

# Auto Italia

Issue 223 September 2014 £4.50 US\$9.99

First Drive



Ferrari California T

## ALFA ROMEO EXOTICA

The 4C meets its 8C big brother



Spotlight on Carrozzeria Savio  
Ex-Steve McQueen Ferrari 275 GTB/4  
Alfa Romeo Giulietta and MiTo Quadrifoglio  
Classic Abarths at Savigny Lès Beaune  
Small car designs by Franco Scaglione  
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Having read through CJ Hubbard's feature on the turbocharged Ferrari California T it occurred to me that this car represents a significant moment in Ferrari's history, in effect it heralds a new era. Turbocharging is nothing new to Ferrari with widespread use of the system in the 1980s Formula 1 and the glorious 288 GTO and F40. In those days it was all about power and huge outputs were obtained approaching 1000bhp. Today, turbocharging is more to do with fuel efficiency and ecology. While Ferrari is struggling to make its F1 cars competitive, it has achieved great success with the California's new power unit.

It seems unlikely that the naturally aspirated V8 will continue in production much longer. It has been announced that the 458 replacement, due in 2015, will be turbocharged. Maserati have already adopted the system in its Quattroporte and Ghibli saloons and I wouldn't be surprised if the new Alfieri appeared with a California-derived unit. I do understand the need to take environmental issues into account, but we were having so much fun. My recent drives in a Ferrari 458 Speciale and Maserati MC Stradale were memorable because of that glorious purity of sound. Buy one while stocks last!

While on the subject of the California, I have always thought that the sound of the flat plane crank engine was not suited to the model and that a conventional V8 would have been more appropriate. I heard a story recently that the California was originally intended to be a Maserati Spyder and that it would have had the sonorous GranTurismo V8. It has been said that Ferrari changed the car's title when it was realised how much more money could be made if it had a prancing horse on the front - and they were probably right.

**Phil Ward**  
Editor

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# NEWS & VIEWS



## MARANELLO ROSSO COLLECTION TO BE AUCTIONED

**T**he upwards spiral in record auction sales is set to continue at the Bonhams Monterey sale on August 14-15. Ten cars from the celebrated San Marino-based Maranello Rosso Collection will go under the hammer, headlined by the late Fabrizio Violati's Ferrari 250 GTO – and without reserve.

This GTO, the world's longest single-ownership example, has been in the same family for 49 years and was raced frequently by Violati. He won the 1985 FIA European Historic Championship in this car. Perhaps his most memorable race during the 1985 season was at Brands Hatch where, despite setting pole position in practice, he was relegated to the back of the grid because of a minor infringement. Those who saw the race, including the Editor, were treated to an electrifying performance when an annoyed Violati drove the GTO really hard to finish a very close second.

'3851 GT' will be joined by nine other Maranello Rosso cars, including the unique 'Ferrarelle' 512BB/LM ch. 35529, Tasman Dino ch. 0008 and Ferrari 312T3 ch. 033. The fate of the rest of the collection is unknown, especially other important cars like the ex-Maranello Concessionaires 330P ch. 0818, P2/3 ch. 0828 and the significant number of competition Abarths including sports-prototypes.

While this is a wonderful opportunity to see some very important cars come to auction, it will be a loss when such a spectacular collection is sold outside of Italy and dispersed.



## MAGNIFICENT MONTEREY



The entry for the RM Auction to be held at Monterey over August 15-16 is most impressive and, given the escalating values of blue chip cars, has attracted yet more fabulous machinery.

Among the star cars is 1964 Ferrari 275 GTB/C Speciale, chassis 06701. Shelby Myers, Senior Specialist, RM Auctions said: "These cars were a clear evolution of the GTO concept, one of which set a record at Le Mans that stands to this day. 06701's two sister cars are in highly respected private collections, from which they will certainly not emerge in the near future. This sale is unquestionably a once-in-a-lifetime opportunity," commented Myers.

06701 is the first of only three Berlinetta Competizione cars built by Ferrari for FIA homologation and factory development to compete at the highest levels in endurance racing. Each vehicle was uniquely hand-built, and all three were fitted with super-lightweight aluminium bodywork and powered by a type 213/Comp dry-sump engine topped with six Weber carburetors, as first seen in the 250 LM. Sister cars were chassis 07185 and 06885 – the latter won its class at Le Mans.



Several examples of the Ferrari 250 LM have appeared on the market in recent years and almost all of them have been rebuilt in one way or another over the years, mainly due to their tricky rear-engined specification that demanded great skill to tame. The car for sale at Monterey, chassis 6045 (below), has suffered more than most in that it was subjected to fire damage and had its vital organs dispersed and borrowed by a number of other 250 LMs. The full story can be read in our feature in issue 195. Suffice to say that the car for sale at RM is basically a new body fitted with the parts retrieved from the original car.

Another Ferrari that rarely appears on the market is the 333 SP, and the example offered at RM is perhaps one of the most famous.

As the story goes, Gianpiero Moretti, the founder of the Momo automotive accessory empire and an amateur racing driver, walked into Piero Ferrari's office in the early 1990s with a grand idea. Moretti wished to finish his racing career in a sports car race but only at the wheel of a Ferrari. With the support of Ferrari North America's chief, Gian Luigi Butoni, the 333 SP was born.

This project was massively appealing to the higher-ups in Maranello, as Ferrari's sports car racing effort was aimed at the key North American market;

*/continued*



/previous page

the United States did not host any Formula One races at that time. Instead, there was the IMSA World Series Sports Car Championship, which was in the midst of a rule change ahead of the 1994 season. This business case made perfect sense to Ferrari's CEO, Luca di Montezemolo, who readily approved the plan to market the 333 SP to its privateers.

Basically a two-seater F1 car, the 333 SP was very successful and Moretti's car won at Daytona and Sebring and was third in class at Le Mans. Carrying its distinctive Momo livery this car would look great in any collection, even better on the track.



## FIAT PANDA 4X4 CROSS

Based on the successful and hugely capable Fiat Panda 4X4, the new Panda Cross offers even more capability, attitude and fun. It features 'Torque-on-Demand' all-wheel drive, Electronic Stability Control, Electronic Locking Differential and Hill Descent Control all fitted as standard. The new Terrain Control selector function offers the driver the choice of three driving modes depending on conditions.

The Panda Cross is powered by updated versions of the 1.3 Multijet II and 0.9 TwinAir Turbo engines, now with 80hp and 90hp respectively. The TwinAir gets a specific 6-speed transmission with 'crawler' 1st gear. The new 'all-roader' features oversized tyres, improved attack angles, increased ground clearance and additional component protection to enhance all-terrain ability. Full feature coming soon.

For details on the complete Fiat Panda range visit [www.fiat.co.uk](http://www.fiat.co.uk).



## UK LANCIA WIN AT MODENA CENTO ORE

UK Lancia Motor Club members Louise and Jason Kennedy have for a second time won the 'index of performance' at the Modena Cento Ore Classic.

Driving their 1953 Lancia Aurelia B20 GT, they narrowly beat the Ferrari 250 GT Berlinetta of Neumark and Franklin.

In an event overshadowed by the tragic death of friend and competitor Antonio Bertini on a road section, only 15 of the 32 cars entered in the competition section finished the shortened course.

The completed course included races at Imola and Mugello, 12 special stages totalling 83km, and over 1000km of liaisons.

The Kennedys' achievement is particularly significant given that they did not have a chase crew and carried all their own tools and spares.





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For more information on the new Maserati Quattroporte Diesel, call 01943 871660 or visit [maserati.co.uk](http://maserati.co.uk)

Official fuel consumption figures for the Maserati Quattroporte Diesel in mpg (l/100km): Urban 36.2 (7.8), Extra Urban 54.3 (5.2), Combined 45.6 (6.2). CO<sub>2</sub> emissions 163 g/km. Fuel consumption and CO<sub>2</sub> figures are based on standard EU tests for comparative purposes and may not reflect real driving results. Model shown is a Maserati Quattroporte Diesel at £71,647 On The Road including optional metallic paint at £660, electric sunroof at £1,560 and extended key-less entry at £192.

[www.maserati.co.uk](http://www.maserati.co.uk)

## MOTORCLASSICA 2014

Motorclassica is Australia's only annual event for rare and exotic, historic, vintage, veteran, classic and collectable cars and motorcycles of international significance.

Set to be staged in Melbourne's magnificent 19th century Royal Exhibition Building over 24-26 October, Motorclassica 2014 is expected to feature more than 100 cars and 50 motorcycles throughout the historic halls with over 200 more each day in the surrounding grounds.

Celebrated marques this year will include Italian icon Maserati, whose 100th anniversary has prompted a special display of 20 incredible cars telling its story.

Fifty years of Ford's most successful and globally-recognised car, the Mustang, will also be celebrated with an array of models right up to the present day.

Recognising one of motoring's most historical achievements 50 years ago, Motorclassica will pay homage to Donald Campbell's dual World Land Speed and Water Speed records set right here in Australia in Bluebird CN7 and K7.

Additional information is available on [www.motorclassica.com.au](http://www.motorclassica.com.au).



## MALOSSI PIAGGIO APE RACING

The novelty entry-level racing championship now offers 'Pay as you go Ape Racing'. For the first time anyone over 16 can pay to race a Malossi Piaggio Ape in the 1.5 hour races at Hertfordshire's Rye House, the kart track where Lewis Hamilton learnt his skills.

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## ALFA ROMEO GUITAR

Harrison Custom Guitar Works based in Yorkshire (UK) has created an ultra-exclusive electric guitar inspired by Alfa Romeo's design and heritage. The 'Alfa Romeo', is a completely custom-made design that draws inspiration from the style, materials and technology of the Italian brand's road cars.

Available to order from Harrison Custom Guitar Works ([www.harrisinguitars.co.uk](http://www.harrisinguitars.co.uk)) the 'Alfa Romeo' costs £4,000 with each guitar hand-built to order and taking around eight months to complete. Just 11 guitars will be made, one for each decade of the brand's history.

Guy Harrison, owner of Harrison Custom Guitar Works said; "As a concept, the 'Alfa Romeo' guitar seeks to mirror the passion, the curves, the sportiness, and the occasionally unconventional designs you get with Alfa Romeo through the grille shape, the use of high quality materials and the sleek body.

The guitar was given its first public playing at a special invitation-only screening of Dave Grohl's Sound City documentary at Olympic Studios on 24 June featuring a live performance by Tim Burgess and Mark Collins of The Charlatans. The guitar will be exhibited at a series of events through the rest of 2014.





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# DESIGN

**AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN**

## Ferrari F12 TRS



Contemporary automobile collectors would agree that the hypercar represents the comparative degree of the supercar, but that the superlative of that can only be in the form of a one-off, a 'piece unique' for those selected few, for whom a Ferrari LaFerrari is just too Pret-A-Porter; Ferrari's recent F12 TRS is such a rare breed.

In June of this year, the third instalment of the Ferrari Cavalcade, a driving event in Sicily, became the platform to debut the F12 TRS, a one-off based on the contemporary Ferrari

F12berlinetta, inspired by the iconic 1950s Testa Rossa – most likely the Le Mans winning Ferrari TR60 of 1960.

Following the stunning F12 and LaFerrari, it was yet again the team of Flavio Manzoni at Ferrari Centro Stile that now seem to manage perfectly well without the traditional artisans and long-term styling partners over in Cambiano.

However, one could argue that it was Pininfarina's P4/5 that reignited the tradition of re-tailoring Maranello's finest, now nearly a decade ago.

The F12 TRS underpinnings are those found under the Ferrari

F12berlinetta production car, instantly making the F12 TRS one of the fastest driving machines legally carrying a number plate. Drivetrain highlights such as a 730HP V12 engine, featuring 690Nm at 9000rpm mated to a 7-speed dual clutch gearbox would have exceeded Ferrari hypercar territory only a decade ago.

Unlike its mainstream production relative, the F12 TRS is an open-top Barchetta only, meaning that items found in the F12berlinetta such as air-conditioning, central air vents, mats, audio system, window controls and glove compartment have been removed, thus underlining



### CHRIS HRABALEK

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**Design Education:** MA at The Royal College of Art, London

**Current Job:** Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



the back-to-basics driving philosophy, suggesting a sense of occasion at every occasion.

Designwise the designers of Flavio Manzoni managed to re-interpret the aerobridge, originally introduced with the F12berlinetta base product, that now runs

maximum use of the in-house parts bin. The creativity of the designers can be seen in detailing such as that of the main headlights of the F12 TRS. Long gone are the days of Ferrari SP1, where one could re-enact the entire stylistic transformation back into



back from the flanks along the entire length of the car to make a visual nod to the bodyside treatment of the most recent hypercar. Equally significant stylistic changes have been introduced at the rear, where long fuselage fairings run from behind the backrests into the rear-spoiler.

It is nice for any automotive designer to see how far Ferrari Special Projects has come from its early days while this programme is still restricted to making

the Ferrari F430 base product through the mere squint of an eye.

It was an extremely clever strategy of Ferrari to encourage the creation of one-off's, in the spirit of automobile creations of the golden era of Italian carrozzerie, for it is those one-off vehicles that have inspired a whole generation of automobile collectors that now form the key target-group for this smallest yet most financially liquid of automotive product niches.



- 1 1964 FERRARI 275 GTB/C SPECIALE** Coachwork by Scaglietti; Chassis no. 06701  
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- 2 1963 FERRARI 400 SA LWB COUPE AERODINAMICO SERIES II** Coachwork by Pininfarina; Chassis no. 4113 SA  
*Fresh restoration by marque specialists at Motion Products Inc.; Matching-numbers example; Known ownership history from new; A well-documented and absolutely stunning 400 Superamerica*
- 3 1979 LAMBORGHINI COUNTACH LP400S SERIES I** Chassis no. 1121098  
*The final U.S.-delivery LP400S Series I Countach; Only 864 actual kilometres; Single-family ownership since new; Extraordinarily original and well preserved; Original tools, spare, and delivery paperwork*
- 4 1955 LANCIA AURELIA B24S SPIDER AMERICA** Coachwork by Pinin Farina; Chassis no. B24S-1134  
*The hottest Italian sports car of the 1950s; An original U.S.-delivery example; Beautifully restored by Italian marque specialists; Equipped with the desirable Nardi kit*
- 5 1963 FERRARI 250 GT/L 'LUSSO' BERLINETTA** Coachwork by Scaglietti; Chassis no. 5179 GT  
*A lifelong "driver's Ferrari" with three Southern California owners since new; Single ownership for 46 years; Well-maintained and often driven, but never fully restored*

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## BERTONE RACER

I read your article on the little known Bertone Racer with great interest. I believe that the genesis of this car was the Fiat Abarth 1000 OTR Bertone prototipo which was shown at the 1965 Turin Motor Show. I enclose two of the few photographs that exist.

This prototipo was a collaboration between Bertone and Abarth and used the recently introduced, Bertone built, Fiat 850 Spider as a base but with the fixed metal roof which was to appear four years later on the Bertone Racer range.

The principle styling differences between the prototipo and the Racer are the sloping Lamborghini Miura headlamps which were a feature of the early 850 Spider. Also, in typical Abarth style, the radiator was moved to a housing fabricated at the front of the car and grilles were introduced below and above the single piece chrome bumper. A grille was also introduced between the rear lights to further assist cooling.

Power of around 80bhp was from Abarth's 982cc Radiale engine with twin Solex carburettors. One 'interesting' feature is the fuel filler immediately above the exhaust manifold and the fuel tank in the engine bay. The subsequent Racer had a bulkhead between the engine and tank.

In 1965, Paul Frere, the respected journalist and racing driver, tested the prototipo for the German magazine *Auto Motor und Sport* and achieved 175km/h (109 mph)!

The show car appears to have been lost but a unique 'evocazione' was based on a 1966 Fiat 850 Spider using many original Abarth parts. I am the lucky custodian and following recommissioning

we plan to visit Auto Italia next year along with many other classic shows.

**Fraser Whyte  
Hampshire**

## RADBOURNE MAN

It was with more than my usual interest that I read the 'Obscurati' section in the May (issue 219) edition of your magazine. As a callow youth (and young mechanic) I worked for Radbourne Racing under the guidance of the great, and sadly late, Geoff Anstead in late 1969, early 1970.

Among the cars I worked on, and during that period of time we dealt with some really interesting permutations in the garage, were the 124SS and Radbourne-Abarth GT cars. I worked



on some of the 124SS models, including replacing the engine in one after the customer had tried to see how quick it went up the M1 – straight out of the box!

These cars were real crackers and darn near as quick as a Lotus Cortina in a straight line (I doubt that many of the production Lotus Cortinas came out with 105bhp). I seem to remember that most of them were fitted with widened steel wheels, the small steel hub caps (like the GT in the photo) and just a small 'Radbourne' badge on the boot. Unless you stood a 124SS alongside a standard car it was not really noticeable that they were lowered. They were real 'Q' cars.

Some of the Radbourne-Abarth GTs had beautiful

Cromodora/Fergat alloys (similar to those on the 124SS in the photo). They were, and still are, stunning looking little cars. Despite their relatively modest engine output (74bhp) they were, due to their light weight, genuine 110mph cars that could get to 60mph in under 10 seconds and yet still get over 30 miles to the gallon. These were very good figures for that period of time and would be no disgrace today. All the GT cars that Radbourne finished had been built and delivered by the time I joined the company, but I did various warranty work on them and therefore had to road-test them. They were a joy to drive.

Sadly, I did one of the really stupid things of my life and left Radbourne Racing in the spring of 1970, a mixture of youthful idiocy and a lack of 'life experience'. Working at Radbourne Racing was one of the happiest times of my working life, and Geoff Anstead possibly the best boss I ever had.

**Tom Montagu  
Felixstowe**





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# Ferrari T Time

Same name but new image, the revised California toughens up with turbo power

Test by CJ Hubbard  
Photography by Ferrari SpA







**W**hen Ferrari reactivated the legendary California badge back in 2008, it did so to launch a car that wasn't exactly intended for the likes of us.

Bold, but calculated – for it's reasonable to assume anyone reading Auto Italia already has a vested interest in passionate and possibly ungrammatical – Italian performance. The '08 California was output of a similar decision matrix: bold, but commercially calculated. Ferrari was targeting a new kind of buyer, one that coveted the brand yet couldn't reconcile life with any contemporary Maranello product, which they might consider too noisy, too compromised, or too intimidating.

So, along came a folding hardtop convertible that was softer in every respect than the best-informed commentators had come to expect from Ferrari. For many of these people, it was a prancing horse in the worst possible way – plenty of flash but too little pedigree. Thus, it didn't exactly get the most generous press reception at first blush.

A case of fundamental misunderstanding? Perhaps. Although there is also evidence to suggest Ferrari took the softly, softly approach a touch too far. Hence the various chassis-tweaking revisions over the California's lifetime, culminating in the stiffer, sharper-steering Handling Speciale package of 2012.

