippold grins widely as he points towards a light blue car looking like it's just rolled off the showroom floor. The once-yellow Iso Grifo has not only changed colour but has been transformed to left-hand drive. "Over more than three years, we touched every single part. We converted it to LHD, gave it a completely new floor, new



sills, new wings, new front end and new boot lid. We could only keep parts of the original chassis, the upper end of the passenger compartment and parts of the doors. Originally, 064 wasn't yellow, either, but silver. However, I already have quite a number of silver cars, and I think this colour brings out the lines of the car even better."

We're speechless. Inside and out, this car looks like new. Its fantastic shutlines are very likely better than factory, the chrome glints like a bathroom mirror, the underside is immaculate and the leather is worthy of an Italian high-end furniture maker.

"We needed to convert everything to left-hand drive, which was not an easy task," the

owner explains. "In the engine bay, we had to move the position of the battery, wiper motor, brake master cylinder and many other parts, use a different brake servo, change the clutch from hydraulic to mechanical operation, move the steering column and pedals and of course

“ I hadn't imagined it to be this bad. It was only when I saw it with my own eyes that I realised the enormity of the task ”

create a new mirrored dashboard. We only kept the wipers, which now wipe the wrong way for a LHD car – but I kind of like it, it's a reminder of my car's early history."

Wasn't it daunting starting with car in such an appalling state? "I hadn't imagined it to be

this bad, to be honest. I wasn't able to be present at the auction and bid by telephone. It was only when I saw it with my own eyes that I realised the enormity of the task."

Of the 400 Grifos built, Dippold tells us, many have survived but very few have remained untouched. "I was looking for one that hadn't been tinkered with and wanted to do a complete restoration, just like the other 1960s Italian cars in my collection." He clearly likes to be in control. "With this

Grifo, I know every nook and cranny. I know exactly what we did and how we did it, and that's a good thing."

Most of the restoration work was commissioned from a local shop called Auto Sauer in Bamberg, which has worked on



almost all of his vehicles. But what to do about those unobtainable parts? "That was indeed a challenge," says Dippold. "Because Iso ceased to exist almost 50 years ago, there is no company support and no classic car department." Networking, he got in touch with two dozen Grifo owners from all over the world. "From Arizona to northern Italy and all over Germany, I now know people, collectors, restorers, rebuilders, parts hoarders, but above all Iso owners with a special enthusiasm and willingness to help. A specialist from northern Germany who had just finished work on another Grifo made the bootlid for us from scratch. I got the wings and front section from someone who commissioned two sets in Italy 20 years ago but needed only one."

Other than the colour, how much is different to factory-standard spec? "We placed extreme value on originality in all


details. The exhaust system, for example, was built according to the original plans using the old resorption method. But then, every Grifo is different," Wolfgang laughs. "My Grifo was originally delivered in Argento Indianapolis with a blue leather interior. Now it is Azzuro Metallizzato, an original period Iso colour, and the leather inside is Crema. It's fair to say that we 'improved' a few things. The Grifo was available at the time with a 5.3-litre Corvette V8 delivering 300hp or 350hp. We've modified my version to 350hp with a Holley carburettor, modified intake manifold, valves, camshaft, cylinder head and pistons, and higher compression ratio.

A Tremec five-speed gearbox has replaced the original four-speed, too."

We learn that the original gearbox has been restored – why, we ask, when it's no longer needed? "I can't say whether I'll never need it again. It's the original gearbox, and if I wanted

to put it back in, it would have to be in perfect condition." The owner also treated the car to a hidden air conditioning system, electric power steering from EZ and a high-quality music system, concealed behind the original 1960s fascia.

This car was never intended to become a museum piece but instead to be a wonderful driver. For our photo shoot, its custodian pushes the Italian-American two-seater much harder than we expected. Every burst of acceleration seems fun, every corner is taken faster than before, and the brakes are pushed harder after every overtake. Like all of his cars, Wolfgang Dippold built this Grifo to stay with him forever but sadly, a recent health scare has forced him to reduce his collection significantly and the Iso is one of the cars he will have to part with.

If you're interested, it is now for sale at www.cargold.com 



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Family Affair

It's hard to believe this Fiat 850 Amigo camper and 850 Spider are related – but the connections between this family-owned pairing are more than just mechanical

Words by Tim Pitt
Images by Michael Ward

These two cars sprouted from the same family tree, yet they couldn't look more different. The Fiat 850 Amigo is a boxy campervan that somehow sleeps five within a footprint smaller than the current Fiat 500. The 850 Spider is a low-slung roadster that barely has enough space for two people and their toothbrushes. If this were *The Jeremy Kyle Show* – and we can all be thankful it's not – I'd be demanding a DNA test.

Rob and Julie Taylor, who own the cars, are also something of a Fiat family. Rob worked as a mechanic at JD Barclay of Oxford – a combined Fiat and Rolls-Royce dealership (!) – and has an 850 saloon currently undergoing what he calls a “rustoration”. Julie daily-drives a 1993 Panda 1000 FIRE. The couple aren't afraid to use their classic cars, as we shall see.

Launched in 1964, the 850 was Fiat's replacement for the 600. It remained in production until 1973, although the Spanish-built Seat 850 lasted a year longer. Compared

with the rival BMC Mini, the 850 was an evolutionary, rather unadventurous design. However, its rear-engined platform would spawn a huge variety of models, including the achingly pretty Coupe and the seven-seat Familiare (the successor to the 600 Multipla). There were Abarth versions of the Berlina (two-door saloon), Coupe and Spider, too.

The Amigo is based on yet another variant: the 850T van. Advertised as “the answer to the present-day problem of quick utility transport”, the 850T offered 2650 litres of cargo space, which could then be repurposed into a house on wheels. This job was undertaken by Motor Caravan Conversions, based in Douglas on the Isle of Man. “The same address is a bed and breakfast now,” Rob reveals, before showing me the 1978 sales invoice for £3000. Interestingly, the supplying dealer, Maurice Leo of Beaconsfield, was a combined franchise for Fiat and Aston Martin. How times have changed.

When Rob and Julie bought the camper in





CHRIS KNOTT INSURANCE

1978 Fiat 850 Amigo Camper
Est Value: £18,000

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

Premium: £155.00 inc IPT
Excess: £200
(exc. fee + legal cover)

*Driving position is bolt
upright, facing a bus-like
steering wheel. Visibility is
great, allowing you to see
the smiles of passers-by*





2017, it was in a rather less exalted state. “We discovered it in a layby outside a pub,” recalls Rob. “The landlord was very trusting and threw us the keys. It stalled and misfired, but Julie loved it. And while the bodywork was dented and scruffy, rust hadn’t taken hold. I ended up paying £3500 for it – £500 more than the first owner!”

Rob made minor repairs to the Pippin Red paintwork and replaced the tatty white bumpers with gleaming chrome items. He couldn’t source a new grille, though, so decided to leave the front-mounted spare wheel in place. “It should be bolted to the dashboard in front of the passenger,” he explains, “but there’s more space inside this way. Of course, everybody assumes it’s a Volkswagen.” Rob also fitted an 850 saloon gearbox, which has taller ratios for calmer motorway cruising – a vital advantage for the road trips ahead.

Climbing inside feels like teleporting back to the 1970s. Everything is brown or beige, with patterned vinyl on the floor and striped seat fabric that reminds me of a

school uniform. “I initially thought about retrimming it in Cath Kidston-style fabric, but a friend talked me out of it,” says Julie. “We did the bare minimum in terms of restoration,” adds Rob. “I wanted to keep it as original as possible.”

Pop up the ‘Spacemaker’ elevating roof and you can easily stand up inside. But it’s the Amigo’s sleeping arrangements that truly impress. Detach the table, lift the middle-seat cushions, and the top of the central storage box flips over to create what the brochure calls ‘The Boudoir’: a double bed some 6ft 3in long and nearly 4ft wide. There’s also a cot bed above the driver and front passenger, plus two teenager-sized hammocks – wider at the head, like sleeping bags – that unfurl from the roof and clip into metal brackets.

