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So it's here: Alfa Romeo's new era is finally upon us with the all-new Tonale. As you can read in detail on page 14, this feels like a real crunch model for Alfa. It's a return to the medium car class, vacated when the Giulietta left production in 2020, and as such should raise Alfa's fortunes with significantly better sales than the Giulia and Stelvio.

Personally I think the Tonale looks great. It was slightly disappointing to hear that the Tonale Quadrifoglio hasn't been confirmed for production (we remain hopeful on that front) but the 275hp range-topping Q4 sounds promising, especially as Alfa says it will have "best-in-class driving dynamics".

But I don't think the Tonale represents the true future of Alfa – it's more a changing of the guard. This is the last Alfa conceived in the pre-Stellantis era and the last to use an FCA platform (all future Alfas will have platforms co-developed with Peugeot/DS). It's also the last Alfa to be designed under Klaus Busse, who is now in charge of Maserati design. His place at Alfa has been taken by ex-Seat design chief, Alejandro Mesonero.

So what will Alfas of the future look like? We will find out next year when, according to reports, Alfa will present an all-new concept car, rumoured to be a coupe. Remarkably, this will be Alfa's first in-house designed pure concept car for 20 years (the last being the Kamal SUV of 2003).

Alfa really needs, in my view, a truly bold design vision, not a 'me too' look. Shapes that ooze character and originality. What I'd really like to see is a 2020s vision of what Alfa Romeo did with the SZ back in 1989 – a big statement of adventurous design. Alfa needs to lead, not follow, and a genuinely bold design concept is the place to start that journey.

Chris Rees
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ITALIAN CAR NEWS

Maserati MC Editions Go Yellow & Blue



New MC Edition models across Maserati's current line-up celebrate the marque's racing spirit. MC stands for 'Maserati Corse' and the new editions pay tribute to the Trident's history in racing. Offered on the Ghibli, Levante and Quattroporte lines, the MC Edition is offered exclusively in V8-powered versions.

Two exclusive colours are on offer – Giallo Corse and Blue Vittoria – reflecting the yellow and blue colours of the city of

Modena, Maserati's home. Giallo Corse is a triple-layer yellow colour with blue mica, which Maserati describes as "sporty and advanced". Blue Vittoria a matt triple-layer blue described as "deep, impactful and contemporary".

The MC Edition features details in Piano Black and a specific badge on the rear wing and B-pillar. The wheels – 22-inch on the Levante MC Edition and 21-inch on the Ghibli and Quattroporte – have a gloss black finish, while blue brake callipers complete the look.

The special series comes as standard with an electronic sunroof, Bowers & Wilkins surround sound system and Driver Assistance package. Interior features include blue carbonfibre trim, yellow-and-blue stitching, natural Nero Pienofiore black leather upholstery with denim accents, headrests with an MC Edition logo and a dedicated badge on the centre console.

The new MC Edition models are available to order now, although pricing had yet to be confirmed at the time of writing.



1000HP MILLETIPLA TAKES SHAPE

An extraordinary Fiat Multipla with a 1000hp engine is taking shape in France. Dubbed the Fiat 'Milletipla', it's the bold concept of Vilebrequin and is being financed by crowdfunding. Reportedly a sum in excess of one million euros is being invested in the car, which uses a highly tuned Chevrolet V8 engine in a bespoke tubular chassis.

The latest development is a body kit designed by a tuning specialist in Japan that will soon be mounted on the car. "The body kit is essential to the progress of the project," said a spokesman, "because it will define the space allocated to the mechanical components, in particular the front and rear cooling." Also due to be completed soon is the interior which will feature 'Le Mans' carbon bucket seats and a racing steering wheel.



UNIQUE SOUTH AFRICAN MASERATI RESURFACES

A Maserati 3500GT with a bespoke one-off body has resurfaced for sale. The 1964 car – which *Auto Italia* originally featured back in 1991 – was supplied new to South Africa in right-hand drive. The following year it was rebodied by the Italian-born coachbuilder Pierino Scalco (apparently an ex-pat living in South Africa) with a different nose and a bespoke rear end.

The car was imported into the UK 23 years ago. Recommissioned to classic race car spec by Colin Denyer Motorsport, it was raced at venues including Goodwood Revival, Silverstone Historic and the Brighton Speed Trials. It was then restored in the USA and is now back in the UK. The car is up for auction via www.carandclassic.com



UNRESTORED CLASSICS AT AMELIA ISLAND

A selection of rare and unrestored Italian classics is to be auctioned at Amelia Island by Gooding & Co. Heading the list is a 1965 Ferrari 275 GTB, one of 248 examples of the 275 GTB twin-cam short-nose bodied by Carrozzeria Scaglietti. Chassis 07529 is a late-production short-nose, originally painted

in the rare factory colour scheme of Giallo Stemma Ferrari over grey Connolly leather. This is first time it has been auctioned and has an estimate of \$1.3 to \$1.6 million.