Not that the critiquing counted for much, as customers fell head over heels in love with the car. It has become the best-selling single variant Ferrari in history, with over 10,000 examples produced. And just to prove the commercial tacticians were right on the money, some 70 per cent of California buyers had never owned a Ferrari before. This was the Ferrari to finally deliver the combination of high performance and versatility they had been waiting for. The California can only be judged an almighty hit. Which makes the new California T a fascinating development.

### T STANDS FOR TURBO

It is not an all-new car, but every exterior panel bar the roof and the windscreen surround has been replaced to elegant effect. The front end is reminiscent of classic Californias past, the 250 GT in particular, while additional sculpting of the flanks, a boot lid lowered 15mm and rear lights pushed further outwards help better disguise the space necessary to

accommodate that folding roof mechanism.

Gone, too, is the bonnet scoop, replaced by vents that form a vital part of the remodelling required to integrate the new power unit's substantially increased cooling demands. Something that wasn't easy to achieve without making a mess of the aerodynamics; in final fact, the California T, with its improved rear diffuser, is actually five per cent more aero efficient than before.

Ok, enough teasing – time to welcome the first turbocharged Ferrari engine since the F40. And make no mistake, it will not be the last. For even amongst the stratified elite, fuel economy and CO<sub>2</sub> emissions are under scrutiny. 'Downsizing' and forced-induction are the industry-wide solutions of choice, and Ferrari has made exceptional use of them.

In the California, the T takes the V8 down from 4297cc to 3855cc, while power goes up from 483bhp to 553bhp – though that 70bhp is nothing compared to the increase in torque. At its most muscular peak, this car punches 557lb ft in the direction of the rear tyres, a staggering 49 per cent more than the old one. 0-62mph is quoted at just 3.6 seconds. Yet brute force is only the beginning here.

### ... OR IS IT TECHNOLOGY

Maranello would prefer you to think of this as "not a Ferrari turbo engine, but as a Ferrari consuming less" – which in raw terms refers to the 250g/km CO<sub>2</sub> output and claimed 26.9mpg, improvements of around 15 per cent. Yet that concept also speaks of more visceral fundamentals, such as throttle response and noise, two areas where turbo engines are often found lacking. Not this time.

Work began four years ago, with an additional two years of groundwork before that. Expertise was brought in where required and also borrowed from the Formula One department. The pistons, for instance, use an F1-grade alloy, while the combination of twin-scroll turbos, flat-plane crank and equal-length exhaust headers is said to be a production car world first.

The new V8 also features direct injection, rear-mounted timing drive, roller finger valve train tech instead of tappets, and a variable pressure oil pump to match efficiency to demand. The turbocharging's 30 per cent increase in cooling requirements means water-jacketed cylinder heads, a 20 per cent bigger



radiator with a clever fan and the inevitable intercooler system.

Despite all this – and other enhancements, including the beefier rear differential set-up from the F12 – the California T still manages to weigh 5kg less than its predecessor, with a lower centre of gravity. In purely mechanical terms, it's the exhaust manifolds that Ferrari keeps coming back to, with repeated wincing references to their cost, consisting as they do of three separate castings that are welded together before being finished. But the equal-length design is vital to Ferrari's desire to retain instant response and that California V8 sound.

To describe this kind of thing as mere 'attention to detail' is an enormous disservice, however. For Ferrari has also leveraged its colossal technological expertise in a determined effort to make the new engine feel as naturally aspirated as possible – manifest in an artificially manipulated torque curve that encourages chasing the 7500rpm power summit, instead of relying on the mighty but emotionally stunted flat-line approach typical of conventional forced-induction. This means the harder you drive the California T, the faster it becomes.

### TORQUE MONSTER

California buyers like comfort and versatility, so the revisions inside include wider front seats with storage pockets on the back. The rear perch seats are now

standard fit (previously you could have a no-cost luggage shelf instead, but we're told no-one did) and they retain the load-through option that allows golf clubs to fit in the boot. More controls have moved onto the steering wheel, and there's a revised centre console area, including new touchscreen infotainment system and the Turbo Performance Engineer. This unusual circular device is, in all seriousness, about the only way anyone is ever going to twig that the California T is breathing through a pair of turbines.

Admittedly, the snarl from the engine is a little muted compared to the previous California, but that's a relative observation – for the customers that actually buy this car it is surely going to be loud enough. Never a screamer like the 458, Ferrari has still successfully retained that flat-crank blare, and the noise builds from a bassy bellow to fruity top end snap – in part thanks to some sneaky induction routing that directs carefully cultivated sound waves straight into the cabin. Paddle-driven twin-clutch gearshifts, now up to 40ms faster, fizz with extra added crackle and pop.

More to the point, the response to your right foot is everything you could ask for. Not only is there no lag, the way the torque swells means you really do want to chase it round the tachometer – brilliant when you're in the kind of twisting Tuscan countryside that urges indulgent use of second and third gear. On these narrow roads, with the roof down, the California T is surely as fast as anyone would ever

*ABOVE: The flat plane crank V8 has been slimmed down from 4296cc to 3855cc while power is up from 483bhp to 553bhp*



BELOW: Clever restyling treatment of the revised California has toughened up its original West Coast cruiser image



## TECHNICAL SPECIFICATIONS

### FERRARI CALIFORNIA T

ENGINE:	Flat-crank 90° V8
CAPACITY:	3855cc
BORE X STROKE:	86.5 x 82mm
COMPRESSION RATIO:	9.4:1
FUEL SYSTEM:	Direct fuel injection, twin-turbocharged
POWER:	553bhp @ 7500rpm
TORQUE:	557lb ft @ 4750rpm (in top gear)
TRANSMISSION:	Seven-speed F1 dual-clutch paddle-shift automatic, rear-wheel drive
BRAKES:	390mm x 34mm CCM3 carbon-ceramic discs front, 360mm x 32mm CCM3 carbon-ceramic discs rear
SUSPENSION:	Double wishbones front, multi-link rear, optional Magneride Dual Mode adaptive dampers (as tested)
DIMENSIONS:	4570mm (L), 1910mm (W), 1322mm (H)
FUEL CONSUMPTION:	26.9mpg (combined - with optional HEEL stop-start system)
KERB WEIGHT:	1730kg
TOP SPEED:	196mph
0-62MPH:	3.6sec
PRICE:	£154,490



really need, annihilating slower traffic on the straights. The engine is glorious. The future of Ferrari performance utterly assured.

It's also very clever, because once you have the space and the speed to start climbing further up the gearbox, you'll find Ferrari has manipulated the torque curves again. From fourth to seventh the amount of twist not only increases with each successive gear, it also makes its presence felt earlier in the rev range – so it's not until you're actually in seventh that the full 557lb ft comes in, at 4750rpm.

To all intents and purposes, this means the California T practically picks up and goes in fifth as quickly and as hungrily as it lunges in third, a remarkable achievement that has the added benefit of making it a relaxed motorway cruiser. The torque is also such that Ferrari has felt able to lengthen the gear ratios – sixth is now equivalent to the non-T's seventh – significantly enhancing efficiency. Yet it still

accelerates 0-62mph some 0.2 seconds faster.

Helping customers understand all this is the job of that Turbo Performance Engineer. Amongst its display choices are Turbo Response and Turbo Efficiency; the former shows the percentage of maximum engine performance available at the current revs, the latter the ratio of torque to fuel consumption. Though if you've got time to consider all this you're arguably doing it wrong.

And by 'it' we mean driving this thing – because the final piece of the California T puzzle is the overhauled chassis.

### COMFORTABLY FUN

Ferrari has given the new version the works. The steering is ten per cent faster, the springs 12 per cent stiffer, and the optional £3168 Magneride Dual Mode adaptive dampers react 35 per cent more quickly. Spec these, and the California T also gets the 'bumpy

*BELOW: The California is the first Ferrari to receive the new twin turbo engine that will find its way into the 458 replacement in 2015*



road' mode familiar from its bigger brothers, meaning you can utilise the Sport throttle and gearshift maps while enjoying more compliant suspension. The button for this is another of those added to steering wheel.


Beyond this, the stability control has been upgraded to version 8.0, Ferrari has installed the latest incarnation of its F1 Trac traction control system and fantastically feelsome third-generation carbon ceramic brakes. It cannot be over-emphasized: the California T is now a very capable car.

As with most modern Ferraris, the steering is disconcertingly reactive at first. But relax, understand that it means you almost never have to remove your hands from nine and three on the wheel – perfect for keeping your fingers in proximity to the fixed-position paddleshifters – and you soon find yourself darting into corners with huge confidence. Better still, where you might have previously worried the California would run out of composure when confronted with sudden surface changes, the upgrades keep the body beautifully controlled, in a manner that means occupants also feel more comfortable.

It's by no means as lithe and electric as the 458 – rolling its hips a little as you enter a turn, something that's exacerbated during high-speed direction changes. You'll also note the occasional shimmy through the structure, compared to certain Germanic rivals. But as a multi-purpose GT, Ferrari has struck a fantastic balance between keeping the California T easy to drive and extending its abilities for the committed. The transformation from boulevard cruiser to serious performance car is profound, and complete.

So those California customers get even more of everything that attracted them to the car in the first place – power with grace, usable space, further refinement and efficiency. And if the rest of us still aren't entirely convinced, at least we now know the turbocharged 458 replacement due in 2015 is likely to be utterly sensational. 🇮🇹





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# Alfa Romeo 4C and 8C

Hooray! The first customer 4C right-hookers are finally with their lucky owners. That's cause to celebrate, and what better way than to run one back-to-back with its 8C big brother

Test by Chris Rees  
Photography by Michael Ward







First things first: here we have two of the greatest sportscars built in recent years. And – at the risk of sounding Clarkson-like – that’s a fact. While not everyone has been totally positive about the 4C, I have to admit I’m pretty darned convinced by it. A mid-engined Alfa with a carbon chassis that weighs a mere 895kg – what’s not to like about that?

And now the 4C is available with the steering wheel on the correct side. Yes; I can confidently say ‘correct’, not because I’ve come down with a bout of Clarkson-jingoism, but because (perhaps for the first time ever for an Alfa) the 4C is actually better in RHD than LHD.

It’s been a consistent Alfa bugbear that right-hand drive is very much an afterthought, and I’ve lost count of the times I’ve driven an Alfa only to discover that (a) there’s no rest for your left foot, and (b) the steering wheel is cocked so far over from the pedals that it feels like it’s making a run back to Italy. It’s a delight to report that this is very much not the case with the UK-spec 4C. Not only does it have a footrest but – shock, horror – its pedal box is actually less offset than it is on the LHD 4C. It’s even better to sit at the helm of a right-hook 4C. Although no easier to get into, as the scuff marks on the sills of our near-zero-mile test car readily attest.

So what do we have here? It’s a regular 4C (i.e. not the ‘launch edition’) with a Racing Pack (beefier suspension, loud exhaust and bigger wheels and tyres), painted in the same spectacular Rosso Competizione shade as the 8C. And if you think this is a pricey option at £2100, it’s nothing compared to how much exactly the same colour was on the 8C – no less than £20,000!

Compared to the 8C’s original price of over £130,000, the 4C’s base price of £45k seems excellent value – even if, Alfa tells me, owners are in fact typically spending £55k on theirs. After all 60 ‘launch edition’ cars are delivered to UK customers this year, a total of 200 UK 4Cs will be imported in the first 12 months. That’s a tiny number; but you might get lucky and score a nearly-new one, because it’s now been confirmed that there will definitely be a 4C Spider – and already many existing UK 4C owners have expressed an interest to upgrade.

Being so low and short, the 4C looks dinky, but I’m surprised when we line it up alongside the 8C to discover that it looks every bit as wide. Turns out the 8C is in fact wider, but only by one mere inch. But there’s no escaping that the 8C is a substantially bigger car, some 391mm (15 inches) longer and much taller. That begins to explain – along with the far higher proportion of metal in its construction, and the meaty



V8 up front – why it's such a heavyweight in comparison, at fully 1585kg – or 77% heavier than the 4C's featherweight 895kg.

Light weight is the key to the 4C's character. Very few cars tip the scales as low as 895kg these days, so the word 'feisty' is often in my head as I'm piloting the 4C. The word 'extreme' is also there – but not outrageously extreme, even with the Racing Pack fitted. The firmer suspension has a rear anti-roll bar added, plus a beefed-up front ARB, and in this form it really bucks and weaves – like a thoroughbred horse barely containing its adrenaline.

On its optional Racing five-hole 'telephone dial' alloys and 205/40 ZR18 front tyres and 235/35 ZR19 rears, the 4C is extremely pointy and grippy. The 4C has an 'evolved' version of Alfa's DNA (Dynamic, Normal, All Weather) system. Set in 'D' mode, I have a stab at making the rear end come round, but to no avail. Go into a corner too quickly and you just get (benign) understeer. Come out of a corner too quickly and it feels like the back end is about to start coming round, but then... nothing happens, as the diff and traction control system very much rein the beast in.

I was beginning to feel a bit short-changed, but then there's always Race mode (engaged by pressing the DNA toggle forwards in 'D' mode for around 10 seconds). However, on the two occasions when I've driven the 4C on a track, I've been stalked by a 'minder' from Alfa. On both occasions, said minders have emphasised the, er, marginal nature of the handling in 'Race' mode. On the first occasion, I was told not to engage 'Race' at all on health and safety grounds. On the second, I was

allowed to enter 'Race' after some persuasion, and then only with a stern warning: with such a short wheelbase and the on/off pivoting nature of the mid-engined chassis, it's prone to catching out the unwary. The electronic Q2 diff remains switched on, but the ESP and ABS are deactivated, and a neat g-meter comes up on the dashboard.

One other thing about the 'Racing' spec is that the exhaust is Really Very Loud. The sound is a high-decibel farty thrum at tickover, but that quickly turns into a something much more visceral as you raise the revs. If you're a hardcore trackday fan, it's great. If you're not, it can frankly get a bit wearing. Luckily, the pipework is interchangeable with the standard set-up, which is far more liveable with on a daily basis. And here's something interesting: Alfa Romeo UK wants to spec up its 4C demo fleet to the standard, non-Racing spec (smaller wheel size, standard suspension, quiet exhaust), because it thinks it's actually much better suited to UK roads.

In raw terms, the 4C is a quick car, of that there's no doubt. The Giulietta-based 1742cc four-pot has an aluminium block to cut weight, and delivers its power with the character of a much larger engine. The turbo is tuned to deliver 80% of peak torque at just 1800rpm, so you don't even need to change gears very often.

Ah, yes, the gears. A lot of people don't like Alfa's TCT transmission, but just about every performance car these days has switched over to something similar, from Renault Sport Clios to Ferraris. Personally, I think Alfa's six-speed dual-dry-clutch, automated/paddleshift system works very well, and even offers a launch control function. And the brakes – perforated,

*BELOW: The 8C is built on a shortened Maserati GranTurismo chassis and inherits the 4.7-litre V8*





ventilated, 305 x 28 discs, grabbed by Brembo four-pot calipers – go about their work with great efficacy.

### CONTRASTING STYLES

And so to the 8C. Ironically for a test involving the right-hook 4C, the 8C was only ever built with its steering wheel on the left. Alfa never bothered with RHD because it's such a rarefied beast: just 40 of the 500 Coupes ever built came to the UK.

There are more similarities between the two cars than I was expecting, beyond their identically lustrous paint scheme. Much of the 8C's structure (and bodywork) is carbonfibre, although the 8C's steel central floorpan and steel subframes front and rear are less exotic. Carbon and aluminium adorn the cabin (including the delightful carbon seats) – again, very similar to the 4C.

This is my first time behind the wheel of an 8C, and I have to thank owner Mario Pavli for the privilege of driving his superb example. He was the first person to place an order at his local Alfa dealer, but he didn't end up getting allocated a car (hmm, distinct echoes of what's happened with the 4C, I ponder). All 8Cs in fact went to existing Ferrari owners, not Alfa ones like

*LEFT CENTRE: Another technological innovation for the 4C is the fully digitised instrument display*



*RIGHT: The Alfa Romeo 4C in this feature was one of the very first right-hand drive cars to be delivered*

Mario. He was understandably a little miffed at this, and wasn't mollified when Alfa offered him the olive branch of an 8C Spider instead; when he saw it he reckoned it looked "too bulbous" and turned it down.

So he started searching for a used coupe, with a very particular idea of the 'correct' spec. Many 8Cs were ordered in basic spec with standard calipers, straight leather trim, no sat nav and no fitted luggage, but he wanted a fuller spec sheet: fitted luggage, diamond-cut ten-spoke alloys, yellow calipers and Quadrifoglio badges on the wings. He eventually found this car at Romans, with just 1500 miles on the clock (now 9k).

So what is the 'ideal-spec' 8C like to drive? In a word: fantastico! The V8 engine – with its heritage firmly rooted in the Maserati GranTurismo (and thence Ferrari) – has a capacity of 4.7 litres. With 450bhp at 7000rpm, it's certainly no slouch. Interestingly, the 8C's power-to-weight ratio isn't that much better than the 4C (284bhp per tonne, versus 268bhp/tonne), so the two cars' acceleration figures are remarkably close (at lower speeds, at least).

But the way the power is delivered is like calcium and Caerphilly. The 8C has a brutality to its power, and yet also a relaxed feeling that there's plenty in reserve.



## TECHNICAL SPECIFICATIONS

	ALFA ROMEO 4C	8C COMPETIZIONE
ENGINE:	4cyl in-line, turbo, dohc	V8, dohc per bank
CAPACITY:	1742cc	4691cc
BORE X STROKE:	83mm x 80.5mm	92mm x 79.8mm
COMPRESSION RATIO:	9.5:1	11.3:1
POWER:	240bhp @ 6000rpm	450bhp @ 7000rpm
TORQUE:	258lb ft @ 2200-4250rpm	350lb ft @ 4750rpm
TRANSMISSION:	Six-speed, semi-automatic, rear-wheel drive	Six-speed, semi-automatic, rear-wheel drive
BRAKES:	305mm ventilated discs (front), 292mm ventilated discs (rear)	380mm ventilated discs (front) 330mm ventilated discs (rear)
SUSPENSION:	Independent with double wishbones, anti-roll bar (front), MacPherson struts,	Independent with double wishbones, optional anti-roll bar (rear) anti-roll bar (front & rear)
TYRES:	205/45 R17 front, 235/40 R18 rear (optional: 205/40 ZR18 front, 235/35 ZR19 rear)	245/35 ZR20 front, 285/35 ZR20 rear
DIMENSIONS:	3989mm (L), 1864mm (W), 1183mm (H)	4381mm (L), 1894mm (W), 1341mm (H)
FUEL CONSUMPTION:	41.5mpg	17.9mpg (combined)
KERB WEIGHT:	895kg	1585kg
TOP SPEED:	160mph	181mph (claimed)
0-62MPH:	4.5sec	4.2sec (claimed)
PRICE:	£45,000	£133,200 (in 2007)



The sound of the V8 is gorgeous, especially if you punch the 'Sport' button which opens up the baffles in the exhaust (and also sharpens up the throttle response and prevents the auto 'box shifting up a gear when you hit the rev limiter).