At the rear is a stack of three cupboards topped by a gas hob, grill and sink. “You pump the tap like a soap dispenser,” demonstrates Julie. The windscreen washers are equally simplistic: a pump-action rubber nozzle connected to what Rob calls a

“colostomy bag” hanging below. As for ventilation, just open a flap for airflow through the bulkhead or turn a tap to encourage some warmth. Trying to demist the screen at slow speeds is ‘interesting’.

There are a few concessions to modernity, though. Rob has swapped the original fluorescent tube lights for battery LED units and fitted a solar panel to the rear side window, which powers a USB socket for phone charging and a three-pin plug for a coolbox. There’s also a fold-out, DIN-sized Ripspeed DVD player up front. “It’s not in keeping with the vehicle,” laughs Rob, “but it’s a nice distraction for a wet night on a campsite.”

Speaking of campsites, the Taylors spent five memorable weeks driving the converted 850 around Italy in 2018. “It ground to a halt on the M40, just 10 miles from home, after the condenser failed,” grins Rob. “Luckily, I had a spare one on board, so I changed it on the hard shoulder. After that, it didn’t miss a beat.”

Their Italian odyssey began in Lake Garda,





“ If this specific Spider looks familiar, it might be because it featured in the racing game, Gran Turismo 3 ”

It may have only 49hp to play with but revvy engine and weight of only 725kg make it a fun thing to drive

**CHRIS KNOTT
INSURANCE**

1968 Fiat 850 Spider
Est Value: £15,000

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

Premium: £66.00 inc IPT
Excess: £75
(exc. fee + legal cover)

from where Rob shows me a photo of the Fiat parked between two 'normal' motorhomes. It looks absolutely dwarfed. The couple then followed the Adriatic coast down to Lecce and Gallipoli, rounding the heel of Italy before coming back up the Amalfi Coast. "We drove for three or four hours a day, staying off the autostradas," Rob continues. "Every time we stopped, people asked about the camper."

A journey around France the following year was more eventful. "We stopped at a supermarket and the engine wouldn't start. It turned out I'd used E10 petrol, which had dissolved the valves in the fuel pump within an hour." And that wasn't the only fuel pump problem the Taylors experienced. A few days later, the petrol started boiling in the summer heat. Luckily,



Rob's mechanical expertise saved the day: "I relocated the pump to the opposite side of the engine bay to keep it away from the hot exhaust manifold."

Julie concedes that such a small vehicle poses other challenges, too: "You have to unpack everything every time. It's like constantly playing Jenga." Nonetheless, from where I'm sitting, behind the bus-like steering wheel, the Fiat feels quite spacious. The upright driving position offers zero adjustment, but the spindly gearlever and floor-mounted pedals are within easy reach. Rob, who is much taller, has to sit with legs splayed, causing knee ache after a couple of hours.

On the move, the 603cc in-line four is turbine-smooth and very willing. Its modest

33hp output is plenty considering the heart-stoppingly ineffective drum brakes. Visibility is excellent and the Amigo cruises comfortably in fourth gear at 50mph, with a quoted top speed of "over 62mph". The best thing, though, is seeing the smiles on the faces of other drivers. The little Amigo is impossible not to love.

Even so, I'm looking forward to driving the other Fiat here today. The 850 Spider was launched alongside the 850 Coupe in 1965. While the latter car was designed in-house at Fiat Centro Stile, the Spider was penned by Giorgetto Giugiaro and built by Bertone. Its sleek styling owes much to the 1963 Chevrolet Testudo concept, although its original faired-in headlights were replaced by upright units from 1968.

Those headlights merit further mention as they're shared – with added eyelashes – with the Lamborghini Miura. Surprisingly, the Miura also borrowed the Fiat's rear lamps, as did another Italian poster car of the era, the De Tomaso Mangusta. For me, the Spider's subtle curves, low nose and chopped tail also bring to mind the original Lotus Elan, although its 843cc engine sits at the opposite end.

If this specific Spider looks familiar, that might be because it featured in the PlayStation racing game, *Gran Turismo 3*. Rob explains: "We went to a multi-storey car park and they photographed and filmed it from every angle. They even recorded the engine sound. I've never seen the end result as I've never played the game." On the day of our

TECHNICAL SPECIFICATIONS

	850T CAMPER	850 SPIDER
ENGINE:	903cc 4-cyl	843cc 4-cyl
POWER:	33hp at 4800rpm	49hp at 6200rpm
TRANSMISSION:	4-speed manual	4-speed manual
SUSPENSION:	Coil springs, swing arms	Coil springs, swing arms, rear leaf spring
BRAKES:	Drums front and rear	Discs front, drums rear
WEIGHT:	900kg	725kg
MAX SPEED:	62mph	90mph



shoot, the car's "disintegrating and very fragile" soft-top is stowed beneath the tonneau cover, but the Taylors have a detachable hardtop ("even rarer than the car") in the garage at home.

Like the camper, the Spider has also ventured to Italy and France. "We did a lap of the Monaco Grand Prix circuit and called up our son Connor, who works for the Williams F1 team," laughs Julie. "He couldn't believe it." The trip also highlighted one of the Spider's weaknesses: the dynamo bracket, which Rob says shears off every 1000 miles or so. "It broke on the autostrada just outside Genoa. I used a hacksaw to make a shim and get the bolt out. Then it happened again in Turin and *again* just outside Leatherhead on the way home."

Thankfully, the Spider is behaving itself today and my biggest worry is the scorching

hot black vinyl seat. The dashboard has the same Veglia gauges as a Lancia Stratos and the dainty pedals are sharply offset towards the centre (although the Spider was sold in right-hand drive, this example is LHD). The breathy engine fires after a short hesitation and I slot into first gear. We won't be criss-crossing Europe today, but the Fiat still delivers a palpable sense of occasion.

With 49hp and a kerb weight of just 725kg, the 850 Spider feels immediately more eager than its hip-to-be-square cousin. Still, the long-throw manual gearbox refuses to be rushed, particularly from first to second. The breathy four-pot engine feels notably harder-edged, pulling with added vigour in the mid-range. Top speed is gomph, although even on modern tyres (rather than the cross-plyes fitted originally) Rob admits, "I'm not sure you'd want to go that fast".

On meandering country roads, the

Spider prefers light and delicate inputs. Rob, who spent most of his career working on Rolls-Royces, compares it to driving a vintage car. "The steering box isn't direct like a modern set-up; there's lots of play. I tend to hold the wheel with two fingers and let it follow its chosen course." Adopting the same technique, coaxing the car rather than cajoling it, I get lost in the moment, enjoying the sensations of an open sports car on a sunny day. Only when I'm close to other, vastly larger, vehicles does reality intrude again.

Proving they're not solely a Fiat family, Rob is already eyeing up a new car: a classic Renault 4 to accompany the couple's Twingo. That means both the 850s will soon be for sale. I'd be tempted to make him an offer and buy both. After all, it's rare that two cars from the same range are so different, or cover all bases so brilliantly. 🇮🇹





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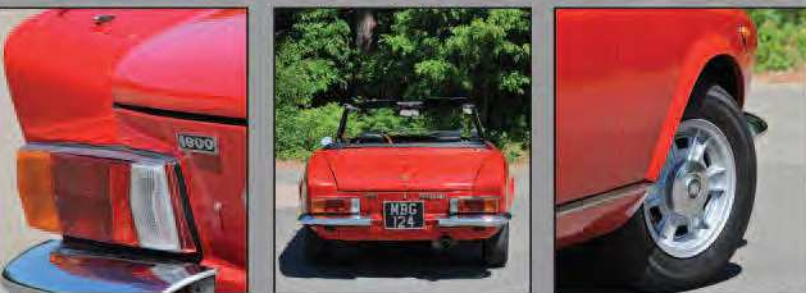
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National Ferrari Owners' Day

Sywell Aerodrome hosted over 600 Ferraris for the inaugural Owners' Day

Story & Images by Richard Dredge



Saturday 6 June was a momentous day for the Ferrari Owners' Club of Great Britain, because that was when the group put on one of its biggest ever events. Called the National Ferrari Owners' Day (NFOD) and taking place at Sywell Aerodrome in Northamptonshire, there was a great significance to this gathering, as this was also the first time in its 54-year history that the club had put on an event for members and non-members alike.

Whereas non-members had to pay £25 per car to get in, for members entry was free. When the non-member tickets sold out, but with member tickets still available, dozens of Prancing Horse owners joined the club, simply so that they could be a part of such a historic occasion.