A 1954 OSCA MT4 2-AD 1500 Spider (chassis 1148) is the example road tested in the August 1955 issue of *Road & Track* magazine and has a racing history in the USA. Although a home restoration was attempted

in the past, it has not been fully restored. Rarely offered for sale, its auction estimate is \$1.1 to \$1.4 million.

Also going through the 4 March Amelia sale are an unrestored 1959 Lancia Flaminia Sport (pictured below, estimate \$100,000 to \$150,000) and a 1959 Alfa Romeo 2000 Spider (estimate \$80,000 to \$110,000), both offered without reserve.



288 GTO SETS RECORD

A recent RM Sotheby's auction of Ferraris from the Marcel Petitjean Collection witnessed a new sale record being set for the Ferrari 288 GTO. The 1985 example of the GTO sold for €3,464,375, the highest ever seen at auction. This was followed by a 1966 Ferrari 275 GTB/4, the first production GTB/4 and the Paris Salon show car, which sold for €2,367,500. A 1964 Ferrari 250 GT/L Berlinetta Lusso also sold for €1,186,250.

Outside the Petitjean Collection, a Ferrari Classiche-certified 1996 Ferrari F50 with 12,722km sold for €3,436,250, while a 1994 Bugatti EB110 GT – one of only 84 built to 'GT' specification – achieved €1,805,000, a record-breaking sum for this model.



DAYTONA SP3'S BEAUTY GONG

The Ferrari Daytona SP3 has been awarded the Grand Prize as the Most Beautiful Supercar 2022 by a panel of judges at the Paris International Automobile Festival. The award recognises design and aesthetic beauty. The same jury also awarded Ferrari's Chief Design Officer, Flavio Manzoni, with the Grand Prize of Design. Manzoni commented: "These two important awards are indisputable proof of the levels of quality and excellence reached by the Ferrari Styling Centre, which I have the privilege of leading, and of the sophisticated formal research carried out on the Ferrari Daytona SP3."



NEW MCA: MADE IN SICILY

Monte Carlo Automobiles (MCA) has unveiled two new cars at the Monaco Yacht Show: the Été and MIG20. The company, which is based in Monaco, also announced that production will take place in Partinico, Sicily and that its CEO is now Giorgio Stirano, the celebrated Italian engineer. Having made its debut in 1990 with the GTB Centenaire, MCA is now focusing on a hypercar, the MIG20 (above), and the Été (below), a novel open four-seater designed to be taken on board yachts.



COUNTACH LPI 800-4 HITS ROAD

For the first time since its unveiling at Pebble Beach in August 2021, the new Lamborghini Countach LPI 800-4 has taken to the road. The new Countach has a total power output of 814hp, with its 6.5-litre V12 (780hp) combining with a 48-volt electric motor (34hp) mounted on the gearbox. This is a limited edition of 112 units, all of which were sold before its presentation, the number referencing the project name 'LP 112' used internally during the development of the first Lamborghini Countach of the 1970s. Deliveries of the Countach LPI 800-4 start in the first quarter of 2022.

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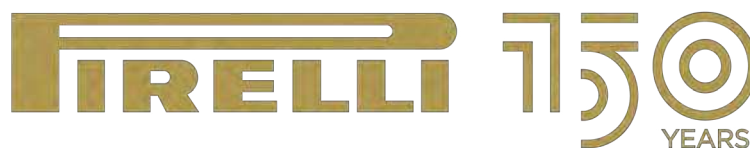
The Cizeta supercar marque is set to return after Antonio Mandelli, an Italian businessman based in Germany, bought the rights to Cizeta Automobili. Reportedly he has raised €40 million of funding and is seeking to obtain the blessing of the designer of the original 1988 Cizeta V16T, Marcello Gandini. Mandelli intends to launch a modernised version of the V16T, using an updated 16-cylinder powerplant with four turbochargers. Unlike the original car, which had a tubular steel spaceframe chassis, the new Cizeta will use a carbonfibre tub.