Ah yes, the gearbox: like the 4C, it's a six-speed paddleshift transaxle with the gearbox just ahead of the rear axle. And like the 4C, I reckon it works very well indeed. Alfa even measured how fast-acting it was – and at 175 milliseconds, it's faster than anyone can change a manual lever.

Chassis-wise, the 8C is peachy. The double-wishbone suspension shares much in common with the Quattroporte but has unique bushes, geometry, springs and dampers – with no sign of Maserati's controversial Skyhook system. It's set up stiffer than the later 8C convertible's, and despite the presence of a limited-slip differential, it's distinctly possible to get the rear end to skip out of line, as I discover at 70mph on a fast left-hander: on hitting a bump, the tail fires itself into a 'moment' that is easy to deal with by an intuitive flick of the wheel. That's what you want in a sports car, though: a car with handling that's predictable and intuitive – which is where the 8C does, I think, score over the 4C.

### CONCLUSION

Having these two cars here together really hammers it home that Alfa Romeo can – and does – still build great sports cars. But, colour scheme apart, it's hard to

imagine a more contrasting pair of interpretations of the sports car theme.

The 8C remains one of the most beautiful cars ever designed: sultry, lithe, with not a line out of place. In contrast, the 4C – like so many mid-engined cars – is forced to adopt a look that's a little more generic. If we said it was Elise-like, I don't think we'd be doing it a disservice. It even feels quite a lot like an Elise to drive.

And that's in stark contrast to the way the 8C goes about its business. These two cars are utterly different animals. The 4C is the skin-stretched-tight cheetah to the 8C's more lion-like character. The 4C is the light, taut, nervous young blood; the 8C is the accomplished, magnificent king of the pride by comparison. But they're both undeniably still wildcats in their own way.

I leave my test with some fantastic memories of both cars, but just one regret: I never did get the 4C's back end to break loose. But maybe that's a good thing. Just before I tested the 4C, I'd had a drive of the Vauxhall VXR220 – another mid-engined car, but one lacking any form of traction control or limited-slip diff. The man at Vauxhall told me that 25% of VXR220s have now been written off in, ahem, 'oversteer incidents' – all too easy to experience, as I discovered myself (in total safety, naturally...). At least with the 4C you can be sure this kind of thing is very unlikely happen – at least, not without a lot of provocation. Now, all I need to do is shake those Alfa minders, switch the 4C into 'R' mode and get truly provocative. 🇮🇹



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# Quadrifoglio Verde

Alfa's Giulietta and MiTo hot hatchbacks have undergone some gene therapy

Test by Sean Carson  
Photography by Alfa Romeo





Science doesn't know everything. It's widely debated among the world of botany whether the four-leaf clover is a result of nature or nurture; the plant's genetic make-up or its environment. For the latest Alfa Romeo Giulietta Cloverleaf, it's definitely down to its DNA.

Except it's not a Cloverleaf in the UK anymore – and neither is its smaller brother being launched alongside the hot Giulietta, the new, sportiest version of the Alfa Romeo MiTo.

Alfa has chosen to drop the anglicised version of the performance tag appended to the two cars' names for the UK market, adopting its native Italian nomenclature, so instead we will now get the Alfa Romeo Giulietta and MiTo Quadrifoglio Verde models in Blighty just like the rest of the world. Don't even dream of calling them a Cloverleaf from now on, unless you want to wake up sharing your bed with a horse's head.

### DNA TRANSPLANT

A significant portion of the Giulietta Quadrifoglio Verde's DNA comes from elsewhere in the Alfa range. The new car inherits the very same aluminium 1.75-litre turbocharged four-pot petrol motor as the 4C supercar, along with the latest six-speed TCT twin-clutch transmission. And although the new alloy engine is some 22kg lighter than the previous unit – not to mention 5bhp stronger – junking the manual gearbox in favour of the dry-clutch auto means the majority of that mass reduction is nullified.

Still, the numbers indicate significant progress, but an analysis has to be made with the reminder that

this is not a sub-1000kg bespoke carbonfibre sports car like the 4C – it's a 1320kg family hatch adapted with go faster bits.

The 0-62mph sprint time is slashed by 0.8 seconds compared to the previous Giulietta QV, with the swifter shifts from the new 'box cutting things to 6.0 seconds dead. If you really want to wring every last tenth from the powertrain off the line there's also now a launch control function.

Beyond the new powertrain, however, not much underneath has changed. The old Cloverleaf's hardware remains, meaning against its European competition the hottest Giulietta is going to need a lot of luck from Alfa's famous four-leaf clover emblem to compete.

Especially at this price point. Because the Giulietta Quadrifoglio Verde costs – wait for it... £30,280. Ok, so that's for one of the 999 special Launch Edition models that benefit from styling add-ons including more aggressive front and rear bumpers, side 'miniskirts' (well, it is Italian after all), carbonfibre door mirrors and rear spoiler, Alfa's traditional five-hole telephone dial alloys at 18-inches in diameter, and a choice of three paint finishes – red, matt Magnesio grey and the lustrous three-colour rosso from the 4C. We'll get just 100 units in the UK.

If you want the regular version without the extra tinsel you'll still have to stump up a not inconsiderable £28,120 for the privilege. But then again, even the most hardened of Alfisti will admit, buying a car from the Milano marque isn't always a rationale purchase. If that's the case, it means this Quadrifoglio Verde has to and appeal to the heart. So does it?







ABOVE: Now that the Giulietta has received the engine from the 4C, is it at the pinnacle of its development?

### SYNTHESIS OF SOUND

While the engine has lost some of the character from its mid-mounted location in the 4C. You lose the turbo's vocal whistles, sighs and coughs that permeate through to the cabin, but Alfa has this covered courtesy of its specially developed Intake Engine Sound system, designed to ramp up the aural excitement inside when you're on it.

The official line is it "accentuates the full, exciting engine sound one expects from a high-performance Alfa Romeo." The inside line from Alfa's engineering guru, Mauro Pierallini is that he and his team have worked on specific sound frequencies in the intake manifold, tuning the harmonics to sound like an old-school Alfa twin-cam.

It's worked, too. The engine gargles in the mid-range like it's being fed by a pair of twin Webbers, the note rising to a rasp with engine revs as it accelerates towards the redline.

It's an endearing sound, because it's genuine. There's no electronic trickery replicating frequencies and playing them through the stereo – here the engine's natural signature is manipulated and amplified to try and genuinely thrill. It's nicely judged. This is a car for a back road blast, taking the kids to school, a circuit sortie and the supermarket run. Any more and it'd be overkill.

### ON THE ROAD

The motor's meaty noise is backed up by plenty of torque – 250lb ft of it from 2000rpm in Dynamic mode with as much as 80% of that delivered 200rpm lower. The maximum twisting force from the force-fed 1.75-litre four-pot is sustained all the way to 4100rpm, which on real roads, rather than a rev limiter chasing race track, means strong performance.

The inevitable clapped out Fiat Panda's circulating

around the hills above Alfa's Balocco test track can be dispatched with ease in the Giulietta QV, and the TCT gearbox makes the most of the engine. The shifts are swift enough, but it's best to initiate them earlier rather than pushing the engine to its limits. Clicking another ratio, dropping the motor back into its fat torque curve, is the way to make progress here.

If you do stray either side of the torque, the engine can feel a bit flat at times. Under 1800rpm and off boost there's not much urgency, and it begins to run out of puff towards 6000rpm, but there's a usable, workable spread of power there, with the maximum 237bhp delivered at 5750rpm.

### POWER AND CONTROL

While the Giulietta Quadrifoglio Verde's powertrain may have been overhauled, the chassis has remained relatively untouched, and it's the same story as before.

The suspension dampers are firm in their calibration, but the car rides with a nicely compliant edge, rounding off the harsh corners of any road imperfections. The stiff springing but well-matched damper rates mean it can be a little less civilised than you might imagine on broken roads or around town, but the ride loosens up and shows its supple side as the velocity increases. But only to a point.

The Giulietta can carry speed through bends with a welcome nonchalance as long as you don't tax it too hard, but push beyond the imaginary seven tenths commitment level and the car starts to lose some of its composure.

Where surface imperfections didn't ruffle the chassis before, they now cause the dampers trouble, with wheel and body control breaking down. The Giulietta seems to go out of phase and jar. It is better on smoother surfaces – highlighted by a number of laps at Balocco – meaning you can push the car harder, but track time will probably only



make up a marginal portion of this car's use. It needs to be good on the road.

The slow in, fast out mantra is best observed here, encouraged by the strong brakes and the traction-sniffing Q2 electronically controlled differential lurking in the QV's nose.

The big four-piston Brembo front calipers clamp 320mm discs and shrug off high speeds down the back straight repeatedly, with tenacious resistance to fade. And talking of tenacity, the Q2 diff does its thing quickly and efficiently to slingshot you round and out of a corner, holding the course you plot with the accurate, sweetly weighted, but slightly dull steering. Its natural balance is understeer, but it does a good job of reigning things in once you eventually overcome the chassis' limits.

### THE SAME BUT DIFFERENT

This same frustrating chassis balance is present in the MiTo Quadrifoglio Verde, however. It's stiff, too – the shorter wheelbase exaggerating any pitching motion over lumps and bumps – but the dampers filter out any harsh knocks nicely. It's just a shame that the well-controlled suspension doesn't stream any information back to the driver, and neither does the dead steering.

You can place the car accurately, but you had better make sure you've got it right first time, as the lack of feedback and limited adjustability make for a very one-dimensional driving experience.

As with the Giulietta, in the MiTo the stability systems can't be disabled – great for safety, yes, but for adjusting the car's balance and trimming the throttle to help your line mid-corner, it's not very encouraging.

Push harder to try and play with the

*ABOVE: If you are in the market for a hardcore MiTo then the Quadrifoglio Verde version is the car for you*



MiTo and the mini Quadrifoglio Verde doesn't rise to the challenge, even if it does have some gusto under the bonnet.

The 168bhp 1.4-litre turbo motor is now mated to Alfa's six-speed twin-clutch transmission too, and the developments work well. The crisp gearbox makes the MiTo feel eager, and combined with the 184lb ft output means the 0-62mph benchmark is dispatched in 7.3 seconds. It's a useable engine more suited to the road than track, with lots of pull, which makes the car's dynamic lethargy all the more frustrating.

Just like the Giulietta, the Dynamic setting is the only mode to use. In the DNA toggle's Natural or All weather positions throttle response and steering weight (and differential parameters for the Giulietta) are dialled back at differing rates to the point where the cars feel

fatigued in their reactions. Best to leave both in their sportiest setting and make the most of the strong powertrains, then.

### EVERYDAY IMPLEMENTS


Hot hatches have to cover many bases though, and as such, it means this pair of Quadrifoglio Verdes needs to be practical and liveable in the real world. Both are economical enough, recording a 10% improvement in efficiency to 40.4mpg combined with 162g/km CO<sub>2</sub>, and 52.3mpg with 124g/km CO<sub>2</sub> for the Giulietta and MiTo respectively. The punchy engines and firm but forgiving everyday ride are welcome traits of both cars, too – but that's where the similarities end.

Whereas the Giulietta's cabin is still stylish and functional, with some neat extra QV touches, a pair of comfortable supportive sports seats and a competitive 350-litre boot for its class, the MiTo isn't.



The hard, plasticky dash protrudes into the cabin, swathed in a fake carbonfibre effect material that reflects annoyingly off the windscreen, and houses a tiny, out-dated 5.0-inch touchscreen. Granted, it is a supermini, but next to upmarket rivals from Audi and MINI, there really isn't much room in the back. The optional carbonfibre-backed two-piece sports seats are a nice touch, with firm cushioning that holds you rigidly in position. But at £2000 they're not cheap.

In fact, just like the Giulietta Quadrifoglio Verde, you're really going to have to want the hottest MiTo on offer at a cost of £20,120.

Unfortunately, price is the nagging fact that underpins the verdict on both cars. To a degree, with the non-launch spec Giulietta QV you can stomach it given the more modern, high-tech drivetrain and performance – when it comes to the six-year-old MiTo, it's much harder to accept. 



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# Time Starts Now

Once owned by Steve McQueen, the 'King of Cool', this celebrated Ferrari is being offered as one of the star cars at the RM Auctions Monterey sale

Story by Peter Collins  
Photography by Tim Scott for RM Auctions







**T**he response to Jacqueline Bissett's question: "What will happen to us in time?" in the film Bullitt, from Steve McQueen was: "Time starts now". More than once in the life of the featured car here, a Ferrari 275 GTB/4, this remark could have been applied to this Ferrari too. From here to there and back again is equally relevant as you trace the history of a car of several iterations. But, to borrow from a TV ad, this isn't just any car; this is an ex-Steve McQueen car.

So, there are three main aspects to this story. Let's start with the car. By the end of 1962 Ferrari's men were, of necessity, having to look beyond their current range of road cars and decide on which direction they wanted to go. Every aspect of the 250GT series would need updating as there was competition from Maserati's 3500 GT, Sebring and upcoming Mistral and the implied challenge from Sant'Agata down the road with Ferruccio Lamborghini's solid threat to build an 'ultimate' GT car.

The 250GT had had a very good run with the best part of 1000 examples manufactured since its introduction in 1960 backed up solidly by the prestige of the gorgeous 250GT Lusso, which borrowed some of its styling cues from that icon of all sportscars, the 250 GTO. The one thing that these cars and their predecessors had glaringly in common was that their mechanical layout was reactionary and unadventurous. All these cars utilised live rear-axles and had conventional four-speed gearboxes coupled to their engines.

The car you see here, though, introduced radical changes to that philosophy with the introduction of independent rear-suspension and rear-mounted transmission. This latter feature came as a result of developments with the sports racing Testa Rossas. The

post-1959 versions of these cars were fitted with a new five-speed gearbox that was an all-indirect unit designed to be fitted as low in the car as possible with input on a lower shaft and output on a higher one. When it was time to design a new road car the development team utilised this transmission concept, with adapted external castings, to allow it to be part of the new vehicle's drive-train.

For many years, since 1952 in fact, the 250 series 3-litre engine with single overhead camshafts per bank had been a mainstay of Ferrari 'production' but, along with the radical transmission changes, the development team at Maranello specified an increase in capacity for the first time in over ten years to 3.3 litres. This was achieved by enlarging the bore of the 250 unit from 73mm to 77mm but leaving the stroke the same dimension thus creating a new motor with a capacity of 3286cc.

This first version of the 275 GTB was directed at the sportier driver, as compared to the other new 275, which was a Spider and thus called GTS. So the GTB was tuned to give 280bhp at 7500rpm with more available if ordered and the GTS boasted 260bhp. The Berlinetta cars were the first road Ferraris to be made available as standard with alloy wheels and these had triple-eared knock-off spinners whilst the Spider made do with traditional wires. The GTB wore a voluptuous body designed by Pininfarina and constructed by Scaglietti and had a wide nose with a large radiator aperture.

As was traditional for Enzo, he ensured that the new cars debuted at the Paris Show and in 1964 it was to rapturous applause. John Bolster, for *Autosport*, raved: "Without a shadow of a doubt, the Ferrari is the car of the show." Then, with a comment on the make-up of previous road Ferraris, he continued: "In the past the



was included and 300bhp at 8000rpm was the quoted power output, whilst torque and tractability were also improved over the two camshaft predecessors. The shapely, more aerodynamic, long nose was retained and the chassis was revised with the added development of the drive-train being rigidly mounted along the chassis frame. Despite new safety regulations being introduced in the USA in 1968, which caused European manufacturers major headaches, particularly those that produced short-run specialist cars, the four-cam GTB sold to the extent of some 280 examples between late 1966 and 1968.

Steve McQueen, meanwhile, had been born in 1930 in Indiana and was to die tragically early at 50-years-old in 1980. In his relatively short life he became a legend of the screen with Bullitt, The Thomas Crown Affair and The Great Escape being almost household cinema titles, not to mention The Magnificent Seven, Papillon and The Towering Inferno. In addition, he was also offered the Pete Aron role in the film Grand Prix, but a personality clash with one of the film's representatives meant the job was taken by James Garner.

Not surprisingly, McQueen was a petrol head at heart, loving both motorcars and motorcycles. He tackled his own film stunt-driving in many films, but was reported as saying "only about 10%" of it. The bulk was completed by his professional driver friend Bud Ekins, with whom he enjoyed considerable time on motorcycles both on and off road and in competition.

Nonetheless, McQueen considered becoming a car racing-driver at one time and giving up acting. He took part in a British Touring Car Championship round at Brands Hatch in a works Mini Cooper in 1961 and finished third in class before being taken on as a member of the Austin Healey Sprite works team at Sebring in March 1962. Racing twice over the weekend, he finished ninth in the Four Hour Production sportscar race that ran as a support event prior to the 12 Hours, which he also took part in.

*ABOVE: The renovation of the mechanics and the replacement of the bodywork was carried out under the guidance of Ferrari Classiche*

Ferrari has been notable for its superb 12-cylinder engine, but its roadholding has been achieved in spite of its chassis design, not because of it."

The new cars enjoyed wishbone suspension all-round, a five-speed rear-mounted all-synchro gearbox, ZF worm and roller steering and disc brakes. Around 250 were manufactured in the first year of production before a second series was introduced with a torque-tube to help avoid transmission wind-up and an extended and lower nose to aid aerodynamic penetration and front-end roadholding.

Paris was again chosen for the debut of a further updated GTB in 1966 and this was christened the 275 GTB/4. Chassis 10621 featured here is one of these. Not only that, but it was once owned by Steve McQueen and is to go under the hammer at the prestigious RM Auction at Monterey in August.

As the title suggests, the GTB/4 was actually the first serious production Ferrari to utilise a four overhead camshaft V12. This unit had been developed from the competition engines used in 1965's racing prototypes, the P2s. A dry-sump lubrication-system

# FERRARI 275 GTB/4



*ABOVE: Ferrari Classiche made a concession to originality in that the new body was painted in McQueen's preferred metallic maroon*



He raced quite extensively at circuits down the West Coast of the USA in Formula Junior. By 1970 he had decided that he wanted to make the film *Le Mans* and had purchased a Porsche 908/2 sports prototype to get some experience of this type of car. With Peter Revson co-driving the lion's share of the race and with many retirements amongst the fastest cars, the pair very nearly won the Sebring 12 Hours in 1970, only being passed for the win by Mario Andretti in a works Ferrari 512S in the closing stages of the race. The car was converted to carry a film camera and later took part in the Le Mans 24 Hours, shooting footage for the upcoming film McQueen was making.