There were various reasons why the NFOD

was a must-do event for so many Ferrari owners. One was the opportunity to attend a high-profile gathering after many months of being confined by Covid rules. Further reasons were the perfect weather and the excellent venue. But the Ferrari Owners' Club also has a reputation for putting on incredibly well organised events, so the chances were that this would be yet another slick operation – and sure enough nobody who turned up was disappointed.

The inaugural NFOD was supposed to have taken place in 2020, but as with so many events, things had to be pushed back by a year. By the time the event was fully up to speed, more than 600 Ferraris had lined up on the grass outside the glorious art deco clubhouse at Sywell Aerodrome. Talking of speed, 80 Ferrari owners took the opportunity to sprint their cars on the

runway, with owners of the more modern Tipos getting up to around 160mph before they ran out of tarmac.

With the club's national concours set to take place in early August, the show 'n' shine element at Sywell was fairly low-key, with just a dozen or so cars entered in the Pride of Ownership display. The victor was Brian Grove with his incredible F40; a car that scooped Car of the Day at the club's last annual concours in 2019.

Most owners just fancied the chance to chew the fat while enjoying a picnic in the blazing sunshine. Many also came along to see the magnificent display of World War 2 aircraft which included a Spitfire, Mustang, Hispano Buchon and Publica P47D Thunderbolt.

Other diversions included a live stage running throughout the day, the highlight of



which was a lengthy interview with ex-Ferrari designer, Frank Stephenson, who penned the F430 and 612 Scaglietti. Nearby, Silverstone Auctions held its now annual Sale of Ferraris, which included a quartet of 246 Dinos that sold for between £202,500 and £388,125, the highest price being realised by a right-hand drive 1974 'Chairs and Flares' edition finished in a glorious shade of metallic brown.

For those looking to put a new car in their garage, Ferrari brought along its latest models including an SF90 and a Roma. Every test drive slot available was booked, with a few orders placed as a result, and hopefully those who were lucky enough to do so will bring their new Prancing Horse along to the 2022 National Ferrari Owners' Day.

Club secretary Will Brown commented: "The most satisfying thing for me has been seeing the number of new members who

have joined just to be here, along with the large section of our membership who have never taken part in a national event before, and what an introduction! It's an event that offers a bit of something for everybody, with dynamic, concours and social elements all combining to make a superb day out. As a result, the Club has been able to offer a taster of everything that it offers, in one place."

Event co-planner Mark Pollard concluded: "We've been inundated with feedback which has been extremely positive, so many thanks are due to everybody who brought their Ferraris to create such a memorable day. The National Ferrari Owners' Day was such a success that the Club has booked the venue to do it all again in 2022." You can log on to nationalferrariownersday.com for more information on the event.



Alfa Romeo 111th Anniversary

Monza circuit hosted Italy's biggest Alfa Romeo festival of 2021

Story & images by Matteo Grazia



What better way to celebrate the 111th anniversary of Alfa Romeo than get a whole bunch of cars together at the Monza racetrack? The gathering was organised by the Scuderia del Portello racing team in conjunction with the Italian Alfa Romeo Registry (RIAR) and formed part of the first ACI Storico Festival.

The high temperatures of the second weekend of June didn't discourage enthusiasts, many of whom came from different European countries. Among over 600 cars in attendance, at least 400 were Alfas. Classic and modern cars magnificently

represented over a century of automotive history. It was immediately clear that the event would become the largest Alfa Romeo festival in Italy during 2021.

A highlight of the event were the track sessions reserved for racing cars. It was impossible not to admire the Tipo 33 Periscopica (chassis 001), winner of the 1967 Fléron Hillclimb race in Belgium. Equally enchanting was the 1954 1900 Ti Super that took part in several Carrera Panamericana races. Then there were such luminaries as the ex-Nicola Larini 155 GTA Superturismo of 1992, the Giulia Sprint GT and GTAm ex-works Autodelta cars and the ex-Moreno Soli 75 Turbo Superturismo of 1989.

Many other important racers were on display. The 1971 33 TT/ 3, chassis number one, raced in the Nürburgring 1000km with Teodoro Zeccoli at the wheel, and in the same year Henri Pescarolo raced it at Montlhéry. The Alfa 183T F1, chassis 02, was tested by Riccardo Patrese and Eddie Cheever in January 1984 but never it never actually competed. We also have to mention the 1956 Giulietta Spider 'Sebring' that raced in several American SCCA championships in the 1950s and 1960s. This was one of just 17 such cars set up in single-seater spec with small windscreen for the pilot and a sheet metal cover over the passenger side.





Scuderia del Portello's Tipo 33 Periscopica stunned the crowds. Police force and 'Mattas' were there too

Finally, great admiration was reserved for three top cars lined up by the Italian Alfa Romeo Registry: the 1924 RL Targa Florio raced by Giulio Masetti to second place in the Sicilian race; the 6C 1750 GT 4th/5th series tourer bodied by James Young; and the 1947 6C 2500 Sport Freccia d'Oro.

More modern sporty Alfas like the 4C and Giulia Quadrifoglio were not lacking. The 8C Competizione in both coupe and spider versions was much appreciated, while the one-off 1995 Vittoria built by Carrozzeria Castagna using the Alfa Romeo 75 3.0 V6

platform and mechanics aroused much curiosity (see Obscurati on page 98).

Among many clubs present, there was one dedicated to the 1900 M Matta (AR51/52), the off-road vehicle produced by Alfa Romeo between 1951 and 1953. The Italian State Police were also here officially showing Alfa saloons used over many decades, such as the Giulia Super, Alfetta, Nuova Giulietta, 75 and 155.

The moment most awaited by participants took place in the middle of the day: a drive around the current Monza circuit, combined

with part of the historic speed ring famous for its legendary banked curves. The result was a spectacular view of an endless snake of multi-coloured cars.

At the end of the event, the numerous Italian and foreign clubs that had made this wonderful day possible were given awards. The day also welcomed many famous personalities linked to the Italian brand, including former racing drivers Bruno Giacomelli, Mauro Pregliasco and Carlo Facetti, the latter given a prize by Scuderia del Portello's president, Marco Cajani.





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Modena Cento Ore

Italian cars dominated this year's legendary rally marathon

Story & Images by Matteo Grazia

The 21st edition of the Modena Cento Ore, held in June this year, saw a strong field of about 80 cars, many of them with superb competition win histories behind them. Italian marques, once again, were among the most numerous. The sight of so many cars in the Federico Fellini square in front of Rimini's Grand Hotel was simply stunning for the classic car enthusiast.

Never has this race welcomed so many Alfa Romeo Giulia Sprint GTAs. Perhaps that's not surprising since this car is regarded as the perfect choice for the over 1000km route that the Modena Cento Ore race comprises. Just one example was the Dutch crew of Alessandro and Chantal Van Hellenberg Hubar competing in chassis number 613013, the car with which the Italian driver Nanni Galli famously finished second in the 1966 FISA Cup at the Monza circuit.

Ferraris were another strong presence, including two 250 GT SWB competition models. Chassis number 2845GT of Martin and Susanne Halusa was originally delivered to Count Volpi of Scuderia Serenissima in 1961. It debuted that same year in the Tour de France race, driven by Maurice Trintignant and Paul Cavrois, and finished in third place overall. The following month, driven by Graham Hill and Joakim Bonnier, it finished in 12th place at the 1000km at Montlhéry.

The second 250 GT SWB Competizione, chassis number 2129GT, was brought to the event by the British crew of Adrian and Nicholas Beecroft. Originally belonging to the Garage Francorchamps, it won the 1960 Tour de France with Willy Mairesse and Georges Berger. The following month it finished second overall





at the 1000km at Montlhéry circuit, again with Willy Mairesse now joined by Wolfgang Graf Berghe von Trips.

The racing Ferraris continued with two 308 GTB competition cars. A white example from 1983 was campaigned by the Dutch crew of Oscar Brocades Zaalberg and Evan Kersbergen. One of four cars built by Michelotto to compete in rallies to Group B specification, it was originally driven by Federico Ormezzano alongside navigator Claudio Berro at the 1983 Sanremo Rally, and it won the Villa d'Este Trophy with the Gigi Martinelli and Emilio Radaelli as well as racing in the San Marino Rally with Harry Toivonen.