Meanwhile the 1988 Cizeta-Moroder V16T prototype, featured in *Auto Italia* February 2022, has been sold at auction. It made \$1.3 million at RM Sotheby's sale in Arizona, where it was also offered with digital artworks and a four-track EP of new music by Giorgio Moroder, the music producer who funded the original Cizeta project.



FIAT REGAINS TOP SLOT IN BRAZIL

Fiat topped the sales charts in Brazil in 2021 for the first time since 2016. The brand sold 430,938 units, representing 5.2% growth over 2020 for a 21.7% market share. For the first time ever, a pick-up truck was the best-selling vehicle in Brazil: the Fiat Nova Strada (above) sold 109,110 units, totally dominating its segment with a 79% share. Three further Fiat models made it into the top ten: in addition to the Nova Strada, the Argo ranked third (84,656), the Nova Toro pick-up seventh (79,914) and the Mobi ninth (65,855).



PIRELLI CELEBRATES 150 YEARS

Italy's best-known tyre manufacturer is celebrating its 150th anniversary in 2022 with a number of initiatives. Among the main projects is a new book called *Thinking Ahead. Pirelli: 150 Years of Industry, Innovation and Culture*. The editorial project will be featured on the pirellibuildthefuture.org website, reviewing Pirelli's 150 years through documents, technical drawings, engineering achievements and innovations.

There will be a special issue of 'World', the company magazine, featuring 26 words from A to Z to express the company's story. Next, a 'graphic novel' video tells the history of Pirelli from 1872. The Italian State has presented a new stamp collection that also includes a set of three celebratory coins in gold and silver. Further initiatives will include sports sponsorships, cultural events and new product launches.



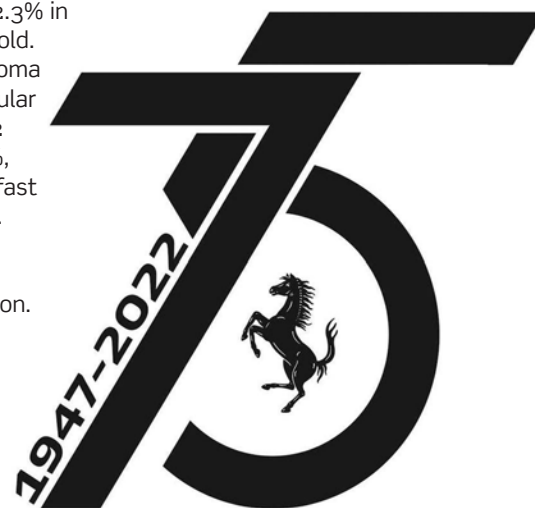
KIMERA 037 IN MONTE-CARLO RALLY

A Kimeria EVO37 in special Pirelli livery has participated in the 2022 Monte-Carlo Rally. On 20 January, the EVO37 took part in the Monte Carlo Rally Shakedown, piloted by ex-Rally World Champion Petter Solberg and Mario Isola (Pirelli's Head of Motorsport). During the event itself, the EVO37 was on show in the Place du Casino de Monte Carlo.

The occasion celebrated the 40th anniversary of the debut of the Lancia Rally 037 (on which the EVO37 is modelled) and also recalled Walter Röhrl's win in the 1983 Monte-Carlo Rally driving a Rally 037. The unique Pirelli livery celebrates the 150th anniversary of the Italian tyre company this year.

FERRARI POSTS RECORD YEAR

Ferrari's global sales rose by 22.3% in 2021, when 11,155 cars were sold. V8 models – F8, Portofino M, Roma and SF90 – were the most popular (34.6% increase), although V12 models recorded a drop of 16%, largely because the 812 Superfast coupe has now left production. Ferrari achieved growth in all markets, while net profits also increased by 56% to €883 million. As the Maranello-based firm enters its 75th year, it has announced a management reorganisation. Further growth is expected after Ferrari launches its new Purosangue SUV later in 2022.





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MASERATI CLASSICHE OPENS HISTORICAL ARCHIVE

Maserati has announced that owners can now receive historical documents about their Trident-branded classics simply by requesting them. Sales orders, technical characteristics, historical features and test documents are a few examples of the items that can be requested. For information and orders, contact maserati.classiche@maserati.com



JIM STOKES OPENS NEW DYNO

Jim Stokes Workshops Group has opened a new Superflow SF Powermark engine dynamometer at its headquarters in Waterlooville, Hampshire. This state-of-the-art facility provides the ability to test and develop all types of engine up to 2500hp and 12,000rpm in a controlled environment. The JSW team is fully trained in the dyno's operation and is offering fully-staffed half or full day facility hire.