McQueen also enjoyed exotic roadcars and they don't come much more so than his Jaguar XKSS. He followed this up with a Cobra, Ferraris 250 GT Lusso and NART Spyder and a Porsche Speedster. The latter may well have been the car that he and Bissett had just alighted from before she uttered the words that open this article.

This Ferrari GTB then was possibly the last rare and wonderful road car he bought. It was acquired to

replace his NART Spyder which he had shunted and he desperately felt the need for another Ferrari. It had arrived at Harrah's in 1967 and then was delivered to McQueen via Hollywood Sports Cars. Before he even sat in it, its original livery of metallic nut brown – Nocciola, more attractive than it sounds – was covered in new paint resembling a slightly light metallic maroon.

It arrived fitted with Maranello's latest Campagnolo alloys but McQueen had Lee Brown replace them with the Borrani wires from the NART. Later these would need to be changed back as McQueen drove the car so hard that he frequently broke spokes in the wire-wheels. Registered WCT 710, the car was kept until 1971, when it was sold to

*ABOVE LEFT: Two of the cars that have become icons through their screen appearances. The Mustang is a replica but the Porsche 917 is the real thing*





*ABOVE: Still in regular use at Silver Flag, this Porsche 908 Spyder was the camera car for the film Le Mans and was also owned and raced by Steve McQueen*

Guy Williams of *Zorro* and *Lost in Space* fame.

By late '75 it was for sale again, this time at Beverley Hills Porsche and was purchased by one JP Hyan who hardly used it due to rear-end damage and in 1980 it moved on to Robert Panella who spent \$10k having it converted by Straman into a NART-style Spyder and resprayed yellow. He kept it for 16 years and it then went to Andrew Pisker for nine, in that time being repainted again, this time to metallic grey.

Finally, in 2009, it moved again to Australian Peter Harburg who decided a year later to send it to Ferrari Classiche for a full rebuild. While there it was sold again and the new owner had Classiche return it back to the proper Berlinetta it was in the first place, although the

McQueen metallic maroon was chosen as its livery, so time has started three times for 10621.

In many ways this was an ironic move, as it gave Classiche the chance to prove its point about wanting to be responsible for ensuring all Ferraris are as they left their factory.

In August we shall see if the glamour of the McQueen cache – not certain that I have bought into that – will elevate the price of this gorgeous car, with its own standalone qualities, into the stratosphere or whether RM's superb auction techniques will do the trick for a car that really needs no celeb tag to sell for a large heap of dollars. Perhaps time will start now all over again for this ever evolving machine. 🇮🇹



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# Carrozzeria Savio

A specialist coachbuilder that concentrated on Fiat based vehicles which, unlike many of its contemporaries, is still in operation

Story by Elvio Deganello  
Photography Archivi Deganello

**B**rothers Antonio and Giuseppe Savio began working at the factory of Marcello Alessio in Turin at the turn of the 19th century. Alessio built bodies for coaches and the Savio brothers arrived just at the right time as Alessio was turning his attention to automobiles. In 1919 the enterprising brothers opened their own workshop in Turin's Via Tiziano to build wooden shells and coincidentally Marcello Alessio became their first customer.

The Savio brothers won a contract with Alessio to build goo shells (the wooden frames to carry bodies at the time) for Itala cars, which Alessio then completed with his own bodywork. Meticulous attention to detail and accuracy whilst building those bodies soon became well-known and their fame became widespread in Turin. They attracted new customers: not only coachbuilders, but also car manufacturers such as Ansaldo, Alfa Romeo, Isotta Fraschini, Lancia, Fiat and OM.

The Savio brothers established an excellent relationship with Fiat in particular. At the end of the

1930s Fiat asked them to collaborate in the construction of complete bodies for models including the Ardita, 508 Balilla Berlinetta and the spectacular 1100 Mille Miglia. Shortly after the outbreak of war the Savio brothers began production of ambulances and military vehicles. At the end of hostilities, Antonio Savio became discouraged by the damage the war had done to the plant and chose to retire from the company. Giuseppe, the younger brother, went on alone and in doing so changed the company name to Stabilimento Savio Giuseppe Carrozziere Automobili and soon re-established a relationship with Fiat.

Much of Savio's production centred upon specialist vehicles for Fiat. There were some curiosities among them such as the 1950 Fiat 1400 Landaulet. This car had a sliding sunroof over the rear seats that were used in formal cars during the 1920s. The most important activity for the Savio company, however, was the support given by Fiat in the processing of certain series models like the 1400 B and 1100 Spider.

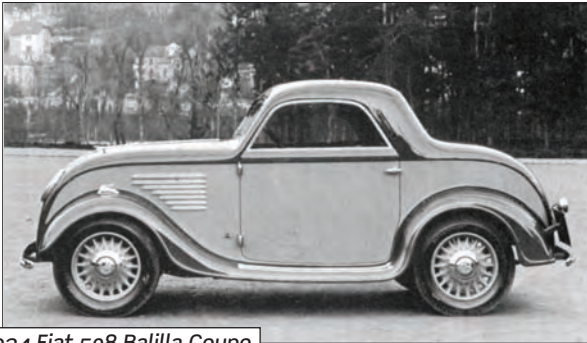
Giuseppe Savio died in 1954 and the leadership of the company passed to his son Alfredo Caracciolo, who

*RIGHT: Savio-bodied 1938 Fiat 508 CS MM running in the 2011 Mille Miglia*  
*BELOW: Savio made the resin-based bodywork for the Lancia Delta S4*









1934 Fiat 508 Balilla Coupe



1937 Fiat 518A Ardita Ministeriale



1937 Fiat 518A Ardita Box Body



1938 Fiat 1100S Coupe



1950 Fiat 1400 Landauletta



ABOVE: 1957 Fiat 500 Roadster by Savio. The car was devoid of side windows and seemed to be aimed at the Riviera yachting set

undertook a significant revival in 1959 and moved the business to a larger factory in Borgo San Pietro in Moncalieri. Here he increased the work on behalf of third parties, including Pinin Farina who asked him to build a quantity of Appia Coupes. Alfredo developed the company's skill in building specialist vehicles like ambulances, school buses and hearses. He relaunched the custom-built facility for cars that were designed not as individual pieces but as special cars for buyers. He made sure that just enough were made to avoid losing the exclusivity of the models, but enough to spread the cost of the design and manufacture. One such car was the Fiat 1500 S Berlinetta presented at the Turin Motor Show in 1960 with the half front bumpers and the vents above and below the very sharp nose (see picture facing page).

In 1961 Savio revived the concept of its special Fiat 500 bodywork that was a success back in 1957 by producing a similar roadster based on the Fiat 600, which was a two seater vehicle without side windows. Also in 1961, Savio proposed a two-door coupe based on the Fiat 1500 chassis with rather sober styling, but

BELOW: The unique Savio 1100 Sport was a show car for the 1953 Turin Salon. It was designed by Franco Scaglione while at Bertone





**ABOVE:** 1958 Fiat 500 Spiaggina driven by Greek millionaire Stavros Niarchos. His passenger is Winston Churchill

with some special original feature, such as the edges that defined the waistline. It had curious features such as the double front indicators were in symmetry with the double headlights and there was an opening rear window. (This car had a striking similarity to the Lancia Fulvia launched in 1965. Ed)

Savio joined forces with Pietro Frua in 1963 and made an attractive coupé on the platform of the Fiat 600D. In the same year Savio produced a Fiat four-seater 2300 coupé. It was big car of conservative appearance intended to express authority but without showy decorative elements.

In 1964, Savio made a master stroke with the Fiat 600D Jungla designed for leisure. The car won wide acclaim from customers and was for a long time the model underlying the production of the carrozzeria. The Jungla remained in production over the complete life of the Fiat 600D. Customer interest was so strong that to satisfy orders Savio was able to obtain chassis from SEAT which still produced the 600 D into the seventies under license.

The carrozzeria introduced a Fiat 128 Coupé in 1969

**BELOW:** The 1963 Fiat 2300 Speciale was a four seater coupé. Rectangular headlights gave the car a robust appearance



1957 Fiat 1400 Berlina



1960 Fiat 1500 Coupé



1961 Fiat 600 Roadster



1961 Fiat 1500 Coupé



1963 Fiat 600D Coupé



1964 Fiat 600D Jungla



1966 Fiat 124 Savanna



1969 Fiat 128 Coupe front view



1969 Fiat 128 Coupe rear view



1983 Fiat Panda Savio




1985 Fiat Uno Savio

in the hope that it would achieve similar success. It was distinguished by an unusual contrast between the short square nose imposed by the transverse engine and the slim finned tail. Unfortunately this coupe, in common with other coachbuilders using the same Fiat 128 mechanics, was put out of action when Fiat launched its own in-house version. Savio returned to the previously, successful Jungla theme – leisure based 600s with the Fiat 127, which in the new configuration was called Albarella.

In 1987 the Albarella was followed by the Panda Freely and the semi-off-road version of the Fiat Uno. Fortunately, the backbone of Savio production were city buses, school buses and bodywork for special vehicles of different kinds constructed on behalf of

the Fiat Group. Among the latter were the competition bodies for the Lancia Delta S4.

The activities at Savio received new impetus in 1995 with the acquisition of Carrozzeria Boneschi by the holding company Omnia Spa forming the Savio Group, which also includes Germantex srl. The company has grown and has increased its productivity by manufacturing a variety of products including armoured vehicles, prototypes on behalf of major industries and medical equipment. 



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# Sleeping Beauties

The mystery of two Alfa Romeo Giulietta Sprints found in a Yorkshire garage after 40 years of hibernation

Story by James Wheeler  
Photography by Michael Ward



**P**eople seem to love stories about long lost things being discovered. Whether they are car enthusiasts or not, the tale of a beautiful Alfa Romeo Giulietta Sprint being dragged from a barn or garage covered in years of dirt and debris rarely fails to gather an audience.

In August 2013 I received a telephone call from the relative of a deceased Gentleman from York. The relative was acting on behalf of several family members who had found two Alfa Romeo cars in the garage of the late Sergeant (RAF) John Robert Granville 'Bob' Long.

I visited York and found that the house and garage were in quite an advanced state of decay. Sergeant Long had become a recluse many years ago and was moved into a care home in about 2005, passing away in April 2012. His garden had not been attended to for several years and trees had recently been cut down in order to access the garden and garage.

The cars turned out to be Giulietta Sprint 'normale' models, the 1956 car shown here and another one built in May 1960. The latter car was sold new in England with the registration 9850 TJ. Marco Fazio from the Alfa Romeo Museum Archives was able to inform me that the early Sprint was manufactured on July 16th 1956 and sold on August 7th 1956 to Associated Commercial Enterprise, the Alfa Romeo importer for Beirut, Lebanon. Its original colour is not clearly noted

in the archives, but it is believed to have been light grey. When I first saw this Sprint in the garage in York it still had its original Lebanese licence plates fitted that displayed 58901 LIBAN.

Fortunately I was able to obtain both Sprints and once they had been exhumed from their resting place they were taken to my premises near Newbury in a covered truck. The 1960 Sprint was sold soon afterwards but I intend to retain the 1956 car.

How the Alfas came to be in the garage and how long they had remained there idle is something of a mystery. My research into the 1960 Sprint revealed that Bob had possibly purchased it in the late 1960s and used it until the early 1970s before parking it in the garage. It is the earlier car that is a bit more of a puzzle and could have had a very exciting and unusual past – if only we knew. That the car was still displaying its Lebanese plates indicates that it was never registered for road use in England, implying that Bob never drove the car.

Sadly, Bob's relatives knew little about him and less about his Alfa Romeos. However, a plea for information in the January 2014 edition of *Classic & Sportscar* prompted an old friend of Bob's to make contact with me. The friend was able to tell me some stories and details that were of enormous help in tying together clues to establish the history of the early Sprint.

Bob Long joined the RAF in July 1946 when he was





18-years-old and his final overseas posting as an electronics engineer was to RAF Akrotiri in Cyprus which ended in August 1966. Upon his return to England he was stationed at an RAF base in Yorkshire until his retirement at the age of 40 in August 1968.

When Bob retired from the RAF he never worked again and moved into his Mother's home (where he had been raised) with his German wife Hilda. It is presumed that Bob met Hilda in Germany where he had apparently once been stationed, but they never had any children and were divorced in around 1972. Bob's Mother had passed away in about 1968.

Sadly none of this explains how, when, or where Bob acquired the 1956 Sprint. Cyprus is not far from Beirut so it is possible that Bob purchased the car either in Beirut or Cyprus during his short time in Akrotiri. He could also have bought the car from someone in England.

There is a sticker in the windscreen from the Grossglockner pass in Austria and an intriguing thought is that someone drove the Sprint from Beirut to England. What a fabulous journey that would have been.

At some time the Sprint was repainted from its original light grey colour to the metallic green that it is now. It is expected that at the same time the original grille was replaced with a later (post 1958) version, either to modernise the car or to replace a damaged original. The coolant radiator in the car has a plaque indicating that Northern Radiators of Leeds, York, and Bradford carried out a repair on it. When the company was contacted, the son of the founder very kindly informed me that the plaque on the radiator dates from around 1959 or 1960. If it is presumed that it was the car's original radiator that was repaired, then this dates the car as being in England in the late 1950s and early 1960s.

After hearing of my exciting acquisition, a member of the Giulietta Register in England kindly informed me

that a Loughborough University acquaintance of his named Dany Chamoun drove a Giulietta Sprint in England during the mid-to-late 1950s, possibly on Lebanese licence plates. Dany's Father was Camille Chamoun who was the President of Lebanon at the time. Apparently Dany had an accident in his Sprint on the road between Loughborough and Shepshed, so it is possible that this Sprint is the one Dany had and the radiator repair, grille replacement, and repaint were all as a result of his accident, although there are no obvious signs of previously repaired accident damage.

Soon after his university days Dany married the Australian model Patti Morgan and she went to live in Beirut with him. Apparently Patti owned an Alfa Romeo in Beirut, one which was coincidentally described by Australian Women's Weekly in June 1958 as being a pale green colour. Could that be my Sprint, and perhaps Bob Long brought it to England?

There are so many unanswered questions and possibilities as to how such a beautiful and rare car came to be in England and then left seemingly unused in a garage for so many years. The most likely answer so far is that it is the Sprint owned by Dany Chamoun while he was at Loughborough University. The dates of the car's production, Dany's time at university, the radiator repair, and the replacement grille all tie in together very neatly.

It would be lovely to find some photographs of the Sprint Dany Chamoun had while at university, and also of the Alfa Romeo that Patti Morgan owned in Beirut, and also of Bob Long with the two Sprints. If anyone has any photographs I would be extremely grateful to receive copies to help solve the mystery.

The garage where the cars had been stored had become even more dilapidated over the years than the house alongside and both the semi roof-less garage and the cars had become home to many animals and insects. The state of the two cars was quite incredible

*ABOVE: Research suggests that this car might have been owned by the son of the President of Lebanon*





TOP: Ghosts in the machine. The old radio is still intact and displays a selection of 1950s Italian channels





for all of the wrong reasons, so I felt that it was safer and healthier if the Sprints had their 40 or so years' worth of bird mess and other unmentionables cleaned from them. At Black and White garage we employ an exceptional car detailer who spent more than a week cleaning each car.

I was not unaware of the fact that despite their horrendous filth, the cars were also covered in 40 years' worth of history. It is relatively easy to make a car look new, but it would take another 40 years to accurately and truthfully replicate how the cars looked when I first saw them in York. I therefore felt that I should document the state of the 1956 Sprint before it was cleaned so I employed the services of friend and professional photographer, Michael Ward of this magazine, and borrowed a 200 year old timber framed barn as a temporary photographic studio.

After the photography and cleaning, I managed to have the car registered and licensed in the UK with the plate 921 YUY, some 50 plus years after it is believed to have arrived in England. The Sprint is now

in storage while I try to unravel its history and make plans of what to do with it.

With many perfectly restored cars in existence, a consideration is to one day perfectly restore the car's floor and mechanical components and possibly its interior too, and preserve the exceptionally original body as it is. Its condition is quite remarkable considering the damp storage conditions in Yorkshire, appearing to be totally original except for the paint, and importantly retaining its original engine. The panel fit and wheel arch lips are of a perfection and originality rarely seen even on restored cars.

This is a rather special car indeed, but I wish I knew more about its past. If there is one thing to learn from this article, it is to pass on as much information about your past and your possessions to your relatives so that they know as much as possible before the knowledge departs with you. 🇮🇹

If any readers are able to offer information please contact James Wheeler at Black and White Garage. Email@bwgarage.com or +44 (0) 1635 200 444.

*ABOVE: Despite over 40 years of neglect this car is complete and is expected to be recommissioned in due course*





1972 Lancia Fulvia Sport 1600 Zagato



1957 Alfa Romeo Giulietta Spider



1973 Alfa Romeo GT 1600 Junior Zagato



1975 Alfa Romeo Alfetta 1.8 GT RHD



1972 Alfa Romeo Giulia 1600 Super RHD



1990 Alfa Romeo Spider 2.0 S4



1974 Alfa Romeo 2000 GT Veloce RHD



1951 Vespa 125



1973 Alfa Romeo 2000 GT Veloce RHD



1959 Alfa Romeo Giulietta Sprint



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# A Touch of Class

The fashionable Italian car that set a precedent for small car exclusivity

Story by Luca Gastaldi

Photography by Michael Ward and Luca Gastaldi

The Lancia and Autobianchi versions of the Y10 introduced a touch of exclusivity to the range of small, modern Italian cars – in fashion parlance it was chic. The Y10 set a precedent in a niche market that was to continue with subsequent Lancias that carried on the concept with three generations of Ypsilons. In the UK, a market denied the Lancia brand, the baton was effectively handed over to the Fiat 500. The recent attempt to introduce the Chrysler badged right-hand drive Ypsilon completely missed the point.

Despite being built in large numbers (just over 890k) and in relatively recent times, very few Lancia/Autobianchi Y10s have survived, even in Italy, and it has practically disappeared elsewhere. Those that remain, in particular the highly specified special editions, can now be considered to have justifiably achieved classic status.

The Autobianchi Y10 story began with its first official appearance in the Spring of 1985 at the Geneva Motor Show. Based on the Fiat Panda platform, the Y10 was designed to replace the legendary A112 (which remained on sale until 1986) and to continue the extraordinary career that began with the small Bianchina supermini almost 40 years earlier. In Italy, France and Japan the Y10 retained its Autobianchi trademark, while in North European markets it was marketed as a Lancia.

At the Y10 launch the then managing director of Fiat Auto, Vittorio Ghidella, stressed the aim for which the car was created. It was intended to be a utilitarian luxury car; comfortable, functional and exclusive – not a box on wheels. It would need to attract a wide audience from customers with

modest economic means (perhaps a first car) and also to accommodate the discerning wealthy. There followed a brilliant initial advertising campaign with the slogan 'Y10 likes the people who like it.' The Y10 was shown being promoted by leading sports personalities and entertainers. With this high profile publicity the car began to sell like hotcakes.