Continuing with the Prancing Horses, the 365 GTB4 Daytona of Paolo and Cristiana Cavaliere had been reconverted to Group 4 specification, a perfect transformation that took over 10 years. Two other road-going 365 GTB4s, a Coupe and a converted Spider, participated in the regularity section, as did a yellow 1966 Ferrari 365 GTC with French crew Jacques and Brigitte Piccioloni. Also from France came a grey 275 GTB, chassis 08465, with Laurent and Marion Desplaces driving.

We loved the 1956 Maserati 200 S, chassis number 2405, modified by the coachbuilder Fantuzzi, which was the only car from the Trident brand at this year's Modena Cento Ore and undoubtedly one of its stars. This ex-works car competed in the regularity section with the Italian crew of Enzo and Federico Moroni. Originally painted red, it now has a livery reminiscent of the Barchettas that raced in the United States in the 1950s. Its list of races is very long, including second place in the 1956 Supercortemaggiore GP at Monza, driven by Cesare Perdisa and Stirling Moss, plus second place in the 2.0-litre class at the Bari Grand Prix of the same year. More recently it has taken part in Mille Miglia reruns.

The Lancia brand was represented by the 1968 Fulvia HF 1.3 of the Swiss crew Peter and Ursula Görke and by the 1975 Stratos Gr4 of the French-Italian crew Pierre Mellinger and Tommaso Gelmini. With Ferdinando Montaldo at the wheel in period, this Jolly Club Stratos did 15 rallies before ending its racing career in 1981 with fourth place overall at Monza.

We also have to mention the 1975 De Tomaso Pantera Gr4 in its beautiful 'hippy' livery belonging to the Swiss-French crew of Christophe Germain and Antoine Darley. British drivers Alistair Oxley and Matt Edwards also made it over at the wheel of a 1981 Fiat 131 Abarth Gr4 in Alitalia livery.

The official departure took place on Wednesday morning from the city of Rimini, crossing to the historic centre of San Marino. Three special stages, including the Spino Pass, the Ponte Della Piera near Arezzo and the Bocca Seriola pass, saw the cars traverse the Umbrian-Marche Apennines. The descent towards Urbino and the return to the Romagna coast led the competitors to evening races at the Misano Adriatico circuit. After an intense first day, it was clear to everyone that the 2021 Modena Cento Ore would be no walk in the park.

The second day opened with two competition category races and a regularity time trial at the Imola Circuit. Demanding passes at Monte Faggiola, Sambuca and Colla brought the cars back across the Apennines again. The Romagna-Tuscan section led downhill towards Scarperia, the day concluding with arrival at the Mugello Circuit.

Some cars had already been forced to leave the competition prematurely due to mechanical failures, but for those still in the running, the heart of Florence and the Santa Maria Novella convent's frescoed cloisters welcomed the crews for dinner with a

magical atmosphere.

On Friday morning, the Tuscan Mugello circuit hosted some intense racing. The transfer to Pistoia and Montecatini Terme gathered the necessary energy to face the Renai and Careggine special stages near Lucca. Tortuous roads immersed in the west side of the Apuane Alps led to Castelnuovo di Garfagnana. The descent towards Forte dei Marmi, overlooking the Ligurian Sea, brought the day to an end.

Saturday began with two demanding special stages: San Rocco and the Radici pass. Finally came the descent towards Modena, crossing Vignola and taking in the Marzaglia racetrack for one last race. Piazza Grande in Modena was the perfect backdrop to conclude this demanding marathon. Organiser Luigi Orlandini waved the chequered flag and welcomed in each crew. A celebratory air saw smiles on the tired participants' faces.

The numerous Alfa Romeo Giulia Sprint GTAs performed well, especially in the 'Index of Performance' ranking, dominating the entire podium. Mathias Körber-Roberto Restelli won first place, followed by Ivan Vercoutare-Brigitte Vercoutare and Andrew Lawley-Brij Kotecha. Other Italian cars scored successes, including the Alistair Oxley-Matt Edwards Fiat 131 Abarth Rally which won the Period I category. Meanwhile Timm Peter Meinrenken and Lara Charlotte Schwiering won the Period G category in their 1971 Alfa Romeo Giulia 1750 GTAm, and the Halusas' Ferrari 250 GT SWB Competizione won the Period E class.

The countdown to the next edition of the Modena Cento Ore has already begun. The Canossa Events staff have once again demonstrated how much esteem and appreciation the Italian race arouses internationally. See you in 2022!



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Abarth Festival

Finedon in Northamptonshire hosted a superb Abarth Festival

Story by Tony Skipper

Images by Tony Skipper & Lewis Stockers



As events continue to open up, in June we were lucky enough to join like-minded Abarth owners to enjoy the first Abarth Owners Club Festival for over a year. It was a spine-tingling feeling to catch up at last with all our old friends – and to meet new ones. The community has been kept closely together thanks to Facebook.

This event was born from the Abarth Owners Club, with Bertie Bryant and Colin Rear joining up with Ciro Ciampi, head of the

Petrolheadonism club, renowned for its super events. The 2021 Abarth Festival took place in the town of Finedon in Northamptonshire.

My day started, as I assume it did for many others, by joining up at a meeting point. Ours was the local café. As instructed, we cruised over as a group at set times to allow a good flow into the site. I headed our group in my red Abarth, followed the rest of the Abarth Owners Northamptonshire members.

On entering the site, the music really set the mood. We had our tickets checked and

we were all given a goody bag. We were soon parked up by the marshals and the overhead drone shot shows how well organised that was.

What a sight! In front of us was a stage with a built-in DJ box. To the right was a wall of food and drink stalls, while to the left was an Abarth UK display with new cars to inspect. Another welcome sight was a couple of race cars. But of course the best part was to turn around and see over 500 cars from club members, including Puntos, 595s, 695s





and 124 Spiders filling the huge site. This was a simply mouth-opening sight.

It was fantastic seeing families picnicking and taking in the day's fun. The overcast skies quickly cleared and the sun came out, making the cars and event come to life. It was like the gloom of the last 18 months had lifted – the event organisers really pulled that one out of the bag!

The sponsors had the work of picking a few cars out to win awards, which must have been hard as in my opinion the lockdown has raised the standards of all the cars. There

was also an award for the club with the most attendees – and we all wanted that one.

At 3pm, the ramp was cleared the music was shut down. Ciro, Bertie and Colin took to the stage to announce the winners who were each given a gift pack and a lovely glass trophy. The Best in Show award was won by Dan Dyer from the Hertfordshire Abarth Owners Club with his lovely black Abarth.

The club that won the best attendance trophy was the North West Abarth Owners Club with 64 cars – and the club was duly presented with a cheque for £500. There

were many other winners but in my opinion every owner won that day, looking at the quality of the cars parked up, and I think even the event organisers would agree with that.

Time was moving on and the ramp was now open to allow everybody to drive up and have their picture taken – and almost everybody seemed to do that. Leaving the site that night, I had that warm, worn-out feeling. This event will be with me forever – thank you everyone for coming. Plans are already being drawn up for an even bigger event next year.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

ALFA ROMEO 155

ERIC FLETCHER WELSH

Having for some years worked in Britain as a dreaded car salesman, including a spell for Alfa, I moved to the island of Crete. Here I bought an Alfa 147 2.0 five-door in silver, which I owned for nine years – the longest I have ever had a car after a 1971 Alfa 1750 Berlina in Dutch Blue, which was seven years. Together with many 'Suds and Sprints, the Alfa DNA has been infused into my blood.

I remember taking my son to watch the 1994 BTCC and the Alfa 155s at Brands Hatch and decided I had to own a 155. Looking on the Car GR website for a red wide-bodied example, I found a 1996 1.6 16-valve on the Greek mainland. The car clearly needed a repaint, was running on yellow Konis and Fiat Stilo Abarth 16in rims and slightly lowered. Normally I would never touch one that has been 'got at' because you can't usually tell if the work has been done sympathetically. This one was owned by a chap who had previously owned an Alfetta and a 1600 Bertone, so it boded well.