Jim Stokes comments: "Having an in-house engine dyno is essential for us. We rebuild a lot of engines every year, aside from the manufacture of our own brand new six and eight-cylinder Alfa Romeo engines, and all need to be thoroughly run in and tested. Being able to offer this valuable service to other companies is a fantastic asset to the business and the wider engine building industry."

For more information or to book an appointment call Jim Stokes Workshops on 02392 254 488 or email dyno@jswl.co.uk



OBITUARY: ALFIERI MASERATI

Alfieri Maserati, one of the descendants of the founders of Maserati, has died at the age of 84 after a brief illness. Alfieri was the son of Ernesto, the youngest of the Maserati brothers and one of the creators of the OSCA marque after the Maserati marque was sold to Adolfo Orsi. He was named Alfieri after his uncle, the racing driver and Maserati co-founder who died in 1932.

After OSCA closed down in 1967, Alfieri Maserati continued as a designer in his own right, while also helping collectors restore their cars. He was passionate about motoring history and lent his skills and experience to the ASI (Automotoclub Storico Italiano) and to FIVA (the international federation of vintage vehicles) as a member of its Technical and Cultural Commission.

FIVA stated: "With a passion for authenticity and truth, Alfieri Maserati wrote some important articles about his family, full of unknown but always well documented details, for the ASI magazine *La Manovella*. At his home in Turin he kept an impressive archive and was reconstructing, in minute detail, the history of the Maserati brothers: Alfieri, Bindo, Ettore and Ernesto. In the Museum of Industrial Heritage in Bologna, he set up a section dedicated to the Maserati brothers. An engineer himself, he participated in the management of OSCA, the company founded in 1947 by Bindo, Ettore and Ernesto, which produced high quality sports cars."

GAZ FIAT 126 DAMPERS

GAZ is offering a new adjustable-rate damper for the Fiat 126, complete with height-adjustable spring platforms for assister springs. The damper can be adjusted via a knob on the side. Designed for general road use or occasional track slalom and sprint use, the dampers can also be ordered in a set-up designed for classic racing. The GAZ Fiat 126 coilover damper retails at £93.09 plus VAT each. For further details, visit www.gazshocks.com



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Romeo's New Giulietta?

Alfa's long-awaited Tonale has finally arrived – here's what we know about this crucial new mid-size SUV

Story by Chris Rees



Seems like we say this every time that Alfa Romeo launches a new model, but this is crunch time. Alfa's all-new Tonale represents the marque's push back into the mainstream with a potentially very popular medium-size SUV. Like the Stelvio, the Tonale is named after an Italian mountain pass – but how much of an uphill struggle will it face to tempt Italo-curious buyers away from more predictable choices like the Audi Q3, Nissan Qashqai and Volvo XC40?

So here is – finally – the definitive production Tonale. Its arrival had been delayed by three months to get everything right (more on that later). But still, the time from the concept car being unveiled in July 2019 to today – a mere two-and-a-half years – is rapid for a mainstream manufacturer.

The production car looks recognisably like the 2019 concept, but there a number of changes in its proportions and details – for instance, longer overhangs, bigger lights, a broader front grille and a flatter bonnet. Alfa describes the shape as “distinctive, sensual and forward-looking” but there are many familiar Alfa design tropes on view, including ‘Trilobo’ grilles, triangular ‘Scudetto’ and five-hole teledial wheels.

Easily the most striking aspect is the six-strong LED front lights whose inspiration comes straight from Alfa's SZ and Brera. These have a ‘Welcome and Goodbye’ feature (activated every time the car is turned on and off) plus cornering lights. The taillights pick up on the same design cues, forming a sine curve wrapping around the rear end. The rear window, meanwhile, is “a tribute to the 8C Competizione,” says Alfa. The dimensions are very similar to the Audi Q3 at 4.53 metres long, 1.84m wide and 1.6m tall.

Inside, Alfa fans will instantly recognise the twin-hooded instrument cluster from the classics, as well as the three-spoke steering wheel. But all new is a fully digital, configurable 12.3-inch TFT screen ahead of the driver, plus a 10.25-inch touchscreen unit emerging from the centre of the dashboard – the biggest screens in its class, says Alfa. The infotainment system integrates Apple CarPlay, Android Auto and Amazon Alexa, offering over-the-air updates for “the ultimate software experience”.