Just as had happened with the Autobianchi Primula in 1964, the all-new Fiat-Autobianchi Y10 had front-wheel drive and was a kind of 'laboratory' to introduce new techniques. Firstly, the 999cc FIRE engine was a mini-revolution in its field and made its debut thanks to the Y10. It was a completely new engine that deserves a closer look. Its name is an acronym for 'Fully Integrated Robotised Engine', with reference to the methods of automatic and robotised production with which it was designed and built. The design of the FIRE started in 1980 (following an agreement signed by Fiat and Peugeot) and later involved the construction of a new production plant in Termoli in southern Italy. Among its key features included a reduced number of components (273 against 368 of the previous Fiat 903cc engine), reduced size and weight (it weighed around 69kg), lower fuel consumption and ease of maintenance. The 45HP FIRE engine was characterised by a cast-iron block and a light alloy cylinder head, which had a single overhead camshaft driven directly by the crankshaft via a toothed belt replacing the old pushrod unit.

The Autobianchi Y10 was produced for a period of 10 years from 1985 to 1995. There were three series: the first from 1985 to 1989, the second from 1989 to 1992 and the third from 1992 to 1995. Total production was 890,723 units.





### **Y10 STYLE**

The main characteristic of the Y10 is certainly its provocative wedge shape. The first studies of this design can be traced back to 1978 when Fiat's Centro Stile invited both Giugiaro and Pininfarina to define a possible alternative to the Autobianchi A112. However, in 1981 Antonio and Andrea Piovano completed the proposal in-house at Centro Stile where the first model was made in polystyrene which outlined the final version. From July 1982 to September 1984, a series of final modifications and improvements lead to the implementation of the definitive prototype 'Zero'.

The key design characteristics were the wedge line, the low and wide front end with rectangular headlights, resin bumpers and large glass surfaces. The glass panels were mounted flush with the exterior and the window seals minimised wind noise.

The truncated tail had a vertical tailgate painted matt black that helped to emphasise the compactness of the car while maximising the interior space and benefiting the CX, the value of which was 0.31 and among the lowest in the category.

### **Y10 MODELS**

The marketing of the Autobianchi Y10 began on March 26, 1985 with three versions that included the Y10 Fire, Touring and Turbo. The Fire had the new 999cc unit while the Touring and Turbo were fitted with the 1049cc engine derived from the Fiat 127. The Turbo was fitted with an IHI turbocharger and intercooler. In 1986 the production of the Y10 Fire model was divided, creating a new base version, while the former was renamed the Y10 Fire LX. In October of the same year the FIRE engine was mated



1985-1989 Lancia Y10 Turbo



1986-1989 Y10 Fire



1987-1989 Y10 Fire Fila



1992-1996 Autobianchi Y10 Avenue



to a manually selectable 4WD transmission derived from the Panda 4x4 developed by Steyr. The power output was increased to 50bhp at 5500rpm.

In 1987, special edition models were marketed as the Y10 Fila, Martini and Missoni. The Martini edition was dropped in 1988 and the Y10 Turbo and Touring models benefitted from an enhanced specification. In 1989 Missoni production was dropped leaving the Fire, Fila, LX, Touring and Turbo to begin the second series.

The restyled Y10 arrived in April 1989 and came with white plastic backed front indicators while the rear ones (including the reversing lights) were grey. The wheel covers were redesigned and, inside the car, the instrument panel was updated. The steering wheel was adjustable for height (Fire version excluded), and the

air-conditioning system was equipped with recirculation. The door panels were a new design that included buttons for operating the power windows and provision for the sound system speakers. The rear seat backrest was modified to increase the boot space.

Technical improvements included a new 1100cc engine with fuel injection complete with a contactless ignition system, and a 1300cc engine with multi-point injection. The revised range comprised four versions: the Y10 Fire (with the classic 999cc engine), the LX ie (1108cc single point injection), the GT ie (1300cc, multi-point fuel injection) and the 4WD ie (with the engine from the LX).

In November 1990 the Y10 Selectronic was added to the range and fitted with a 1100 FIRE engine and ECVT SPI automatic transmission with continuous

*ABOVE LEFT: An Autobianchi Y10 4WD in action. The Steyr transmission required an extra 5bhp over standard*



1986-1989 Y10 Touring



1985-1989 Lancia Y10 Turbo



*ABOVE: A rare original example of a Lancia Y10 GTie in daily use in the UK, albeit fitted with Lancia Delta wheels*



variation. Also for the second series there were some special versions presented in 1991 including the Y10 Mia, with special metallic body colours complementing the Alcantara interior. The Y10 Ego had Frau leather upholstery.

In Spring 1992 the 1100 models included the special Avenue version with the tailgate painted in body colour and the 1300s came equipped with a catalytic converters.

In September 1992 the third and final series Autobianchi Y10 was substantially revised receiving changes both inside and out. The front was completely redesigned and the wheel sizes were increased from 4.5- to 5-inches. New exterior mirrors were fitted with optional electric adjustment. The tail lights were updated and the windscreen wipers were streamlined. The rear number plate was relocated to the bottom of the bumper. Inside, the dashboard was redesigned and

benefitted from additional features.

The base engine was the 1100 FIRE with a single point injection system and Motronic ignition. The 5-speed manual gearbox was uprated to the latest generation, while the suspension was subject to a substantial revision for the purpose of increased comfort and improved road holding. The higher powered 1.3 versions and the 4WD were retained until 1994.

The extended range consisted of no less than seven versions: the 1.1 ie, Elite 1.1, 1.1 Avenue, Selectronic, Selectronic Avenue, Elite 1.3, 4WD and the Mia special edition.

## Y10 ON THE ROAD

Despite its widespread use in the 1980s, today the first Autobianchi Y10 series is a rarity. Specimens in good condition are even harder to find. Arguably it would be worth setting one aside, because surely –



in a few years' time – the Y10 will share the same status as its ancestors, the Bianchina and A112.

The first series Y10 Fire had excellent road manners, inspiring acceleration and decent grip – even if the suspension is not exactly the strong point of the car. The Y10 Touring and the Turbo – now much rarer than the Fire – certainly offered something extra in terms of performance and appointment. The original Alcantara interior trim was a very nice fabric but extremely delicate and wore quickly. With its 85hp the early Y10 was not a rocket ship, but in the

main was good fun to drive although there was considerable understeer.

In terms of the 4WD, even though it was widespread, the difficulty is to find a healthy specimen, given that the majority of them have travelled on demanding mountain roads.


### Y10 4WD SYSTEM

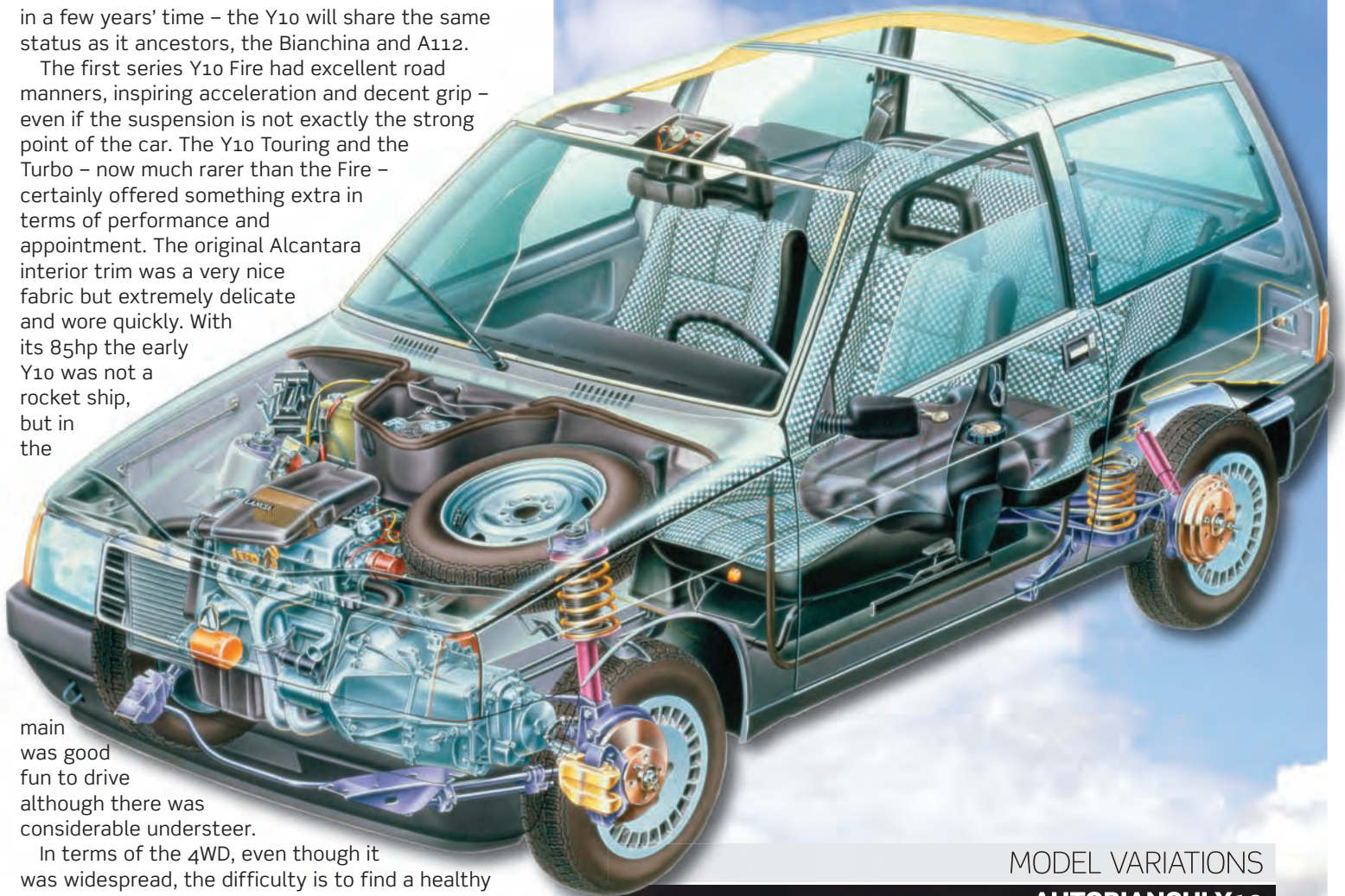
The Y10 4WD offers the ability to maintain normal driving traction on the front wheels without the rear ones dragging a dead weight to the detriment of performance and comfort.

There is a button to the left of the steering wheel that selects the electro-pneumatic control to select or de-select the drive to the rear wheels. Engagement and disengagement can be achieved with the car stationary or at speeds below 55km/h. If the engine is turned off with four-wheel drive selected it is automatically disengaged.

### Y10 SELECTRONIC

The Selectronic version was launched in 1990 equipped with the innovative ECVT transmission (Electronic Continuously Variable Transmission). Lancia reiterated its mission statement to create a comfortable true city car and maybe with a little luxury.

The Selectronic ECVT system is based on a continuous variator with pulleys connected by a metal belt, an electromagnetic clutch controlled by an electronic control unit with the task of ensuring a gradual start from standstill, a group of helical gears for the forward gear, a synchronized clutch for neutral and reverse, a final reduction gear unit with built-in differential and a hydraulic system with a geared pump. 



### MODEL VARIATIONS

#### AUTOBIANCHI Y10

1985	1989	1992	1994
Y10 Fire	Y10 Fire	Y10 1.1 ie	Y10 Junior
Y10 Touring	Y10 LX ie	Y10 1.1 Elite	Y10 Igloo
Y10 Turbo	Y10 GT ie	Y10 1.1 Elite Selectronic	Y10 Mia
	Y10 4WD ie	Y10 1.3 Elite	Y10 Avenue
	Y10 Appia	Y10 1.1 Avenue	Y10 Elite
		Y10 1.1 Avenue Selectronic	Y10 Villas
		Y10 4WD	Y10 Sestriere 4WD
		Y10 Mia	

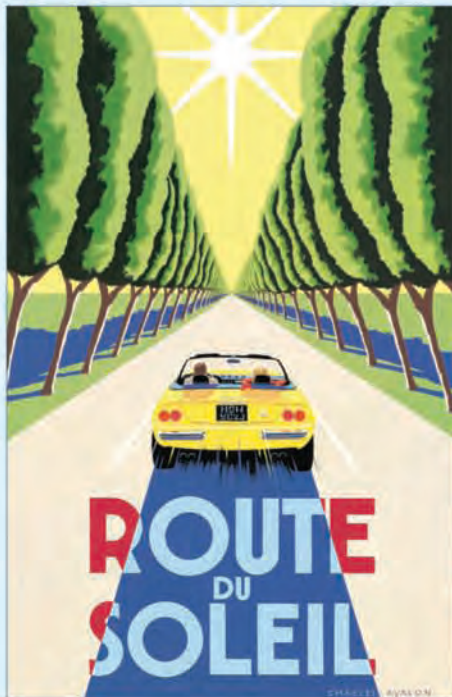






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# Matched Pair

Franco Scaglione, designer of the stunning Alfa Romeo Tipo 33 Stradale, also turned his hand to some more accessible machinery

Story by Maurizio Schifano  
Photography by Alfredo Albertini  
Courtesy of Ruoteclassiche





Ferrara, the city of bicycles, is for the purposes of this feature also the city of the NSU Prinz. Located in Ferrara is a small but interesting collection of some fine little cars designed by Franco Scaglione for Bertone.

Claudio Piazzzi, a member of the NSU Club of Italy, has several cars in his collection including the two sportscars featured here: a Sport Prinz equipped with an air-cooled 598cc twin-cylinder engine, and a Spider, featuring a water-cooled, longitudinal single-rotor Wankel engine, a first for this type of unit in a production car.

Both of these cars were assembled on the Prinz 30 saloon chassis that was in production from 1959-62. However, after that period (produced in 1963 and registered in 1964), the featured Sport Prinz was already equipped with the engine and the suspension of the Prinz 4 (1961-69).

### NSU SPORT PRINZ

With 30HP and weighing just 565kg the low, slender lines of the Sport Prinz made it a performance car in the 1960s, and it is still so today. The sporting nature of the car is enhanced by the motorcycle roar of its engine although it becomes deafening at high speed. The gearshift is precise enough and fully synchronized (quite exceptional for cars of this category in early years). Equipped with a rear engine, the car oversteers progressively and is easy to control, providing the opportunity of driving quickly but at low risk on mixed roads.

The sporty yet elegant look of the body, designed by Franco Scaglione for Bertone, is the main asset of the Sport Prinz. The neatly refined and stylish interior has a pleasing appearance. There are two low profile seats and forward hinged pedals that suggest a sporty driving position but the angle of the non-adjustable steering wheel is set in a touring position which forces the driver to stretch out his legs and may feel uncomfortable when driving in city traffic.

The featured example is finished in 'Alfarot 213' (Alfa Romeo red) livery with a dark grey interior. The car still bears the numberplate AR 42843 under which it was first registered. The original lady-owner had the car repainted at some



point and later sold it to Claudio Piazzi for €4000 in 2004. The body of the car was in good shape with just a few damaged chrome items, which were replaced with new parts that were quite easy to find in Germany. The underbody was in perfect condition, thanks to the thick undersealing. The upholstery was also in very good shape having been partially replaced. A full engine and mechanical overhaul was carried out by fellow NSU Club of Italy member Fausto Golinelli from Imola.

### NSU WANKEL SPIDER

This NSU Spider is equipped with a single-rotor engine. It also comes in Alfa Romeo 213 livery, with red imitation leather seats with black inserts. Although registered in May 1968, it was definitely produced in 1967 because production of this model ended in July 1967. The Spider also carries its original number plate. When Claudio Piazzi purchased the car in August 2009 it had covered a little over 50,000km. The restored bodywork and the original interior were in good condition. Although faded, the original hood was still acceptable so it was renovated because the cost of manufacturing a new one would have exceeded €1500. Fausto Golinelli recommissioned the mechanical parts and replaced the water cooling system. The Wankel

engine remained unaltered, despite the smokey exhaust, the problem caused by poor sealing, something that cannot be dealt with in Italy.

The sound of the Wankel engine is less snappy than the twin-cylinder of the NSU Sport, and the widely commended absence of rotary engine vibration is partially hindered by an annoying grumble which appears below 4000rpm and resonates against the sealing panel of the engine compartment. Below 4000rpm the accelerator responds lazily, making it necessary to keep the engine buzzing at low speeds to drive nimbly in city traffic. Between 4000 and 6000rpm the performance becomes more exciting. The vibrations almost disappear and the 50HP of the small 500 are clearly audible, at the cost of much higher oil and petrol consumption when compared to the Prinz Sport. Although the 6000rpm has not been exceeded, the manufacturers claim of a 150km top speed seems perfectly reasonable.

The behaviour of the Wankel Spider and Sport Prinz are very similar, although the Spider's more advanced rear axle geometry is more stable on straight roads and its road holding is more confident in bends. It is ideal on mixed roads, especially because of the slight oversteer, not to mention the pleasure of driving in the sun with an open roof.

*BELOW: With the owner and passenger on board it is possible to appreciate the scale of these compact classic NSUs*





**NSU MARKETING BROCHURES**

The official brochure praises the technical qualities of the car, whose prototype was presented at the 1958 Frankfurt Motor Show, with elegant Bertone-built bodywork designed by Franco Scaglione.

The Sport Prinz was a nicely finished car, although its price was high for Italian standards when compared to cars in the same segment. The first batch built by Bertone between March 1959 and June 1962 are recognisable by Bertone's 'b' logo on the front wings and the 'Sport-Prinz' script placed sideways on the rear wings. Interior features include the rectangular outline of the controls, the linear speedometer – borrowed from the saloon – a horn ring free steering wheel and plain door panels. These features are clearly shown in the first leaflets, which are a rarity today.

At launch, the Sport Prinz was available in five colours: bright red (Alfarot) with red-beige trim; milk white (Collaweiss) with blue-beige trim, lily white

(lilienweiss) with blue-beige trim, dark blue with blue-beige trim and light blue with blue-beige trim.

The beige seats could be ordered in fabric or vinyl. Some mono period images show metal painted examples most likely custom-built variants, which were never in the list price. The Sport Prinz produced by NSU and Drauz coachbuilders shown in this feature was only available in Alfarot and Lilienweiss with interiors in white vinyl or alternatively, in dark grey fabric.