I took the ferry over and the test drive was something of an event. The car ran, sort of; we hiccupped and farted our way down the road and judicious use of the throttle soon cleared the plugs. The interior was in good condition, the only downside being there was no air con and in the summer here it is essential.

Back home on Crete, I drove it up into the



mountains for the first time. She was woefully slow! So back on to the internet and a 1.8 8-valve Proteo Red popped up nearby, price 300 euros. A deal was struck for 150 euros.

The 155 I'd bought in Athens had one door mirror cover missing, which is one of the reasons that I bought the spare car, but the main reason was to change the engine over. I sourced a new power steering system from Germany via eBay, the complete clutch kit came from Athens, the engine was cleaned and the chain checked so we fitted all new belts and hoses, water pump, plugs and so on.

There was a small issue up in the mountains with the car overheating. The upshot was a faulty fan thermostat. The head came off for a crack check and came back with a clean bill of health. I then had an upgraded relay installed.

Every year cars here need an emissions test, which was a dismal failure for my 155. She was running like a sick cow! So off to a friend of mine who rallies an Impreza and a Lancia Delta, who diagnosed a fault with the ECU unit; he said it was surprising



it ran at all! I sourced a new unit from a chap who had bought a load of parts from a defunct dealership.

The car has now been resprayed in the original Alfa 130 red, the wheels refurbished and Continentals fitted, which I have found stand up to the heat and road conditions better than any others. The brakes have been upgraded to 2.0-litre spec. We also stripped out the catalytic converter and installed a straight pipe – fortunately it is not too loud and does give a delightful pop on the overrun.

I have to say that, after the Berlina, this is probably the best Alfa that I have owned/driven. With the 1.8 engine and a K&N air filter installed, she drives and sounds amazing. Even though it's front-wheel drive, the back can still hang out occasionally through the bends. Yes there are a few rattles and creaks but that, in my opinion, is part of the enjoyment – it is as if the car is talking.

I still look back at the 155 occasionally, marvelling at its looks. It keeps satisfying my strange artistic senses. To my eyes it's a car of beauty, with every angle a delight.



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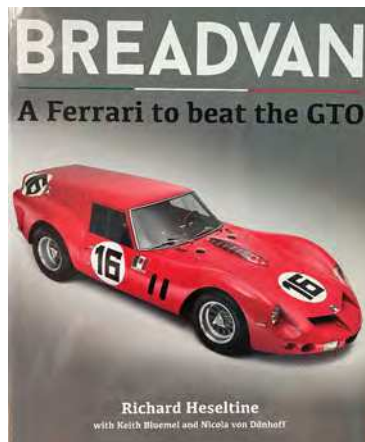
Ferrari 250 GTO: The Definitive History
 By James Page
 Porter Press International
 £450

The first of two new Ferrari 250 books from Porter Press this month is something very special: claimed to be the “best ever” history of the legendary 250 GTO. Part of Porter’s Ultimate Series range, it’s a lavish production that comes in two volumes in a slipcase and runs to 632 pages.

Author James Page tells the 250 GTO story with passion and precision. There’s a lot of background on the GTO’s forebears and then its design and development. Most of the book is devoted to the stories of its golden seasons in competition, from 1962 to 1964. There are race-by-race accounts, including its eminent appearances in the Bahamas, at Sebring, in the World Championship and of course at Le Mans. There’s also a section on how GTOs continued to compete, with sporadic success, well beyond their sell-by date.

The second volume then tackles the individual histories of each of the 36 GTOs built (all of which have survived). There’s some new research here, drawn from interviews with owners among others, and it’s no surprise to see that *Auto Italia* contributor and Ferrari guru Keith Bluemel was a consultant on the project. The level of detail and quantity of illustrations (over 675) is exceptional.

Even the regular book is expensive but it’s lavishly produced and limited to 750 copies. Alternatively you can order a Collector’s Edition (100 copies) priced at £1500.



Breadvan: A Ferrari To Beat The GTO
 Porter Press International
 By Richard Heseltine, Keith Bluemel & Nicola von Dönhoff
 £45

The second book published by Porter Press this month on Ferrari 250 GTs comes from another *Auto Italia* contributor, Richard Heseltine. It tells the convoluted and often surprising story of the infamous 250 GT SWB Competizione-based Breadvan that Count Volpi commissioned in 1961 after falling out with Enzo Ferrari.

Although it tells the story of just one car – chassis number 2819 GT – this book is very much more lavish and complete than Porter Press’s familiar ‘Exceptional Cars’ series, and priced accordingly. That’s entirely

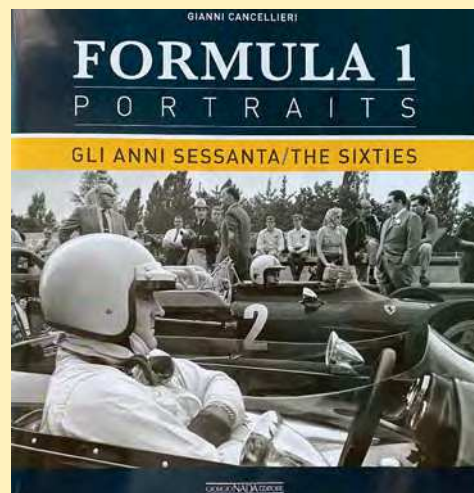
justified, as the quality of production, paper stock and illustration is wonderful.

What’s really impressive is the level of research that Heseltine has invested into the story. He’s uncovered new information and conducted fresh interviews with owners and drivers. Ferrari historian Keith Bluemel also adds a chapter on the fabled 250 GT line.

There’s plenty to enthuse Ferraristi, with bundles of background information, details of the car’s development and blow-by-blow accounts of its competition career (not that this Breadvan has achieved much more success as a historic racer).

Especially entertaining are the tales of so many colourful characters who have peppered the Breadvan throughout its lifespan, including a marvellous chapter on Riviera playboys by Nicola von Dönhoff.

224 pages long and featuring over 220 photographs, both archive and a new studio shoot by John Colley, this book will be very much appreciated by fans of the Prancing Horse. Highly recommended.



Formula 1 Portraits: The Sixties
 By Gianni Cancellieri
 Giorgio Nada Editore
 €75

For many, the 1960s was the golden era of Formula 1. This book – the first in a new series by Italian publisher Giorgio Nada – really brings that era to life. As the ‘Portraits’ title suggests, its main focus is photographic – and what a selection of images we have here. There are 283 black-and-white images and 79 in colour, spanning cars and characters from the February 1960 GP of Argentina to the end of the decade.

The format is one chapter devoted to each of the main drivers of the decade, including

Phil Hill, Jack Brabham, Jim Clark, John Surtees, Graham Hill, Denny Hulme and Jackie Stewart. The ‘supporting cast’ is corralled into a final chapter, which does feel a bit dismissive of drivers of the calibre of Jochen Rindt et al.

The feel of the book is less of a story fully told, and more of moments picked out in individual images. Gianni Cancellieri’s text (in both Italian and English) is brief; it’s the evocative images that are the stars of the book. It’s offered as a limited edition of 1900 copies or a Collector’s Edition in a slipcase (99 signed copies).