Alfa trumpets the Tonale with the by-line ‘metamorfosi’ (metamorphosis), which is a reference to this being Alfa's very first electrified car. ‘What took you so long?’ may well be your response, but there were three main reasons for the Tonale's delayed launch. When Jean-Philippe Imparato took over the reins at Alfa Romeo in January 2021, he asked for improvements to the hybrid system, software and safety technology.

Under the skin, the Tonale's platform is an evolved version of the Fiat 500X's. The evolution is quite major, with a wider track, extra stiffness, less weight (thanks to the use of aluminium parts) and unique suspension, steering and electronic systems.

So what are the power options? At launch, the Tonale will be an exclusively hybrid offering in the UK. It'll be offered in two regular hybrid forms, both with front-wheel drive: 130hp and 160hp. Both have a 1.5-litre turbo petrol engine (the 160hp version with a variable-geometry turbo), mated to a 48-volt electric motor offering 15kW of power and 55Nm of torque. Both can travel in electric-only mode at low speeds,





boosting overall fuel efficiency.

The range-topper is the Plug-in Hybrid Q4 all-wheel drive model. This combines a 1.3-litre MultiAir turbo petrol engine (driving the front wheels) with a 15.5kWh battery and an electric motor (driving the rear wheels). The total power output is 275hp, good for 0-62mph in 6.2 seconds. Alfa claims that the Q4 is the most efficient Plug-in Hybrid in its class, with a range in full-electric mode of up to 37 miles (or 50 miles in town). A full battery charge takes 2.5 hours using a 7.4kW charger.

Two further engines are being offered, but not in the UK: a 1.6-litre 130hp diesel (sold in certain EU countries like Italy and Spain) and a 256hp 2.0-litre petrol engine (for the US and Middle East).

The 130hp and 160hp hybrids both use a seven-speed TCT dual-clutch transmission, while the Q4 has a six-speed automatic. No manual gearbox will be offered but aluminium shift paddles are provided for manual shifting if you wish. Emissions and fuel economy figures have yet to be confirmed.



Alfa Romeo says the Tonale is “reinventing sportiness for the 21st century”, which sets a promising tone for the car’s priorities. Indeed, Alfa is claiming “best-in-class driving dynamics”, saying this will be the Tonale’s calling card in a class where sportiness isn’t normally a priority. Developed by the same team as the Giulia GTA, the sporty feel results from 50/50 weight distribution, the most direct steering in the segment (13.6) and a chassis designed to minimise understeer.

Like the Stelvio, the Tonale uses a brake-by-wire system for instantaneous response and regenerative braking, as well as four-piston Brembo callipers – the only car in its class to have such a braking set-up. There will be a choice of 18, 19 or 20-inch wheels.

There’s MacPherson suspension all round with Frequency Selective Damping (FSD) technology and active damping (Comfort or Sport) according to the DNA drive mode selected – Sport being automatically activated in Dynamic mode to reduce body roll. The DNA system also works in other ways. ‘A’ mode keeps

Production-spec Tonale is recognisable from 2019’s concept (pics at bottom) but has longer overhangs and bigger lights



“Alfa is claiming best-in-class driving dynamics, developed by the same team as the Giulia GTA”



TECHNICAL SPECIFICATIONS (PRELIMINARY)

ALFA ROMEO TONALE	HYBRID 130	HYBRID 160	PLUG-IN HYBRID Q4
ENGINE:	1.5 petrol/electric	1.5 petrol/electric	1.3 petrol/plug-in electric
POWER:	130hp	160hp	275hp
TORQUE:	240Nm	TBA	TBA
EV RANGE:	TBA	TBA	37 miles
TRANSMISSION:	7-sp DCT, FWD	7-sp DCT, FWD	6-sp auto, AWD
DIMENSIONS:	4530mm (L), 1840mm (W), 1600mm (H)		
WEIGHT:	1800kg	1800kg	1900kg
0-62MPH:	TBA	TBA	6.2sec



the car in electric-only mode when possible, lightens the steering and boosts traction control; 'N' is for daily driving; and 'D' maximises power, steering feel and torque vectoring while also decreasing stability control. There's a fourth 'ESC Off' mode, too. An electronic self-locking differential in the 130hp and 160hp models ensures maximum traction.

While full equipment and specifications have yet to be confirmed, the new range line-up will consist of two trim levels and two option packs. The entry level is the Super, for which you can order an optional Sprint pack for a sportier feel. The Ti trim emphasises “elegance and character”, to which you can add a sporty-themed Veloce pack. Prices haven't been announced but are expected to start at around the £30,000 mark. The Tonale will be manufactured at Alfa's newly revamped plant in Pomigliano d'Arco in Naples. Cars will be available to order in Italy from April, ahead of a June launch, while the UK will have to wait until September. Alfa offers a five-year warranty plus an eight-year/150,000km warranty for the hybrid battery system. In addition, the Tonale will be the first car on the market equipped with a NFT (non-fungible token) digital certificate that records the car's service record, among other things.