ABOVE: Claudio Piazza is a member of the NSU Club Italia and owns both the featured cars



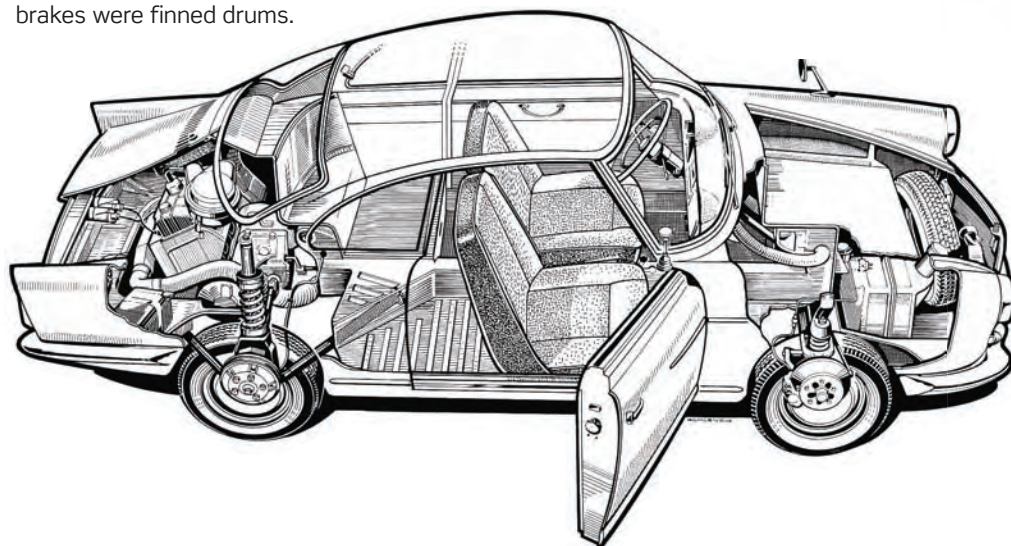
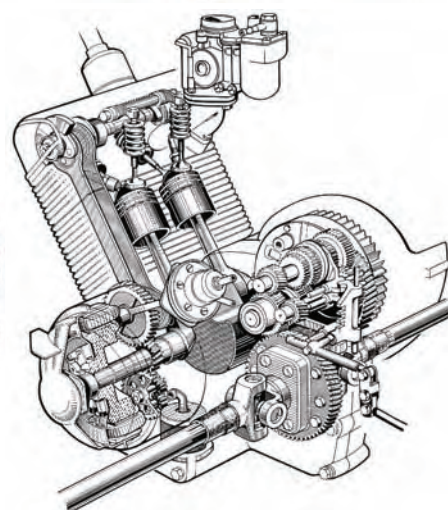
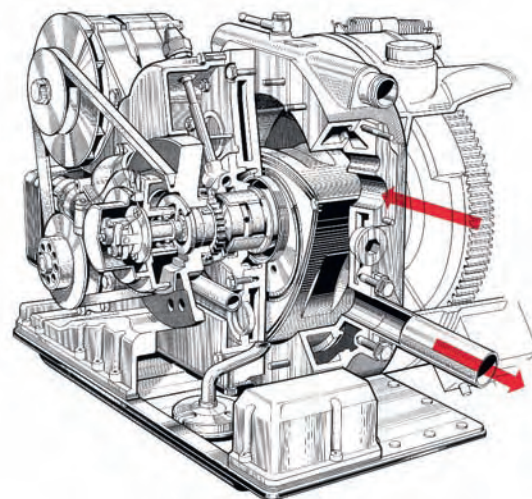
**TECHNICAL DETAIL**

Built on the chassis of the Prinz 30 sedan, the Sport Prinz coupe has the same wheelbase, track and suspension. The rear axle has a pronounced positive camber to obtain an optimum camber close to zero at full load.

The heart of the Prinz is its parallel twin-cylinder transversely mounted rear inclined engine. Derived using motorcycle technology, it is air-cooled with a displacement of 583cc delivering 30HP. It is an engine with a sporty temperament, including features such as the hemispherical combustion chambers and overhead camshaft distribution, controlled by the patented Ultramax twin-cam system driven by the crankshaft.

In September 1961 the Sport Prinz adopted the engine of the Prinz 4, which was identical to the previous unit, but with a displacement increased to 598cc and fitted with a new carburettor. The power output was unchanged. Front disc brakes were added in November 1964.

The Spider was built on the same chassis but with oblique arm rear suspension instead of transverse, that involved a slight increase in the wheelbase. The rear brakes were finned drums.

**FRANCO SCAGLIONE 1916-1993**

Franco Scaglione was born in Florence and studied aeronautical engineering until World War II interrupted his studies. After the war, Scaglione worked with Pinin Farina, but did not agree with its policy of not attributing its designers. He went to Bertone where he became Chief Designer and was responsible for over 30 designs including the Alfa Romeo 1900 B.A.T. series, 2000 Sportiva and several Aston Martin, Jaguar and Bristol show cars. His most important production cars were the Alfa Romeo Giulietta Sprint and SS. In 1959, Scaglione designed the NSU Sport Prinz.

Later in 1959, Scaglione left Bertone to work independently with Carlo Abarth and Porsche where he designed the Porsche 356 B Carrera GTL Abarth, cars

that were the inspiration for the immortal 911.

In 1963 Scaglione sketched the Lamborghini 350GTV and in 1964, while working for ATS, the highly innovative 2500 GT, the first mid-engined GT. Scaglione's crowning glory arrived in 1967 when Alfa Romeo commissioned him to design the Tipo 33 Stradale widely regarded as one of the world's most beautiful cars.

Scaglione unwisely became involved with Frank Reisner's Intermeccanica project with the Apollo GT, Italia GFX, Indra and other cars. Intermeccanica failed leaving Scaglione financially exposed. Ultimately, Scaglione retired to a small Italian village in Livorno where his health gradually declined and the great designer died in obscurity. 🇮🇹



# CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL  
EVENTS AND ITALIAN CAR CLUBS

## Passione Engadina

The high profile event honours the Maserati marque

Story by Andrea Cittadini

Photography by Passione Engadina







**B**ased in St. Moritz, Passione Engadina is a prestigious event that caters exclusively for Italian cars built before 1984. The third edition was held last year and this year's event on August 22-24 is showing significant growth, both in quality and quantity. The rally is limited to 100 cars and this number is fixed and guaranteed by the organisers.

The five categories of cars that are eligible to participate are; up to 1945, from 1946 to 1960, 1961 to 1970, 1971 to 1984, and a special group for particular models of the Maserati marque or at the discretion of the organiser.

The style of the gathering is intended to be relaxed with an emphasis on driving pleasure, lifestyle, the beauty of the landscapes, the culture and the quality of the gastronomy. Every hotel, appetizer and dinner is designed with a concept of five-star quality found in St. Moritz, one of the most exclusive locations in the world.

Passione Engadina was born from an idea by Paulo Spalluto, who had already organized a successful event in Switzerland during 2010 for the Alfa Romeo 100th

Anniversary. In the 2012 the event featured Maserati, while in 2013 it was Lamborghini. For 2014 the event is inevitably dedicated again to Maserati, which celebrates its 100th Anniversary.

Last year one of the regular drivers of pre-1945 cars was Swiss Axel Marx who is one of the most prominent Alfa Romeo collectors and a leading world expert. He usually drives an Alfa Romeo 6C 2500 Touring Superleggera or a 1932 Alfa Romeo 6C 1750 Grand Sport by Brianza. Among other regular entrants was Peter Straub with his Mistral Spyder 3.7 and a Lamborghini 350 GT. Also driving was Claudio Mosconi from Lugano, who owns many Maseratis but loves his 3500GT Vignale Spyder, and Ronnie Kessel with the Alfa Romeo GTA (owned by his father Loris former F1 driver in '76 and '77) under the colours of Kessel Classic department, Ferrari and the Maserati dealer in Lugano. Last but not least, was another 'Maseratista' from Zurich, Heini Pfenninger, on board a 1968 Ghibli Spyder, and Carlo Borgonovi from Modena with his yellow Ghibli Spyder.

Yellow is significant to me because in 2012 I drove together with Lucio Lo Schiavo in a yellow Maserati





3200GT with blue interior (the colours of Modena). It was a former press car and now the property of Lo Schiavo and currently on sale. It was our first event but at the end we managed to finish 28th overall, 12th in our category and 1st in the post 2000 class.

In 2012 a Maserati Birdcage from the Panini Museum and the Birdcage 75th Anniversary of Pininfarina were featured cars. This year the Doran Racing Maserati MC12 of Fredy Lienhard (pictured below), who in 2007 finished on the GT class rostrum in US at Road America and Road Atlanta for the Petit Le Mans series, will be the star of the event. Only 11 racing cars plus one spare chassis had been produced since 2004. Also this year, Paolo Spalluto will welcome more special Maseratis like the 1967 Quattroporte Fire Truck (one of five built) used by the CEA firemen during the Italian F1 Grand Prix.

From August 22nd to August 24th this year, St.

Moritz will host the third edition of Passione Engadina in collaboration with Maserati. There will be an exhibition of Maseratis in downtown St. Moritz, including a large number of cars that will participate in the regularity competition on Saturday and Sunday morning. In addition to the regularity event there will also be a Concours d'Elégance.

Scale model manufacturer Brumm, will unveil a special limited model made for the Maserati 100th Anniversary: the 250F driven by Masten Gregory in 1957 for Scuderia Centro Sud.

Entrants for Passione Engadina will arrive from Switzerland, Germany, Austria, Italy, Belgium and France. UK entries are invited and if you don't want to bring your own car you can even rent a Maserati in Italy or Switzerland.

For event information visit [www.passione-engadina.ch](http://www.passione-engadina.ch)

*ABOVE LEFT: Paolo Spalluto receives the Best Racing Car award for Engadina Passione at the Stuttgart Retroclassics in March*





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# CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL  
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## Club Abarth France

Report and pictures by Delwyn Mallett

For a few brief moments and with a bit of imagination I almost convinced myself that it was the 1960s and I was hot on the tail of an Abarth 1000TCR in the Targa Florio. Being brought abruptly to a standstill by a meandering mobile home provided a reality check, reminding me that it was 2014 and the vineyards we were speeding through were full of French rather than Sicilian grapes.

Meetings of the Club Abarth France are less frequent than the Olympic games, being held every 5-years but, like the games, the waiting and the anticipation only heightens the eventual enjoyment. Ebullient 82-year-old club president Michel Pont and son Christophe host the meeting in the grounds of their historic 14th century châteaux in Savigny-lès-Beaune, Burgundy.

This year's event, held over the weekend of the 7th and 8th of June, marked the 35th Anniversary of the death of Carlo Abarth and the gathering of cars proved to be a fitting testament to his memory not only in assembling many of the extraordinary variety of cars built during his lifetime but also the newer 'sporty' Fiats from the modern era that have revived and perpetuated his name.

Abarths have always been a rare commodity in Britain, even in the decade-long period through the 1960s and early '70s when they were the 'winningest' marque in the world' no more than a handful were raced over here – and awareness rarely extends beyond the bootlid-propped, wheel waving Fiat 600-based saloons. In Britain we had our Minis and Lotuses to play with and very few felt like becoming involved



**ABOVE:** A fine example of Abarth's exotic engineering  
**FACING PAGE:** An extensive military aircraft display is a special feature at Michel Pont's Chateaux

with a temperamental Italian, so the chance to see a mass gathering of Abarths of all types from 'old' Fiat 500s transformed into 695 esse-esses, through all the sports racing prototypes, 1-litre to 3-litres, and single-seaters too, proved irresistible.

Michel Pont raced Abarths in the 1960s and into the 1970s but in 1972, after a nasty accident on the Col d'Aubisque in the Pyrenees, he decided to hang up his helmet and concentrate on his wine growing business and to collect Abarths rather than race them. His collection now runs to 36 cars, predominately sports racers.

But that's not all. To say that Monsieur Pont has the collecting bug is an understatement. Galleries on the top floor of the châteaux contain upwards of 250 motorcycles dating between 1902 and 1960 with cabinets displaying 1200 1/18 scale motorcycle models, over 600 1/43 scale model cars and 2,800 1/72 scale model aircraft – 1100 of which were donated by a man from Biarritz who had spent much of his life building them! And if that sounds impressive, parked behind a row of trees and discreetly screened from the châteaux are 100 full size jet fighter aircraft, with the odd helicopter thrown in. Oh, there's also a more modest collection of fire engines and specialized vineyard tractors and all is open to the public year-round as a museum.

The Saturday morning saw Abarths arriving from all points of the European compass (none, unfortunately from the UK – I was in an Alfa SZ) many under their own power but some of the less tractable, for everyday motoring, by trailer. One enthusiast driving overnight from Poland for one day at the event before leaving early on Sunday to drive home to be at work on Monday. The bulk of the magnificent Pont collection had already been wheeled from its regular display gallery and was arranged in front of the Petit Châteaux in a mouthwatering semi-circular sweep of Italian racing red. By the early afternoon the circle was completed as more and more Abarths arrived and were shepherded into position. Esse-esse, OT, Radiale, Bialbero, Double-Bubble, Periscopica, Spider, Prototipo, Berlina, Corsa,

Stradale, Monoposto even a 4-cam Porsche Carrera Abarth gradually filled the park.

The 'modern' lineup incorporated Autobianchi A112s, and 'Abarthised' Fiats of all types, 124 Spiders, X1/9s, 132s, Ritmo 130TCs (Stradas to you and me), Puntos and of course a gaggle of hot new 500s. Curiously a WWII VW 'Schwimmwagen' complete with machine guns had attached itself to the modern line.

With so many exquisite head-turners to choose from it was difficult to single out favourites. The diminutive Zagato-bodied 750 'Double-Bubble' has to be the most perfectly proportioned small car of all time and although relatively common as Abarths go, never fails to satisfy. I have a particular soft spot for the 1300 OT with its extraordinary rooftop mounted 'periscope' feeding cold air to the cabin and the exquisite pale blue example stood out from its predominately red company. Abarth single-seaters rarely, if ever, raced in the UK and for sheer beauty and simplicity of lines there is little that can compete with the 1000cc Formula II monoposto of 1964. Pencil slim with shark-like gills flanking the nose it unfortunately did not go as well as it looked. The de-stroked World Championship winning Abarth Simca 1300 engine (nothing actually to do with Simca at all) proving unreliable in this form but so beautiful it would be worth hanging on the living room wall. In the 'real' world however (well, let's face it, still a dream world), i.e. as a regular road car, I would have to plump for Leo Aumüller's stunning OT 2000 'America'. Built in 1966 with, as the name suggests, the American market in mind, the Fiat 850-based coupé has to be one of the ultimate 'Q' cars. The engineers at the Corsa Marche factory got really close to squeezing a quart into a pint pot but finally had to leave a few overhanging bulgy bits protruding here and there. They successfully managed to hide Abarth's 2-litre twin-cam engine in the tail but the extra wide rubber required to keep the 180hp projectile from flying off the road necessitated large extended wheel arches and the front-mounted radiator with hot air exiting through vents in the bonnet left no room for a spare – a problem solved in



an inspired move. The spare is slotted into the nose, projecting through the bodywork and doubling as a front bumper - the ultimate dodgem car! And then, of course there are the sports racing spiders – all in all, for Abarth addicts an overdose of choice.

As the temperature continued to rise, the result of both sun and excitement, the day was spent alternating between peering under propped engine lids and dipping in and out of the non-Abarth parts of the extraordinary Pont collection, punctuated by a welcome break for a lazy al-fresco buffet lunch enjoyed under the trees – made even lazier with liberal supplies of Monsieur Pont's Châteaux de Savigny rouge and/or blanc.

Saturday evening's gala dinner was preceded by a gathering in the courtyard of the châteaux where prizes were awarded for the usual 'best in class', 'furthest travelled', etc. with a special presentation for two of the world's great Abarth collectors (each with more cars in their custodianship than M. Pont), Leo Aumüller from Germany and Engelbert Möll from Switzerland, both of whom had shipped in several cars each for the event. Kir Royals were dispensed and raised in an Abarth toast as the sun dipped and before ascending to dinner in the châteaux's grand salon, where the irrepressible Ms Pont even entertained his guests with a mid-meal song!

Sunday morning was devoted to a 'blast' through some of the finest Burgundian vineyards, which, as mentioned, at times provided a convincing facsimile of a mini 'Targa Florio'. 'Blast' was, of course, a relative term as we were under strict orders from both Michel Pont and son Christophe, as we were issued with route maps and dispatched at roughly minute intervals, not to break the law or offend the locals with anti-social behaviour, particularly through the villages. Nevertheless some of the more remote country lanes provided the opportunity for a spirited 'squirt' or two, and the spirits were lifted by the rip of racing exhausts echoing off the hills. It was hard to say which was the better treat, following the 1000TCR, leaping forward as its pilot gunned it up a twisting incline or listening to the crackle of a Porsche Carrera Abarth 4-cam engine on the overrun? (Strictly speaking there is little in the Porsche, in fact nothing, that could be called Abarth, only the aluminium body was made in Italy, but what a



gorgeous creation it was and clearly provided the inspiration for the Abarth Simca.)

A halfway pitstop was arranged at the hill village of Orches where soon dozens of Abarths, many with engine lids lifted, gently ticked away, radiating excess heat in the 90-degree sun as their chilled soft-drink quaffing owners also attempted to lower their temperatures before a downhill run back to Châteaux de Savigny and a final lingering look at the cars. For those with crash helmets and roll cages fitted an afternoon of track activity was available at a karting circuit some 70km away but, having had my two days of fun in Abarth heaven, I opted to buy a box of commemorative, Abarth-labelled, Savigny-les-Beaune and head for home.

At the 2009 meeting of Club Abarth France Ms Pont said that it was likely to be the last he would host but here we are, five years later, and another stunning event has passed into history. Still energetic at 82 and with a mum of 104 it seems likely that we may yet see another meeting in 2019 – let's hope so. 🇮🇹

*ABOVE: The wide ranging Abarth display included rarities like a Simca Abarth 1150 and 131 Abarth Diesel*



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# Professional Fiats

The latest Ducato generation offers more technology, greater efficiency, and excellent value

Story by Phil Ward  
Photography by Michael Ward



**A**uto Italia was invited to test drive the latest Ducato which was something of a departure from our normal activities, but was nevertheless an interesting experience. The combination of modern, high-powered diesel engines and well appointed interiors provide a car-like driving experience with the added benefit of clearer forward vision afforded by the higher driving position.

The featured Ducatos were provided by Fiat Professional, the commercial arm that forms one of the many and varied divisions that make up the vast

Fiat empire. Commercial vehicles have always been important to the company and back in 1901 the newly-created Fabbrica Italiana Automobili Torino presented two omnibuses and a revolutionary fireman's trailer at the Milan exhibition. These vehicles paved the way for the introduction of the first real Fiat truck, the 24HP in 1903.

In 1911 the 1F (F for furgone) was the first vehicle to have a true van body based on the Tipo 1 car. It was ordered by the British Post Office in some numbers. The more robust 2F had numerous civilian and military





applications and saw service with the Royal Navy.