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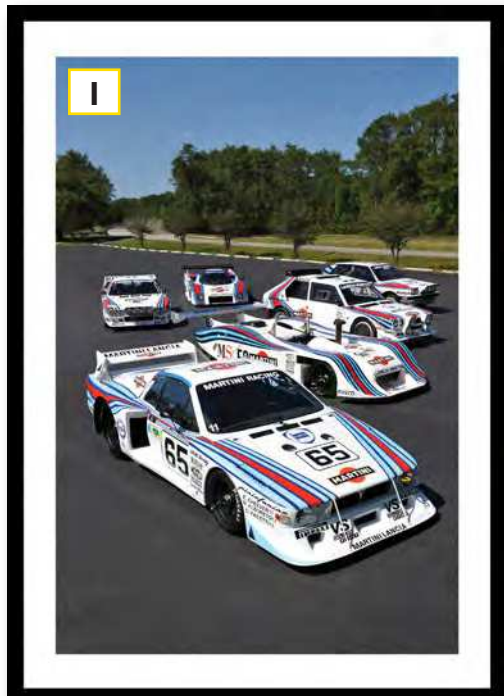
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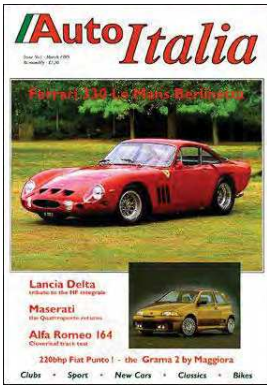


COMING SOON

ISSUE 308 ON SALE 2ND SEPTEMBER

- LANCIA INTEGRALE GROUP A RALLY REPLIC
- 40 YEARS OF THE MASERATI BITURBO
- EX-GERHARD BERGER FERRARI TESTAROSSA





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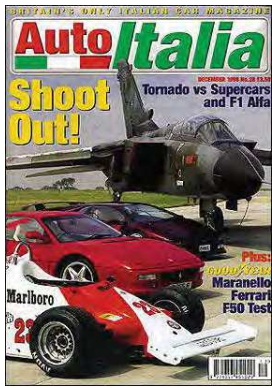
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ALFA ROMEO



1975 Alfa Romeo Spider Veloce 2000 Convertible. 89,000 miles, red/black hood, stunning classic owned by me for over six years, only selling as now downsizing collection. Excellent condition, runs fine, had over £8000 work done - contact me for details as no room to list here, have all paperwork and relevant invoices etc, V5 included, genuine RHD. Regularly serviced and has current MOT, expires 7/5/22, history goes back to original owner from 1975. £23,895, fair price for a classic in this condition. Tel: Richard D'Cruze, 07521 728363. A307/056



1989 Alfa Romeo Spider QV. 63,000 miles, silver, increasingly sought after series 3 QV Spider in excellent all round condition and great value at around half the price of a similar series 2. Full and extensive service history file, all recent work done by Alfa specialist and no advisories on latest MOT. I am a long standing enthusiast and AROC member and this car is only for sale as I am rationalising my small collection, £11,750. Email: martinaveyard1@gmail.com for further details. A307/057



Alfa Romeo Giulia Spider S4. 1991, 93,000km, red. This is that rare case, a proper barn find, the car has been in storage for around 10 years. The engine runs like a dream and is very powerful for a S4. This really is a car that needs to be seen to be appreciated, there are loads of spares including a whole new genuine Alfa rear panel! £12,995 ono. Tel: 01763 244441. Email: jamie@alfaworkshop.co.uk. A307/071



1991 Alfa Romeo S4 Spider. 40,798 miles, white. Reluctantly selling my 1991 S4 Spider after 11 wonderful years, this is a Limited Edition BEAUTE model, number 114 of 120 built. Regularly serviced and well maintained, recent new tyres and battery, recent tidying of sills and two small holes welded following MOT inspector's advice, £16,995. Tel: 07866 095206. Email: john@runnerduck.co.uk for more info (Coalville, Leicestershire). A307/070



1988 Alfa Romeo 75 3.0L V6. 128,000 miles, Rosso, great example, full service history, all MOTs, maintained by Alfa specialist, four owners. Harvey-Bailey handling kit (modified front anti-roll bar, rear springs, dampers, lowered suspension), gearbox rebuilt, underbody checked regularly and resealed, rear brakes, clutch replaced, new alternator, battery. As new 16-inch Speedline wheels, excellent Recaro interior. Low mileage in recent years, although always serviced and MOT'd annually, £8000 ono. Email: paul.hudson75@hotmail.co.uk for more details (south of Scotland). A307/058

Alfa Giulia Spider. RHD, 1964, for sale. Tel: 01275 568192 (Bristol). A307/077



2009 Alfa Romeo 159 1.9 Sportwagon Ti Cloverleaf. 113,000 miles, red. With regret I am selling my Sportwagon Ti due to being unable to drive due to medical reasons. Owned this car since Sept 2020, MOT until May 2022, it has recently had a 70,000 mile engine fitted at Bianco Auto Developments (contact Paul/Harry to confirm this, 01342 842020), original swallowing a swirl flap causing internal engine and turbo damage, remap with a certificate of proof, £4700 ono, please contact me for complete history and info on car. Tel: 07715 609315. Email: dave.c.champion@gmail.com. A307/063



2006 Alfa Romeo 147 1.9 JTDM 16V TI. 91,850 miles, dark metallic blue, very good condition inside and out, only 2 owners from new. Full black leather interior, remote central locking and alarm, 2 keys. MOT'd to November 2021. Runs well, but the warning light is on for the EGR valve, hence low price, £1400 ono, lots of service history. Tel: 07913 459362 (Lincoln). A307/069



2003 Alfa Romeo 147 GTA 3.2 V6. 75,000 miles, red. Original 2003 manual Alfa 147 GTA in excellent condition, this car has been lovingly maintained by the present owner for 10 years. The car has the Alfa media system and has the Q2 differential upgrade, service history available to view with car. This car is in excellent condition and should go to another Alfa enthusiast, GTAs this good are getting harder to find, £11,500. Tel: Dave, 07736 130006 or Adi, 07881 942411 (based in Cambridge area). A307/060



Alfa Romeo 939 Spider 2.2JTS. 101,000 miles, silver, 12 months' MOT. Very good condition with recent full service including brake fluid, spark plugs change etc, thousands spent in the last year or so. Roof checked by Auto Italia - all good, subframe and suspension arms replaced, remapped by Celtic Tuning, car now produces 205bhp. Rear exhaust section is a stainless steel Wizard exhaust, 18-inch horseshoe alloys, nice car but need to sell (need 4 seats), any questions please get in touch, £6150, priced to sell. Tel: 07951 509620. Email: eddiemarczak@yahoo.co.uk. A307/065



Alfa Romeo 159 Sportwagon. 1956cc, 16v JTDM 170, good condition, black, mileage 137,411, service history, date of first reg 5.9.2011, for sale £2800 ono. Tel: 07935 830055 (Carmarthenshire). A307/074



2011 Alfa Romeo 159 1.7 TBI TI. 63,000 miles, Nero Black, rare car, only C200 in UK, and 11 registered in 2011. Car kept in excellent condition, extras include Bose speakers, Xenon headlights, heated part leather front seats. As standard for TBI: 19" spoke design alloys, red Brembo brake calipers, lowered sports suspension, leather steering wheel and stainless steel Ti pedals. Low mileage, turbo, 200bhp, full service history and 12 months' MOT, 2 remote keys, £8995 ono. Tel: Tony, 07747 642550. A307/062



2003 Alfa Romeo 166 3.0 V6 24V Sportronic. 64,500 miles, blue, very good condition, automatic, petrol, MOT April'22. Sunroof, heated seats, top end model, tan leather interior. Third owner, garaged, receipts from 2013 when bought, drives beautifully, £5250. Two sets of keys and fobs, private number plate not included in sale. For more details please phone on: 07981 810084 or evenings 020 8390 6714 (based in south east). A307/073



MY 2000 Phase 2 Alfa Romeo 3.0 6sp Lusso GTV. Almost unblemished paintwork and black leather interior, 92,600 mls approx, meticulously maintained during 17yrs of ownership, £7250. Email: johnnywhizz2@gmail.com. A307/072



2008 Alfa Romeo Spider 2.2 JTS LE. 84,880 miles, red, high spec, but ongoing roof/window mechanism problems, asking price acknowledges need to spend money/time on this (told pump or ram problem). Last serviced November 2019, just 5000 miles done since. Air con, electric adjustable heated seats, recent £2K paintwork refurb, cruise control, rear parking sensor, Blue&Me hands-free, 19" alloys (some scuffing). Sticky gear change, probably needs strip down and clean. 2 owners, MOT to October 2021, £6400. Tel: 07884 002095. Email: s66sop@gmail.com. A307/076



1991 Alfa Romeo 164 2 litre Twin Spark. 171,000 miles, black, current owner for last 17 years, only three owners in total. It has done 171,000 miles but the engine was rebuilt by David Lao at Sunnyside Garage at 104,000 miles and it still runs beautifully. Fantastic overall condition with a grey velour interior that is in incredible condition, only selling due to the extension of the congestion zone in London, £2950. Tel: Fred Baker, 07854 301683. A307/059