FUTURE PLANS

Additional Tonale models have yet to be confirmed. When asked about a Tonale Quadrifoglio, a spokesman said it is possible, since the chassis can cope with increased power, but Alfa isn't yet convinced there is a demand for such a model. As for a full-electric BEV version, again this is possible but only if the market demands it.

One significant announcement at the Tonale press conference was that there will be one new Alfa Romeo model launched every year until 2026. We will likely see a new Giulia and Stelvio first, on an all-new dedicated platform.

Alfa will show a concept car next year that's rumoured to anticipate a new GTV four-door fastback version of the next-gen Giulia. Imparato has also said he would like to see a new Alfa Spider. Alfa's new small SUV (possibly called Brennero) will be based on the Peugeot 2008 platform, including petrol, hybrid and pure-electric versions (the latter Alfa's first ever when it arrives in 2025).

One further thing we definitely know is that the very last pure internal combustion Alfa will be made in 2027 – after that, the brand will be exclusively hybrid and electric. 🇮🇹



Alfa Romeo's Future



What we *really* want from Alfa going forwards

By Simon Charlesworth

The news that just 1574 Alfas were sold in the UK during 2021 is concerning. It's thought that Alfa's European total sales in 2021 were 25,000 — a tiny fraction of 2001's total of 205,431. So, apart from Covid, what's happening? The Giulia and the Stelvio are amongst the strongest Alfas for years but the range is nowhere near as extensive at it once was. This will be helped by this year's Tonale and later by its smaller Fiat 500X-based sister, the Brennero. So the Stelvio will have two smaller siblings, valuable assets given Britain's love for 4x4s and 'faux-by-fours'. Factor in new generations of the Giulia and Stelvio and Alfa's short-term future appears to be in good shape — but what about the long-term?

Parent company Stellantis has nailed its colours to the EV mast regarding future Alfa power. The Tonale is launched as a plug-in hybrid, as will be the Brennero (but with the addition of a purely-electric variant — an Alfa first). The path is similar, too, for the new Giulia and Stelvio.

There is talk about a four-door Giulia-based GTV and even a new Spider. However, Alfa must make sure its drivetrains — whatever the power source — retain the heart, engagement and character of the engines that ensnared so

many generations of enthusiasts.

Does Alfa need two four-door models on the same platform? No. The GTV name should be retained for use on an Alfa *berlinetta* rather than being applied to another *berlina*. So few competitors currently offer two-door models that are low-slung, sexy and rear-wheel drive — yet arguably this type is the most readily identifiable as an Alfa Romeo. The marque mustn't fall into the BMW-Mercedes-Audi trap of slavishly copying each other. It needs to be different — to zig when others are zagging.

The GTV-Spider sibling relationship should

be retained, but unlike the disappointing Tipo 939 twins, these new variants should radiate simple elegance, low kerb weights and be rear-wheel drive. Alfa must hold on to its core values and style because these ingredients are vital to its success. If there is a problem with the current Giulia, I think it looks a bit too German and — *mi dispiace* — verges on resembling an Audi clone with flabby surfaces and aggressive detailing.

The range needs sensible dimensions, endowed with verve, and the driving experience should all be de facto 'dynamic' (please scrap the 'DNA'). Ban those wretched screens, keep the interior *acqua, benzine, olio* driver-centrally simple, stylish and distraction-free. Focus on elegance, simplicity, vigour and driver engagement and trumpet the marque's return to delicate balance and feedback — whilst shunning the game of big grip and pub-bragging performance.

Alfa also has to sort out its dealer network. Establish a strong market footing and Alfa can then concentrate on improving the cars it builds. Models with Italian style and spirit, so that enthusiasts will preach, and customers will return and multiply. Then perhaps we can talk about Sprints, Spiders and maybe even a small Alfa reborn: a Nuova Alfasud, a beautifully packaged and built espresso shot of Alfa-ness.



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McLambo

We achieve road-trip heaven in a tarmac-shredding adventure through the Scottish Highlands on board a convoy of Lamborghinis

Words by Tim Pitt
Images by Charlie Magee

Hardly a week goes by without another car manufacturer proudly proclaiming its all-electric future. The internal combustion engine, which has ignited so many passions and changed our lives beyond all recognition, is suddenly old news. In today's brave new world, the past is an inconvenient truth.