There followed a succession of car-based light vans until, in 1981, the first version of the revolutionary Ducato hit the streets. Built in collaboration with PSA Peugeot Citroen at the Sevel Atessa plant, the new van was also marketed as the Alfa Romeo AR6, Citroen C25 and Peugeot J5 (Talbot Express in the UK). The second generation arrived in 1994 and was renamed by Peugeot as the Boxer and the Citroen Jumper (Relay in the UK). In 2006 the baton was handed over to the third Ducato

introducing new levels of styling and performance. In 2011 the Ducato was substantially revised with a new range of MultiJet diesel engines. Today we report on the launch of the latest Ducato range that is set to continue the accolades gathered by the previous three generations, over a period of more than 30 years with production of over 2.6 million units.


The top model in the Ducato range has always been very popular with European customers, and the number one favourite of Italians. Notably in recent years, the Ducato has become a European leader in the



leisure vehicle conversion sector: currently two out of three campervans are Ducato versions, and all the major European body shops have a version based on the Ducato in their range.

The New Ducato commercial van customer can now choose between three interiors – Classic, Techno and Lounge – with different connotations of sportiness and elegance, and between two types of seats that keep the comfort level at the top of the range.

The clever dashboard design features Fiat's exclusive Multifunction Support which is available in the middle of all dashboards in the range. One of the functions is an audio alarm that warns the driver if he

is drifting over lane boundaries, it's very effective but a bit of a shock the first time you hear it. Another useful facility is the dock for smartphones, tablets or conventional pads of paper. A sensible feature is the cup holder built into the central console designed to house two 0.75cl bottles, various objects such as MP3 players, and it includes the USB and aux-in port for charging devices and use as a source of music. A spacious glove compartment, large enough to hold a 15-inch laptop, is also available. Despite all this clever technology we don't doubt that 'gli uomini in furgoni bianchi' will still cover the dashboard with discarded paper cups and Big Mac wrappers . . . 

*ABOVE: The new Ducato van range offers levels of comfort and refinement that are equal to any sporting Fiat saloon*



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## JD CLASSICS

The established restoration specialist in Essex has extended its expertise to include high profile Italian cars

Report by Phil Ward  
Photography by Michael Ward

For more than a quarter of a century Derek Hood, owner of JD Classics, has built up a world class reputation for completing restorations and undertaking maintenance on the most significant road and racing cars. What began as a hobby in the early eighties has evolved into an extensive enterprise restoring,

refining and exporting classic road and race cars worldwide, primarily factory original examples or those upon which the company has undertaken nut and bolt rebuilds at its Maldon workshops.

As the worldwide Jaguar Heritage Racing partner for Jaguar Cars Ltd, JD Classics have become synonymous with its work on Jaguar models, however its in-

house expertise has been extended to other marques, Italian cars in particular.

JD Classics caters for both private and trade customers from all over the world. It employs over 35 qualified staff with extensive experience in road and racing car preparation. It operates from a 100,000 square foot purpose built facility with the very best

equipment and facilities in-house. This means that a customer's car need never leave the premises for the duration of a project – ensuring the quality of work which has become a hallmark of a JD Classics restoration.

Auto Italia visited JD Classics which is tucked away on an anonymous business park behind the Morrisons supermarket in Maldon. The glass doors





at the entrance lead you into an Aladdins Cave of tastefully presented exotica. We were escorted from one building to another packed with a seemingly endless display of fine motorcars. Quite clearly the basis of the JD Classics business has been based on Jaguar and there are some extraordinary early cars in stock like Clark Gable's XK120. There is also a selection of competition cars including Silk Cut Le Mans cars and the Broadspeed XJ12.

The eclectic collection includes a Toyota 2000GT, Roger Clark's Mk1 Escort and the Lotus Cortina raced by Graham Hill. There are also some

remarkable motorcycles amongst which is the ex-Bill Ivy 350 Jawa, the machine that cost the star rider his life in the 1969 Czech GP.

We could not fail to be impressed by the quality and provenance of these cars and bikes, but we were primarily visiting JD Classics to view some interesting Italian machinery. The main attraction was the superb Lamborghini Miura SV, a red example with gold wheels. It is one of just 20 right-hand drive SVs and was delivered new to Australia in 1972. Another sensational car was the totally original and unrestored Ferrari 512BB with just 23,800km recorded.

JD Classics have recognised that Alfa Romeo classics are a rising star at the moment and they have a number of 1900s on the premises including a Mille Miglia 1900ti, several 1900 CSS coupes and a stunning 1953 Pinin Farina bodied 1900C. They also have an example of the curious 1967 ATL-bodied 1900, a coachbuilder that causes much consternation among the Alfa Romeo cognoscenti.

There is no doubt that we shall be revisiting the Maldon emporium again soon and plan to feature some of the Alfa Romeo 1900s, assuming that JD Classics haven't already found new owners for them . . .





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**1990 Alfa Spider S4 2.0.** 60,000 miles, Alfa Rosso Red, beautiful Spider, RHD seeking conversion. Dry use only and garaged. Full overhaul by Benalfa in 2005 and rarely used since. Excellent rust-free body work and Coburn hood. Taxed to September. MoT May 2014. Many new parts fitted, Bridgestone Potenza tyres, good service history. Original hard top included, £8500. Tel: Nick, 07786 332489 (north Wiltshire). A223/028



**1989 105 Series Alfa Spider S3 1.6.** 71,000 miles, black. Nice condition. Always maintained by Alfa specialist, full history. Excellent hood, good alloys. Recent work includes new engine and gearbox mountings and rear springs. Tax August, MoT July, £4000. Tel: 01444 483116 or 07845 117898 (West Sussex). A223/029

**Rare Alfa 2600 Sprint.** 1965. Barn find, well, my garage actually! Good nick. Parts bank for your other 2600? 18,000 miles. Daughters' university fees looming closer, £7995. Tel: 01661 843972. A223/017

**1962 Alfa Giulietta 101 Spider for sale.** I am selling a very rare Alfa Spider in excellent mechanical and cosmetic condition. Red with black interior. Not concours but almost a great driver and very original, never restored with all the trim. New tyres, brakes, distributor, carb, and fully serviced and ready to go. £34,900. Also have a fully restored 1955 Ford F100 pickup, red/blk for sale. Very very rare and a fantastic V8 powered classic truck, £21,900. Tel: Britt Rothman, 07768 147578. Email: westmidsferrari@aol.com. A223/034

**1986 2000 Alfa Spider.** 89,000 miles, white. MoT and tax to September. Clean and in excellent order, £3000 ono. Tel: David, 01962 779205. A223/035



**1985 Alfa 6.** Silver, very rare Gold Cloverleaf model, one of just three known to remain in the UK. Registered in 1985 and owned by me for 22 years. Serviced by Alfaman in London and currently on SORN but complete and suitable for easy restoration with only minor upper body rust. 2.5 V6 Busso engine with fuel injection coupled with automatic transmission and air conditioning. Collection from Woodford, London, £2000. Tel: 020 8504 2500. A223/053





**1992 Alfa 75 Twin Spark LE No.2497/2500.** 132,000 miles, red. In my ownership 7yrs, 132K. Full Recaro interior. Looked after by Tony Favarin 'Road & Race Developments' Witney. Mechanically good with recent clutch, doughnuts, brakes and new quality battery. Daily driver and reliable. Strong and smooth engine, faultless gearbox. Good history file. Like many of its colour and period it has paintwork issues. New MoT and tax till May, £1950 ono. Tel: Tony, 07704 883367. A223/031  
**2003 Alfa Romeo 156 JTS Veloce.** 53,000 miles, silver. MoT till March 2015, pre-registered, 1 owner, good condition, £1500 ono. Tel: 07929 260198. A223/036



**Alfa Romeo 166 2.5V6.** MoT May 2015, tax July, SSH, EFM, EW, AC, heated seats, 6 speed 17" sport alloys, stainless back box, very clean example inside and out, £750 ono. Tel: 07570 550404. A223/026



**1999 Alfa 145 1.6 16v.** 106,000 miles, Fantasy metallic blue. Spares/repair, requires clutch, will not drive, sub-frame rotten. No tax. Front of bonnet resprayed, no front badge. Engine/interior good, alloys/tyres good. If it doesn't go it's got to be the YARD! £225 ono. Tel: Paul, 07843 756272. Email: paulclarkson@hotmail.com (Rotherham). A223/030



**Alfa 147 GTA 3.2 V6.** (53 plate, '04 year), 30K, FSH, MoT until May 2015. Cambelt, water pump, Q2 diff fitted. Grey exterior, black interior all very good condition, sunroof. 3 owners, one well known DJ, £11,450 ono. Tel: 07973 822326. A223/032



**Alfa Romeo 147 1.6 Lusso.** 5 door, light green. Only 42,600 miles. Cambelt replaced, full leather cruise control. One owner from new until late 2009 when second owner wrote the car off after about two months (35,000 miles) so sadly Cat C. I purchased it in Feb 2010 and repaired it myself, the car only required two offside doors and a repair to the ros wheelarch. It is in otherwise very good condition throughout, £1250. Tel: 01332 833453. Email: jimdomleo30@googlemail.com (Derby). A223/033



**Alfa Romeo 147 1.9 JTDM 16V Ducati Corse Q2.** 2008. Red, low mileage 39,000, new MoT, very good condition inside and outside. Full Alfa service history (last service done at 31,000 miles), 12 months' MoT, 6 speed manual, full leather interior with sports seats, 18" alloy wheels, cruise control, climate control, air conditioning, electric mirrors and windows, radio/CD, remote control locking and alarm system, £7995. Tel: Claire, 07967 595262 (Sherborne, Dorset). A223/019



**Alfa Romeo 155 2.0 16v Q4 widebody.** N-reg, 1995, only 2 in the country, rare model, these were not made for the UK market, with FSH, in the right colour, 98K miles. Tel: 01382 690510. A223/027



**2002 Alfa Romeo 156 GTA.** Metallic black, tan and black leather interior, 97K miles, 12 mths' MoT, 6 mths' tax, documented service history (Alfa, independents and self), Q2, equal length pipes, CF2 manifolds, BMC air filter, Scorpion SS cat back system, beautiful car, £5000 ono. Tel: 01981 580068. A223/003

**Alfa Romeo 166 3.0 V6 Super and 166 2.5 V6 auto.** Both for parts, both have a leather interior. Tel: 353 868 113328 or 353 851 758063 (R.o.Ireland). A223/037



**Alfa Romeo 156 T.Spark 1.8.** 83,900 miles, black leather seats, 6 months' tax and MoT until Jan 2015. Maintained by Alfa specialists Bianco, based in Smallfield, car is located in Crawley, West Sussex, £995 ono, call for more info. Tel: 07727 064990. A223/012



**Alfa 159 1.9 JTDM Lusso.** 07 plate, 98K, black with red leather, very good condition, 5 stamps in the service book 4 main dealer, clutch done at 76.5K and a recent cambelt, 2 keys, 6 speed manual, 17" multispeaks, MoT til July 2015, £4500 ovno. Tel: Gary, 01634 400971. A223/004



**2002 GTV Cup 3.0L V6.** 26,500 miles, Alfa Red. No 58 of limited edition (155 RHD imported to UK), replaced cambelt, water pump, spark plugs and all fluids 2012. Full service late 2013. Current tax and MoT. First class condition inside and out, much admired and maintained to a high standard. All invoices and MoTs available. First to see will purchase, £7950. Tel: 01253 790644. A223/020



**2001 Alfa 156 GTV Twin Spark Lusso.** 89,000 miles, black, MoT Nov '14, complete Alfa main dealer history, black leather, excellent condition, perfect interior, all keys including red one, drives beautifully, all books, AROC member, £1850. Tel: 07778 751584. A223/025

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- Rotary Club Val Trompia
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**Alfa Romeo GTV 2.0 Twin Spark Lusso.** 2000, silver, 140,000 miles. Very tidy GTV which drives like 40K not 140K miles! Many extras including bespoke stainless exhaust, tyre pressure sensors, HID headlight conversion, genuine Zender rear spoiler, 17" teledials with nearly-new premium tyres (Continental/Bridgestone). Everything works incl air con and CD changer. Unmarked black leather interior. 9 months' MoT and 6 months' road tax, £895. Tel: Rob, 07746 500140. A223/018

## FIAT



**Fiat Panda Multijet Turbo diesel.** Superb, 2007, 64K miles, 2 owners, 65mpg, service history, air con, trip computer, £30 tax, 12 months' MoT. Bargain £2750. Tel: 07772 175678 (Winchester, Hants). A223/013



**Fiat Barchetta right hand drive 2.0 Twin Spark.** Professionally converted to RHD by Italian car specialist. Brembo brake conversion, Bilstein dampers and Eibach springs, 155hp engine, timing belt changed 3 years ago, resprayed 4 years ago, new alloys, approx 120,000 miles, taxed and tested September 2014, £3950. Tel: 07891 593 579 or scott\_rennie@msn.com (located in Aberdeen). A223/008



**2007 Fiat Doblo 1.3 Multijet.** Has 70,500 miles and 11 months' MoT, call for more information, £2500. Tel: 07940 369380. A223/011

## INNOCENTI



**Innocenti 950 Spider.** This is the earliest example of four cars currently in the UK and is the only one 'on the road'. Extremely rare from 1961 in exceptional condition, based on the Mk1 Austin Healey Sprite platform and mechanicals. Concours winner. Has appeared in many magazines and books, inc *Classic Cars*, *Auto Italia*, *The Healey Book* (Bill Emerson), *Austin Healey - The Bulldog Breed* (Jon Pressnell), *Original Sprite & Midget* (Terry Horler). In 2010, the car was invited to the Cartier 'Style et Luxe' at Goodwood Festival of Speed and in 2012 it was invited to take part in the Concours at Salon Prive. We have owned this for around 12 years now. Complete with a new bespoke duck hood and tonneau, with two sets of wheels and tyres. For further info visit my website [www.innocentispider.co.uk](http://www.innocentispider.co.uk). £18,000. Tel: 01943 608900. Email: [info@innocentispider.co.uk](mailto:info@innocentispider.co.uk) (Yorkshire). A223/046

## LANCIA



**Lancia Delta HF integrale 16v.** 1992, 2.0ltr Turbo, finished in stunning white with leather Recaro interior. Runs and drives beautifully. A late 16v integrale Japanese import, the car has covered only 50K miles approx, and was totally rust free!!! The first UK owner had it stored for 4 years. Since my purchase last year the following work has been carried out by Alfa Craft in west London: full service (inc petrol tank removed/cleaned) and suspension rebuild, new tyres, sports exhaust, new MoT and tax. Full respray (glass removed), new HF mats fitted, new badges and replica Martini 6 stickers. All parts supplied by Tanc Barratt, Lancia specialists, £9995. Tel: 07956 182455. Email: [cirogtv@hotmail.com](mailto:cirogtv@hotmail.com) for more details and photos. A223/001

## MASERATI



**1990 Maserati 228 2.8 litre V6.** 58,000 miles. 2 door, 4/5 seats. 2.8 litre V6 with twin turbochargers, 250bhp. This was Maserati's flagship model in 1990, reflected in a luxurious interior with soft magnolia leather and walnut trim. Wood rim steering wheel and attractive version of the famous Maserati clock. Purchased in 1992 (cost new in 1990 was £49,500), from a Porsche dealership who were hoping to acquire the Maserati agency for Scotland. The major attraction, apart from the interior, was the almost unbelievable acceleration, (0-60mph in under 6 seconds). Standard features include electric windows and mirrors, electric tilt and slide sunroof, air conditioning (climate control). Superb non-standard sound system consisting of Alpine 2 channel 1000 watt amplifier, 10 speakers, Alpine radio/cassette and 6CD player. Stainless steel exhaust, new battery, all tyres almost new, taxed to end September, MoT to April 2015. Now for sale at £7800, after purchase of new Ghibli. Tel: Brian Cunningham, 07710 512267. Email: [bgcg64@gmail.com](mailto:bgcg64@gmail.com) (Glasgow). A223/050



**1998 Maserati Ghibli GT Automatic 2.8 V6 Twin Turbo.** £11,995 ono. Finished in Verde Opale with Pelle Verde interior (green and grey with wood trims). The special limited edition GT comes with 7 spoke 17" wheels as well as many other under the hood extras. This V6 2.8 litre twin turbo has an automatic gearbox with electric windows and mirrors. This is one of the last registered in March 1998 and has covered 70,200 miles. Maserati only built 212 of the GT versions worldwide, the UK would have seen a mere handful of RHD examples. The service history file is huge with invoices back to 1998 (a total of 19 services and 9 MoTs). No expense over the last 4 years has been spared with new exhaust back boxes, all new brakes, while cambelts were changed in 2013, and an annual service has just been completed in 2014 with MoT and new battery. The 4 speed automatic gearbox had the filters replaced in 2010 during a major service, as well as the in-tank fuel filter and carbon canister and air con receiver drier with a recharge of the R134a gas in 2014. The car drives and runs beautifully, and is a very clean and tidy example. I am the 9th owner. Original Alcantara document wallet with service book, owners manuals etc with the original sales brochure included and 2 sets of keys. Contact for full spec and pictures. Tel: Richard, 020 8166 9763. Email: [ghibli.gt.uk@gmail.com](mailto:ghibli.gt.uk@gmail.com). A223/045

**Maserati 4200 Cambiocorsa.** It was first registered 26/09/2003, metallic grey with mid red and black leather interior, a beautiful combination. Just had fluid and filter changes, and about 60% clutch life with only 40,900 miles on the clock at this time. I have owned this lovely car since 2009 without any problems. Lots of features some of which are, electric windows and mirrors, seats which are heated, fog lights, paddle shift, with auto option, sport mode, air bags, MSP, ABS, EBD systems, air con, gear indicator, info centre. The price is £15,500 for my lovely car, the reason for selling is that I wish to upgrade to Gran Sport. Tel: 01670 789247. Email: [bandk67@gmail.com](mailto:bandk67@gmail.com) for more information and photos. A223/038



**1987 Maserati Biturbo Spyder 2.5.** Manual. Red/beige leather, MoT to December 14, 2 owners, only 28,700 miles, special registration, service history, original handbook and invoice, workshop manual, £11,000. Tel: Peter Plant, 01283 702245. A223/047



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**1987 Maserati Bi-Turbo Spyder 2.5.** 30,500 miles, £11,000 ono. I have owned this car from new. Garaged throughout its life, it has only been driven on sunny days and still has only under 30,500 miles on the clock. Regrettably we are down-sizing and will not have a garage to maintain it in its lovely condition. Major servicing has been carried out by Bill McGrath and, previously, Meridien in Bournemouth. Within the last two years the tyres have been replaced; through excess time-related hardness rather than use. In 2013 the rear window in the hood was also renewed. No insurance claims in 27 years! To be viewed in Chalfont St Giles, Bucks. Tel: Malcolm Barker, 01494 763070. Email: mnbarker@gmail.com. A223/051