2008 Alfa Romeo Brera SV JTDM 2.4. 103,065 miles, red, 12 months' MOT. Good condition with major overhaul last year including new exhaust, road springs, brake pads and discs, engine remap stage 1, new lower wishbone and ARB link. Nice dependable car that drives well and is economical 40mpg, kept in garage, space required forces reluctant sale, £3450. Tel: 07802-420300. Email: malcolmwgs@gmail.com. A307/064



2007 Alfa Romeo 939 Spider 3.2 V6 JTS Q4. 43,900 miles, silver, excellent example of the Alfa Romeo Spider 3.2 V6 JTS Q4, with 14 service stamps and only 43,900 miles. Reluctant to sell, but a change in personal circumstances means I'm no longer able to make full use of it. Some minor wear, as to be expected with an '07 vehicle, but this car has been well looked after and is in v. good condition. MOT'd 11/01/2021, with no advisories and serviced 18/06/2021, £12,495. Tel: 07896 097072. A307/066



2002 Alfa Romeo Spider 2.0 TS Lusso. 44,000 miles, silver, red leather interior + power roof, stainless exhaust, Alfaholics sports cat, Alfaholics centre section, Ragazzon rear with twin 'DTM style' outlet. Full underbody rustproofing treatment, refurbished alloys + brand new tyres, MOT until 16 September 2021, extensive service history, full book pack, 3 keys, 1 brown master key, 2 remote locking fobs, £5500 obo. Tel: Mike, 07967 213439 (near Lincoln). A307/075

2012 Alfa Romeo 159 TI 2.0 JTDm. 106,500 miles, red, excellent condition all round. 106K with FSH, 1 owner, 6 speed manual, a/c, Pioneer sat nav, Bose, heated Alcantara/leather seats with red stitching, 19" alloys, red Brembo calipers, e/folding mirrors, solid subframe, MOT 03/22, last serviced 03/21, £4500. Tel: Andrew, 07976 328855. A307/061



2017 Alfa Romeo Mito Veloce. Grey, a perfect example of this rare and highly desirable Alfa Mito. 25,000 miles with full Alfa Service history and red leather and visibility pack (auto lights, wipers and rear view mirror). My wife's car from new, supplied 18 Nov 2017 by Piccadilly Motors. FARSH and MOT'd (expires 17/11/2021), serviced at 8840 (Nov 2018), 17,555 (Nov 2019) and 22,794 (Oct 2020), all invoices are available. 2 keys, front and rear discs and pads were replaced with OEM parts at 23,400 miles, £11,700. Tel: Peter, 07860 418534. Email: peterwignall@btinternet.com (Harrogate area). A307/068

Alfa Romeo Alfetta 2.0 racecar



Ideal for HRDC, and has an HSCC identity form. The engine was built by Peter Smart in Dorset and has only done one race meeting since being rebuilt. It handles very well and is sold with a new set of Toyo tyres as well as wets and two sets of rims. Also included in the sale is a four wheel tilt trailer. **Please contact Chris Snowdon for details. 07814 884272**



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2014 Alfa Romeo MiTo Quadrifoglio Verde. 58,000 miles, Alfa Rosso TCT 1.4 170bhp, 64 plate. One AROC owner, FARSH, MOT Oct '21, all QV standard features plus electric sunroof, unmodified. Low price as Cat S due to rear end shunt needing new tailgate 3 years ago, no chassis damage, completely and professionally repaired. Just replaced by new Fiat 500e electric, £3950. Tel: 07801 716443 (Gloucestershire). A307/067

FERRARI



Ferrari 360 Spider. 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A307/002

Ferrari F430 manual. F430 spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A307/008



Ferrari F430 F1 Spyder. 2009, black with black interior. MOT'd Feb '21 at 26,121 miles, serviced by Jardine Ferrari Colchester, recent work includes Challenge headers fitted by AV Engineering, Capristo exhaust bracket and water pump (Modena Eng.), and ceramic coating to the metallic black bodywork (Barkaways). Jardine replaced the F1 pump at 26,138 miles. Running with Hill Eng. ball joints and 11mm wheel spacers, £84,995. No joyriders or time wasters please. Tel: 07967 600800. Email: jonathan@jeckersley.com. A307/010



Ferrari Dino 246GT. 42K miles, first owner actor Richard Thorpe (Dam Buster, Emergency Ward 10, Emmerdale etc). Also powerboat racer Jackie Wilson – works driver for Mercury. Fully detailed history, all MOTs from first in 1975. Original Giallo Fly yellow, Maranello Archives certified matching numbers, road tested in *Auto Italia* magazine. Handbook, jack, tools, wheel chock and original warranty card, £299,950. Contact Chris for further details on: 07952 119939. A307/012



Ferrari 360 Modena F1. 39,594 documented miles, 2000. Full comprehensive service history (all bills and receipts are present). Rosso Corsa/ Nero leather and Bordeaux carpets. Original wallet, manuals, service books, tool kit and tyre inflator, 2 keys and 2x fobs (1x black, 1x red), HPI clear, MOT until October 2021, £57,995 ono. Tel: 07779 726845. Email: prsche@msn.com. A307/009



Ferrari 456 MGTA. 1998 in Tour de France blue metallic with natural tan leather and dark blue carpets. Bodywork, wheels and interior in excellent condition. 66,000 miles, MOT Aug '21, full Ferrari dealer service history, serviced by Italian specialist in the North West for last 5 years in my ownership. Cam and auxiliary belts changed at 61,500, full and comprehensive documentation folder, spare key, leather tool case and all manuals. Realistically priced at £45,000. Tel: Nick Green, 07780 850110. A307/086



Ferrari 308 GTSi. 1981 Ferrari 308 GTSi, 49,938 miles from new with extensive service history. The car is in pristine condition with full European spec bodywork and lights including a deep dish front spoiler which set these cars apart from the standard front spoiler. New stainless steel exhaust, full cream leather interior with red carpet set including door and door pocket trim. Offers in the region of £65,000. Tel: 07711 764768. A307/013



Ferrari 360 Michelloto. Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A307/003



Ferrari 328 GTB. Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A307/007

Ferrari 328 GTB. December 1988 model, Mercedes 280 SL Pagoda forces sale. Low mileage (40,300 miles), full year's MOT, huge history file, desirable colour combination, tasteful factory options. Full air conditioning, full leather pack, ABS braking, fully serviced with impressive history, Nero Black and cream leather low-mileage example, 3 place Ferrari Owners' Club concours in 2000, and since then it's been maintained fastidiously at specialists, £59,890 bargain. Tel: 07466 021553. A307/011

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A307/004



Affordable Pirelli Ferrari Classic Racing. 1994 Ferrari Mondial T, mileage 33,000, ready to race. Over the winter the car has undergone extensive preparation, new cambelts and tensioners, new water pump and clutch. Car is road registered and MOT'd. Turns heads on the weekly shopping trip to Waitrose! 3 sets of wheels including road tyres and a set of new race tyres. Owner happy to assist with ARDS qualification. Separate neg I will run the car at events for 2021 season, £40,000. Email: simon.rossinelli@sky.com. A307/005

FIAT



Fiat 238 Campervan. 1976, 1.4 model. This stunning rare Fiat was pretty much the multifunctional van of the 1970s in Italy and has been reupholstered with Bute Fabric- Ramshead Timorous Beasties fabric. We still have the original vintage seat covers. The van has an MOT until May 2022. But because of its age it will be tax and MOT exempt going forward. It is in great condition both cosmetically and mechanically with plenty of general maintenance work done since we have had it. Tel: 07969672860



Fiat Abarth Esseece Celebrity Challenge Edition. This is 1 of only 13 official Abarth factory road legal track cars, fully kitted out with original Abarth Sabelt seats, rollcage, fire extinguisher etc. This is in brand new condition with absolutely no imperfections. A true collector's car with full provenance and a sure fire investment, please email for photos, spec and price. Email: julianbrannigan@icloud.com. A307/085

Fiat Punto Sporting 3 door hatchback. 1999, 1242cc twin cam 16V, manual, silver with black patterned interior, only 36K miles. PAS, alloys, sunroof. Immaculate, £3995. Tel: 01684 892906 (Worcs). A307/078