Not so for Lamborghini. The company isn't immune to the prevailing winds; its *Direzione Cor Tauri* blueprint for electrification sets aside £1.4 billion to develop an EV, likely a luxurious four-door GT, before 2030. The next Aventador, due in 2023, will also combine a new V12 with plug-in hybrid tech. In the meantime, however, Lamborghini plans to live in the moment and 'celebrate the combustion engine'. How very refreshing.

In fairness, Sant'Agata has plenty to celebrate. Last year, it delivered a record 8405 cars worldwide, up 13 percent on a difficult 2020 – and all without a battery in sight (well, unless you count the Sian's supercapacitor). For a factory that averaged around 200 units per year for its first four decades, that's a remarkable feat. The transition from shouty supercars to "becoming a symbol of human progression" – as Lamborghini is currently styling its future – will be a challenging one. But right now, Lamborghini is on a roll.

No car demonstrates this better than the new Huracán STO. A road-legal interpretation of Lamborghini's Super Trofeo racer, it has been a critical smash-hit, vanquishing the Porsche 911 GT3 and Ferrari SF90 Stradale in *Car of the Year* showdowns. Despite a price tag of around £260,000 – nearly £100,000 more than a Huracán Evo RWD – the waiting list for delivery now stretches well into 2023.

We are in Scotland in company with an 11-strong line-up of cars that comprise Lamborghini's entire UK

press fleet. There are three Urus SUVs, six Huracáns and two Aventadors. Although it's the STO that everyone wants to drive, there are no short straws here. Tomorrow, our route takes us from Edinburgh up into the Cairngorms, on some of Scotland's best driving roads. With a combined total of 108 cylinders and 7200 horsepower, this will be a salute to the combustion engine like no other.

If any guests at our hotel are hoping for a lie-in, I can only submit a grovelling apology. As the first fingers of sunlight curl over the horizon, the icy stillness is shattered by a mechanical cacophony, an alarm call of boisterous V8s, strident V10s and snarling V12s. Lamborghini doesn't do quiet getaways. But there's no denying the sense of drama as the symphony of cylinders ignites.

I start in a Urus, quietly thankful for its cossetting cabin and heated seats. You may have seen the recent viral video where Vinny Jones mocks a Urus that needed rescuing from a muddy field. In truth, despite the Urus's three driving modes – Sabbia (sand), Neve (snow) and Terra (all-terrain) – Lamborghini's best-seller is no match for a Land Rover (let alone a Lambo LM002) when the road runs

out. Ironically, though, its high driving position, relatively supple ride and general air of invincibility seem ideal for Edinburgh's crowded, cratered streets. In contrast to its belly-scraping brethren, speed humps hold no fear here.

Perhaps it's my lofty vantage point, but I'd swear the yellow Urus turns as many heads as the low-slung Lamborghinis, too. Four years after its launch, the supercar-on-steroids styling still looks like nothing else. Rivals such as the Bentley Bentayga Speed and Porsche Cayenne Turbo GT may offer comparable power and pace – and indeed the very same VW Group







“ On chilled tarmac dotted with condensation, the result could be an edgy, white-knuckle ride. The reality is quite different ”



LAMBORGHINIS IN SCOTLAND

platform underneath – but the Urus still feels like the definitive ‘super-SUV’. At least until the Ferrari Purosangue arrives later this year.

After disrupting the morning rush-hour and making the day of several very excited schoolchildren, our colourful convoy joins the A9, spearing north towards the Highlands. Much of the route is monitored by 50mph average speed cameras, so I relax and enjoy the flexible torque of the 650hp 4.0-litre twin-turbo V8. Its brawny 627lb ft arrives at just 2250rpm; quite a contrast to the 770hp Aventador SVJ filling my mirrors, which musters ‘just’ 531lb ft at a frenetic 6750rpm.

Lamborghini’s SUV is certainly no soft option, though. An arsenal of chassis tech – active anti-roll bars, rear-wheel steering, Torsen centre differential, torque vectoring on the rear axle, ceramic brakes and more – all help counter its 2197kg heft. Get your head around its sheer size (its footprint is larger than a Range Rover) and the Urus is a formidable point-to-point machine. Manual shifts via the paddles are instant, the light steering is accurate and the body

control is brilliant. If anything, it makes going fast too easy – unlike the car I’ll be driving next.