**2003 Maserati 4200GT Coupe Cambiocorsa.** Covered just under 34,900 miles from new. This beautiful example boasts a full service history. Next service due at 43,000 miles. Finished in silver with full red leather interior, complete with tailor made cover. This stunning car offers a whole host of optional equipment including skyhook suspension, navigation, rear parking sensors, 18" alloy wheels, CD player, electric seats with memory, heated seats, power fold mirrors and climate control etc. MoT to Oct 2014. Tax due April at £215, FSH. Original documentation and tools. Viewing and test drive by arrangement. Serious offers only, price £16,750 ono. Email: bstorro@sky.com. A223/048

MOTORCYCLES



**Aprilia Tuono factory 2008.** Only 7500 miles and is in immaculate condition. Has 12 months' MoT and is located in West Sussex. Too many extras to list so call for more information, £6000. Tel: 07940 369380. A223/010

PARTS



**Alfa Club member has hard top,** possible original from 1970 Veloce Spider USA. Never used by me, looks in good condition, £500. Tel: 07836 272750. Email: peterfellingham@aol.com (West Sussex). A223/007



**Alfa Romeo four five hole alloys,** fitted good treaded tyres, 205/50, oiro £240. Tel: 01564 772714 (Solihull). A223/006

**Various Alfa engines.** Alfa 75 3.0 V6 (1988 & 1991) and Alfa 75 2.0 TS x2: 3.0 V6 engine and 2.0 TS engines, gearboxes, 2.0 and 3.0 interiors, exhaust systems, headlamps, doors, bonnets, boot lids, all glass, Revolution alloy wheels, grilles, looms. *Alfetta GTV6 (1984) and Alfetta 2.0 GTV (1983):* 2.5 V6 engine and 2.0 engines, gearboxes, GTV6 interior, exhaust systems, headlamps, doors, bonnets, boot lids, all glass, bodykit, grilles, looms. *Alfa 164 Mk 1 3.0 V6 and 164 24 valve Cloverleaf (1995) and (1996) inc Super:* 3.0 V6 engine 12V and 24 valve engines, gearboxes, leather interior including Recaro, exhaust systems, headlamps, doors, bonnets, boot lids, all glass, 16" Cloverleaf and Super alloys, grilles, loom, bumpers and body kits. Plus hundreds of other bits and pieces always in stock. Contact Vince on 07817 237295 or 0121 706 0488. Email: gtvince30@aol.com. Website: www.gtvince.com. A223/023



**Original Abarth exhausts (NOS),** makes A - Z, sixties, seventies, www.abarth-exhausts.com. Also Campagnolo look 5.5-13 aluminium rims, 4x98, ET25, set of four €795, powder coated, tubeless, perfect! Email: advanling@hotmail.com. A223/009



**Superb set of four alloy-rim 5x15-in Turrino wire wheels.** All as-new, including custom made adapters for Alfa Romeo Giulietta Spider and set of four chromed 3-ear spinners, unmarked. The adapters were designed and manufactured by Giulietta guru Chris Robinson at RM Restorations which is an assurance of their quality. The wheels, adapters and spinners are totally as new, having been driven less than 100 miles and kept immaculate whilst on my Giulietta Spider stored in a dehumidified garage, £4750, tyres not included. Email: tmwhh@btinternet.com. A223/005



**Pair of 19" Brera 'S' Prodrive wheels,** £500 (over £700 new), buyer collects. Tel: Barry, 01372 465943 (Surrey). A223/049

**Alfa spares.** Alfa GTV four five hole alloys, fitted good treaded tyres, 205/50/16, orio £240; Alfa Alfetta 1973-1981 Haynes workshop manual, £15 plus postage; Alfa 156 set of fitted mats, dark grey, good condition, £20 ono. Tel: 01564 772714 (West Midlands). A223/039

MISCELLANEOUS



**Stormshield specialised cover.** Purchased for a 2007 Maserati GranTurismo V8. No number plate, tax disc window or reflector strips, top panel black and side panels navy. This is still in excellent condition, it has only been used once and it is clean, has no defects and is in great condition. It also comes in a secure carrier case. I bought this new for £280. It's a top of the range cover and in tip top condition! £215. For any more information please contact Catherine via email: catherine.jefferies@earthlyorbit.com. A223/044

**SPETTACOLO SPORTIVO ALFA ROMEO**  
23-24 AUGUSTUS 2014 CIRCUIT PARK ZANDVOORT



Press Release

**Spettacolo Sportivo Alfa Romeo; August 23rd & 24th, 2014, at the historic racetrack of Zandvoort.**

August 23rd & 24th, 2014, the former Formula 1 race track of Zandvoort will be the zenith of Alfa Romeo passion. Thousands of Alfisti will gather for the yearly Spettacolo Sportivo Alfa Romeo club weekend hosted by SCARB; the largest Alfa Romeo owners club in the Netherlands. Over the years the event has seen a growing number of foreign visitors, coming from all over Europe and even Russia and the United States. Together with SCARB members, they enjoy the exciting International Alfa Romeo Challenge races and in a variety of track driving opportunities participants can test their skills on the historic track. For an impression, see some visitor's videos at [spettacolovideo.alfaclub.eu](http://spettacolovideo.alfaclub.eu). Each year SCARB brings together a great variety of rare and historic Alfa Romeos from all over Europe. Both the special displays in the paddock and on the track, these cars revive the long history of Alfa Romeo as a special and sportive car manufacturer. The theme for 2014 is the 60th anniversary of the Giulietta 750-101 series. In the paddock and the pit-boxes, visitors will find the Club Cafe, the club shop, vendors with new & used parts, books, miniatures and other automobilia & Italian lifestyle products. The new website with all the necessary information on The Spettacolo Sportivo, including registration forms, will be launched July 1st at: [www.spettacolosportivo.eu](http://www.spettacolosportivo.eu). For other information on the SCARB visit [www.alfaclub.nl](http://www.alfaclub.nl).

**Coppa Spettacolo: a two day scenic tour for foreign visitors, prior to the Spettacolo Sportivo.**

Why not extend your visit to the Spettacolo Sportivo Alfa Romeo 2014 with the Coppa Spettacolo? This scenic tour, organized by SCARB for foreign Alfisti on August 21st and 22nd, will take you through the most beautiful parts of the Netherlands. This will be a unique opportunity to meet up with people from other countries who share your passion for Alfa Romeo. The tour will start near Venlo in the south of the Netherlands and will end the evening of Friday in Zandvoort. Every participant will receive a guide book with clear directions and interesting information on what you will see along the road. There will also be stops with ample time for socializing. Whether you stay in the hotels selected by SCARB (self booking) or you pick your own, it's up to you. The exact program has not yet been determined, but if you are interested in this special event, please send an email to [coppaspettacolo@alfaclub.nl](mailto:coppaspettacolo@alfaclub.nl) so we can keep you updated and send a link to the registration form as soon as it is available.





**BIG 458**

**Ferrari 458 Speciale registration for sale.** 'BIG 458' is appropriate to this particular model and has the advantage of being a 'dateless' number. OIRO £5K invited. Please contact: pcuthbert250@btinternet.com. A223/052



**'MA53 RGT'**, on retention V750, perfect for a Maserati Granturismo or 4.2 GT. Ready to transfer, £2500 ono. Please contact Stefano on 07973 743916. Email: steffb@btinternet.com. A223/016



**Bertone badge 3D wall art**, measuring 630mm x 400mm, £150. Tel: 07800 621534. A223/014

**Auto Italia nos. 2, 3, 5, 20, 21 and 49.** Abarth by Braden & Schmitt, Abarth King of Small Cars and Abarth Guide by Consentino, and odd literature etc. Tel: Alan, 01635 202521. A223/015  
**'YXI 159' personalised plate.** Would look great on a 159 or any Italian car. Priced to sell at £350 plus transfer fee, no VAT. Can assist in transfer process. Tel: 07787 793952. A223/040

## WANTED

**Wanted private enthusiast** wishing to purchase an Alfa 916 Phase 2 RHD Lusso Spider. Would prefer black V6, but will consider each car on its merit.

Please telephone with details and price required. Tel: 07586 618609. A223/002

**Wanted electric aerial for Spider**

Series 916, year 2000. Part serial number 60690181. Tel: Brian, 01454 773141 or 07792 234620. A223/024

**Wanted Fiat 131 Sport.** Anything considered, rotten, incomplete, spares or mint. Tel: 07778 596167. Email: paulbill100@aol.com (Cumbria). A223/041

**Wanted by long standing Maserati club member.** 3500, Sebring, Mistral or Ghibli. All things considered, from restoration project to concours. Please contact me on 07968 094741. Email: laurel-cottage@hotmail.co.uk. A223/042

**Wanted: old Maserati newsletters.** Required as either a loan or a donation to the club, old newsletters. March 1978 - Jan 1994 and numbers: 12-21, 23-25, 29, 68, 70, 73-74 and 77. To assist with writing the history of the club. Send to Michael O'Shea. Address in the front of Trident. A223/043

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# MISCELLANEA

THIS MONTH'S MUST-HAVES AND MOTORING ACCESSORIES

## RETRO LEGENDS T-SHIRT

You may have seen these guys at our Italian Car Day with their wide range of T-Shirts. Claimed to be more comfortable than your ordinary T-shirt, the Retro Legend range are heavier, hard wearing and warmer top wear. With prices at only £24.99 we think it's a winner. View the full range by visiting [www.motorlegends.com](http://www.motorlegends.com)



## CLASSIC TIME

There are a number of watch manufacturers out there attached to motorsport and like motorsport they have a substantial price tag. The CD Scuderia Dashboard Automatic comes with a leather strap and it's steel PVD plated case and is only 13mm thick. Visit: [www.classic-time.co.uk](http://www.classic-time.co.uk) to see their full range of watches and accessories. The CD Scuderia is priced at £1295.



## THREE YEARS IN THE MAKING

Codeclean, the UK's number one choice for prestige vehicle detailing, have spent the last three years developing their highly anticipated Ultra Fine Polish. The ingredients mean you only need one polish and you can now tackle the most difficult of paintwork. It contains no waxes, silicones or fillers and at only £10.50 for 500ml, we think you know what you will be doing at the weekend. Order yours from [www.codeclean.co.uk](http://www.codeclean.co.uk)

## WHAT'S THE NORM FOR ECP?

Euro Car Parts, the sole UK distributor for Normfest products, are pleased to announce that they now stock Normfest Bottom Guard Re-Coat Spray. Available in 500ml and 1000ml sizes this versatile product can be supplied in either black or grey. Suitable for application where rust or corrosion protection is required Bottom Guard Re-Coat spray also provides a sound deadening capability. This rubber based compound provides high abrasion resistance and dries within 60-90 minutes. Visit their website: [www.eurocarparts.co.uk](http://www.eurocarparts.co.uk) or call your local ECP centre.

## YOU ASK GAZ PROVIDES

The Giorgetto Giugiaro-designed Alfa Romeo Junior 105 Giulia GTV is an attractive and popular classic. Recently GAZ Shocks were asked to produce a coilover conversion kit for the later specification models by an overseas client building a track car. Having produced the original order this application has now been added to the GAZ range. The damper rate can be adjusted on the car by means of an adjuster knob. Ride height can be varied by -25mm to -50mm. The GAZ coilovers can be ordered as item GP6-2344 and retail at £82.06 + VAT each. [www.gazshocks.com](http://www.gazshocks.com)



## ANGELS WATCHING OVER US

Following the launch of the latest Gem + camera locator earlier this year, Road Angel Group is delighted to confirm a nationwide deal with leading automotive retailer, Halfords. Developed and manufactured in the UK, Gem + takes camera locator technology to the next level, thanks to its market-leading accuracy that provides advanced warning of safety camera sites through integrated mobile phone technology.





# Auto Italia Back Issues and Binders





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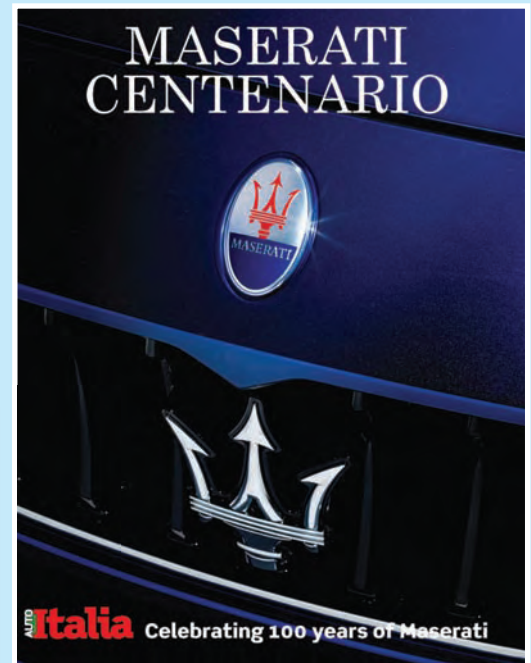
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**Q1) Name, position and company you work for**  
Kevin Rawson owner of Southwood Car Company Ltd

**Q2) What does your company do and how long have you been trading**  
Supplier of classic Alfa Romeos from the 1950's, 60's and 70's formed in 2013

**Q3) What is your daily driver**  
A not very Italian Supercharged Range Rover

**Q4) What would be your dream car to own A) Daily Driver B) Show Car C) Sunny day car**

a) Alfa Romeo 8C b) Alfa Romeo 1900C Sprint Touring Superleggera c) Alfa Romeo Giulietta Spider Veloce

**Q5) Your professional highlight so far**

I built a company in a completely different industry from scratch and sold it after 15 years of continual growth. I set about having a few months off which turned into a few years! I enjoy being in business and have had a lifelong passion for cars particularly classic from the 50's, 60's, and 70's as they evoke so many memories for me so I am now enjoying doing what I love and living the dream.

**Q6) Plans to grow and develop your company**

I have lots of plans to develop Southwood, I want our website to become a great source of information on the Alfa Romeo models we supply and shared with other enthusiasts (this is underway and in development), I am aiming to bring restoration work in house, I want us to become a leading supplier in the UK built on a reputation of quality and integrity, I want to stock more interesting and rare Alfa Romeos and build a small collection of blue chip Alfas. I want us to always be friendly, approachable and definitely not aloof!



**1968 - ALFA ROMEO ROUND TAIL SPIDER**

This Spider started life in Italy but went on to be exported to California where it was in long term ownership. In 2011 it underwent a complete body restoration and today, a few years on, it shows that the work was carried out correctly as it remains in excellent condition. Having imported the car to the UK we have completed a full re trim with new leather bound carpet throughout (including the boot), re trimmed seats in leather to the original pattern, stitched in red to add some detail and a new mohair hood. The engine runs smoothly on twin Delortos, maintaining good oil pressure and temperature. With all taxes paid it has been fully serviced and MOT'd and will be registered for the new owner to enjoy. LHD. £22,000



**1968 - ALFA ROMEO 1750 VELOCE SPIDER**

Automobilismo Storico confirms AR 1470062 originally corresponds to an Alfa Romeo 1750 Spider Veloce RHD (105.58), manufactured on the 12th March 1968 and sold on the 1st April 1968 to Alfa Romeo U.K., London. In exceptional condition in Alfa Rosso 501 with original seats and a Coburn hood. Even and correct panel gaps and lots history.



**1961 - ALFA ROMEO GIULIETTA SPIDER**

This type 101.02 Sprint is in excellent condition. Records show that chassis number AR161766 was manufactured on the 18th December 1961 and sold on the 26th March 1962 in Terni just outside Rome, Italy. This car has beautiful paintwork, a stunning interior and perfect chrome. It is a great and original example. Please see our website or call for further details.



**1961 - ALFA ROMEO GIULIETTA SPRINT**

This type 101.03 Spider is in truly exceptional condition. Records show chassis number AR169729 was manufactured on 19th July 1961 and was first sold on 13th September 1961 in Milan, Italy. This lovely car has excellent paintwork, chrome, and interior and is ready to be enjoyed. A very original car, please see our website or call for further details



COMING SOON

ISSUE 224 ON SALE SEPTEMBER 3RD 2014

# Forgotten Fiats

## Fiat Uno Turbo & Fiat Croma Turbo



ALSO  
Maserati MC Stradale  
Touring the Italian lakes

Some features may appear in a later issue



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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## MV OSCA GT Zagato

Story by Chris Rees, images supplied by Richard Heseltine

**T**ake one of Italy's great motoring nameplates – OSCA – and then drag it ignominiously through the mud. Harsh? Not really.

That's essentially what Count Domenico Agusta, the owner of MV Agusta, did when he bought the OSCA enterprise from the Maserati brothers in late 1963.

As the fratelli Maserati aged, they desperately wanted to offload their company, Officine Specializzate Costruzioni Automobili (merciful OSCA for short) – and the motorbike and tractor company MV Agusta looked like a good choice. It wasn't. The first decision of the new MV overlord was to concoct two Fiat 850-based sportscars in 1964: the 1050 Spider and Coupé, the former with ghastly aluminium bodywork, the latter with ghastly fibreglass bodywork. It wasn't looking good.

Then at the November 1965 Turin Show, it resolutely

failed to get any better. Another pairing of spider and coupé was shown on the OSCA stand: the GT Zagato (or GTZ). Both cars were designed by Zagato, and although they shared similar Aston Martin-esque front styling, they had distinctly different bodywork. The coupé was a sleek but not-terribly-exciting four-seater, both longer and heavier than the spider (4050mm long and 710kg, versus 3800mm and 640kg for the strict two-seater drop-top). The Spider boasted a sharply cut-off Kamm tail and a swoopy waistline that made it look ever so slightly (and none too happily) like a beach buggy.

But the real ignominy lay under the bonnet. In contrast to the Maserati brothers' fine twin-cam engines for OSCAs of the past, the new GT Zagato made do with a Ford

powerplant. The gasps of horror could be heard across the Italian nation, as showgoers gaped at the V4 Ford Taunus engine at the front end. In the Spider, it was the 1.5-litre (1498cc) version. The coupé boasted a 1699cc V4. At least the latter was tuned somewhat, with a power output of 95bhp at 5800rpm, up from the standard 70bhp. And at least there was some engineering integrity to the positioning of the four-speed gearbox and differential in unit together at the rear of the car. Further kudos was gained by the specification of independent suspension and four-wheel disc brakes in both cars. OSCA quoted a top speed of 108mph for the spider and 112mph for the

coupé.



The 1500 and 1700 GTZs proved to be the very dampest of squibs for OSCA. Despite announcing that a production run would begin in spring 1966, no further examples were made by OSCA. In fact, these were the very last cars that OSCA made at all, as the company's doors closed for good in 1967, with much of the Milanese marque's tooling reputedly simply burnt. The 1500 GT Spider still exists, apparently, in not too great a condition, but we don't know the whereabouts of the coupe. Do any of our readers, perchance?





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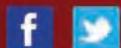
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