Fiat Punto Cabriolet automatic. 1999, 1242cc sohc 8V. Extremely rare specification plus air con. Very good body, unfaded red paint, blue interior and hood, PAS, alloys, quality radio. Mainly two lady owners, only minute 2K mileage, Superb, £3995. Tel: 01684 892906 (Worcs). A307/079

Fiat Punto Mk1 5 door hatch. Selecta automatic, 1999, 1242cc 8V for breaking as no drive. Sound silver body, many useful parts inc good set 15" alloys/tyres, £250. Tel: 01684 892906 (Worcs). A307/080

LANCIA



Lancia Sporting 1600 RHD. 1972, 53,700 miles. This lovely car, designed by Zagato, is very rare with less than 80 made. During my ownership the car has had a complete mechanical overhaul by Thornley Kelham and they continue to maintain it to a high standard, £42,500 ono. Tel: 01373 826768 (Wilts). A307/084

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Fiat 500 headlights. Early models, c/w bulbs, genuine original parts, excellent second hand condition, £35 each. Tel: 07989 951895 (Canterbury). A307/001



Challenge Stradale front wheels. 2x Ferrari Challenge Stradale, 360/430 front alloy wheel 19x7.5 part no. 195392. These wheels were changed under warranty due to small marks on the alloy, stored since in dehumidified garage. Recently wheels checked and refurbished so are now in excellent like new condition. Price new approx £2500 each, so grab yourself a bargain, would consider selling single wheels but would want £950 each. Email: gshell@btinternet.com. A307/049

Ferrari 812 no drill licence plate holder. The best plate holder for your 812, bought from Ferrari of Vancouver, made for UK licence plate. Used for 200 miles so like new, excellent fit, keeps the front grille clear. Very easy to mount/remove, cost £250, looking for £125. Tel: Paul, 07871 278802. Email: paul.mitchell10@outlook.com. A307/051



Ferrari F355 brake calipers. I have a pair of F355 calipers that have been in storage for close to 25 years. I bought them back in the '90s as a potential upgrade for my 308GTB, but never used them and now never will! As a result they are still in excellent low mileage condition and ready to go again. I believe that adapters are available to enable fitment on to 308s/328s and this would be a great upgrade to those models for track or race use. Email: allo.ferg@yahoo.ca. A307/040



Ferrari genuine F430 CF mats. Used but in good condition, £170. Tel: 07790 312520. A307/050



Ferrari 458 exhaust (Capristo). Capristo valve-controlled exhaust system for the Ferrari 458, fits to the original mountings. Grade 1.4828 stainless steel, optional Capristo remote control exhaust valve opener is available if required. Very good condition, very clean, removed by Ferrari main dealer prior to sale of car, asking: £1600, no VAT. Tel: 01223 901990. A307/029



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A307/037



Novitec F4 458 HF3 wheels and tyres. Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition, £4200 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A307/052



Magneti Marelli ECU. Magneti Marelli ECU AEC 103A Dinoplex module. This is a used unit, and it will require remapping, offers. Email: danny@bluecatcafe.co.uk. A307/035



Ferrari California RH headlight. I have a UK genuine Ferrari California RH headlight for sale. It's brand new, bought for a pre-facelift California, it's no longer wanted. Brand new as in it's not even been unwrapped and taken out of the box. It was an HR OWEN part, 000240126. £3200 but open to offers. Tel: Lee, 01689 664769. A307/023

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A307/081

15" Borrani wheels. 2 off RW 4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnlefeley@outlook.com. A307/036

Ferrari 360 Spider ECU. This has come off my own car, open to offers, ring with any questions. Tel: 07896 556107. A307/027

Portofino valved exhaust and 'stainless steel X' pipe. 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A307/019



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Ferrari 348 rear bumper. Excellent condition, £1750, further details please contact Allen Worthington. Tel: 07771 652477. Email: allen.worthington@ntlworld.com. A307/032



Ferrari F40 towing eye. Brand new F40 towing eye for sale from Classic Ferrari Parts, never used. Acquired as a spare for £200 last year and now surplus to requirements, sensible offers welcomed. Email: nicholashart@me.com. A307/053

Ferrari 208 F106C engine. Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run!! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A307/022

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. A307/021

MISCELLANEOUS

Ferrari 360/550/575 complete toolkit. I have for sale a complete toolkit for F360/550/575, in good condition, as new. Contact Eddie, email: edregad@yahoo.com. A307/048

Ferrari 599 original car cover set. 599 original official car cover, plus 2 seat covers, steering wheel cover, and holdall, made in Italy. Please email me and I'll gladly submit various photos by return. Email: dncorp@aol.com. A307/045

Specialised Ferrari 575 car cover. Black with yellow piping (discreet prancing horse emblem in yellow). Please email me or send WhatsApp for photos. Email: dncorp@aol.com. A307/047



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OBSCURATI

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Castagna Alfa Romeo Vittoria

THINK THE ALFA ROMEO SZ 'MOSTRO' WAS UGLY? CASTAGNA'S SIMILARLY CONCEIVED VITTORIA TOOK THINGS TO A WHOLE NEW LEVEL

Story by Chris Rees



In 1919, Carrozzeria Castagna – a name that means ‘chestnut’ in Italian – was the largest coachbuilder in Italy, with a staff totalling 400. In its heyday, Castagna had the honour of trimming the coaches of the Orient Express train and creating car bodywork for aristocrats, the most notable being the world’s first ‘one-box’ streamliner – the ALFA 40-60 HP Aerodinamica of 1913 for Count Ricotti. But in post-war years, Castagna’s fortunes waned dramatically and by 1960 it had closed its doors.

Almost four decades later, architect Gioacchino Acampora and car collector Uberto Pietra thought that the Castagna name had enough cachet to be revived. They did so with a highly controversial Alfa Romeo 75-based sports car revealed at the Geneva Motor Show in March 1995, and named Vittoria after Pietra’s daughter.

I remember the occasion well, as I was present for the unveiling (and still have the brochure, in fact). What lay under the dust sheet was eyebrow-raising in all sorts of ways. If the Vittoria resembled Alfa Romeo’s recently

retired SZ, that was perhaps not too surprising. Like the SZ, it was based on an Alfa Romeo 75 platform with uprated suspension, consisting of front wishbones and de Dion rear with specific geometry, plus Koni hydraulic dampers. The brakes were perforated and ventilated discs with Brembo six-piston callipers. Tecnomagnesio magnesium alloy wheels were specified 8x18in up front and 9x18in at the rear sizes. The fuel tank was a patented racing item.

The 3.0-litre Busso V6 engine was given a makeover by a company that specialised in racing engine preparation for the DTM Touring Car championship and pushed out 255hp at 5740rpm on the dyno.

Unlike the plastic SZ, the Vittoria’s bodywork was entirely in hand-beaten aluminium, riveted to a steel structure made by a company in Turin. The final construction and painting were done by Carrozzeria Sonnino of Busto Arsizio (VA).

The styling was challenging, to say the least. Some said it referenced the Alfa Romeo TZ but they were surely looking through milk bottle goggles. The

front and rear ends mixed convex and concave shapes to a discombobulating degree. The nose featured a peculiar interpretation of the Alfa Romeo ‘Trilobo’ grille sited between Opel Calibra headlights. The windscreen looks like it might be from an Alfa SZ, but Castagna said it was specific to the Vittoria. One unique feature was the glass roof, giving the impression that everything from the base of the windscreen to the rear window was one piece of seamless glass. The white paintwork was Alfa Romeo Biancospino, with contrasting details in black carbonfibre.

Inside were BMW 8 Series seats fitted with integrated seatbelts, Castagna-branded instruments and a Momo steering wheel. The upholstery was dark green

leather with matching Alcantara and wooden dashboard inserts.

The Italian newspaper *Corriere della Sera* gave the car a glowing review when it caught up with it at the Bagatti Valsecchi museum in Milan. There was talk of production occurring but after the Geneva Motor Show, the one-off car was simply put into storage by Uberto Pietra near Milan. Carrozzeria Castagna Milano would go on to produce other projects in the 21st century, such as coachbuilt Fiat 500s and BMW Minis; the coachbuilder survives to this day.

As for the Vittoria, it has now been lightly restored, despite having barely even turned a wheel since new (it currently has an indicated 231km on the clock). It’s currently for sale at Finarte priced at €215,000.



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