After a coffee-stop in Pitlochry, I’m casually handed the keys to the *Super Veloce Jota*. At £387,988 (before options, of course) this one-of-800 SVJ Roadsters is the most expensive car here, and arguably the most focused. The SVJ coupe, you will recall, broke the Nürburgring lap record in 2018, with a time of 6min 44sec. This Roadster version gains 50kg and a targa top, with two carbonfibre panels that slot into the front boot (and cost £15,000 apiece). Packed luggage? You’ll have to leave the roof in place.

Frankly, even without the crisp Highland air skimming your scalp, the 218mph SVJ borders on sensory overload. The run-out Aventador Ultimae might boast a token extra 10hp, but the aero-enhanced SVJ is surely a quicker car overall. Its ALA 2.0 system uses flaps in the nose and an active rear wing to increase downforce or reduce drag as needed. Linked to the rear-wheel steering and mechanical diff, it even manages airflow from left to right to boost cornering grip.



Such new-fangled chassis wizardry seems at odds with the Aventador's old-school naturally aspirated 6.5-litre V12. Yet it's the latter that dominates everything, lurking behind your shoulder and longing to be unleashed. Opportunities to extend it fully are few, even in these sparsely populated parts of Scotland, but it radiates aggression with every rising rev. Its operatic 12-cylinder wail is more musical than the Huracán's V10, too. When you do find a straight long enough, the sound and fury are all-consuming.

Intimidating and even scary at first, the Aventador SVJ quickly builds your confidence. Indeed, it gets better the faster you go, the nose darting into corners before four-wheel traction slingshots you out the other side, the transmission walloping you in the back as it grabs the next gear. On the right road – such as the duck-and-dive A939 to Lecht ski centre – it feels fantastic. The rest of the time, the single-clutch gearbox's lurching slow-speed shifts, awkward ergonomics and the brittle ride ruthlessly expose its advancing age. Still, would I swap it for a silent electric supercar? Not a chance.

I would swap it for a Huracán STO, though. After lunch at the Glenlivet distillery, it's time for my stint in Lamborghini's latest – and finest. Spoiler alert: the ultimate Huracán was already my favourite new supercar of 2021; now I'll be driving it in the Highlands, rather than the Home Counties. Eight-year old me, who had a Countach LP500 S on his bedroom wall, can't believe his luck.

It's no shrinking violet, but our grey-and-yellow STO sports one of the subtler liveries available for it, its design inspired by the 'Roger Dubuis' Squadra Corse



ABOVE: Convoy at Lecht ski centre. BELOW: Outrageous Aventador SVJ comes alive on big, sweeping roads





Despite brawny dimensions and weight, the Urus feels surprisingly deft point to point on Scottish tarmac

racer. Here the aerodynamics are fixed, not active, yet there's no mistaking that jutting front splitter, rear 'shark fin' and manually adjustable spoiler. Uniquely, the STO also uses a forward-hinged front clamshell, which Lamborghini calls a *cofango*: a blend of *cofano* (bonnet) and *parafango* (wing). With thinner glass and lots of bare carbonfibre, dry weight is 1339kg, some 43kg less than a Huracán Performante.

Unlike the Performante, though, the STO sends all of its 640 horses to the rear wheels. On chilled tarmac dotted with patches of late-afternoon condensation, the result could be an edgy, white-knuckle ride. The reality is quite different: the Huracán's magnetic dampers stay focused, its quick steering communicates clearly and its stability system flatters my mistakes. After the shock-and-awe SVJ, it feels wonderfully precise and light on its feet.

Even so, internal combustion remains the star of the show. For me, Lamborghini's free-breathing 5.2-litre V10 is one of the all-time great road car engines: up there with Alfa's Busso V6 or Ferrari's Colombo V12. Exhaling through perforated Akrapovic exhausts, it's an exuberant, life-affirming force of nature. The full 640hp arrives at 8000rpm, its metallic howl reverberating through your ribcage as the Huracán gains speed like a dive-bombing falcon.

That V10 is also mated to one of the quickest and most intuitive twin-clutch transmissions available; another stark difference to the brutal Aventador. The spidery paddles are so tactile, the shifts so sharp, you'll never miss having a manual 'box. I didn't, anyway.

No question, the Huracán STO is the best modern Lamborghini, and it might just be the best Lamborghini





of all time, certainly as a driving machine. But it didn't offer my most memorable experience in Scotland. That came early the following morning, in a slightly humbler Huracán: the 610hp Evo RWD Spyder.

The mountain-tops had been dusted with snow overnight and I could see my breath. Still, the opportunity to lower the Huracán's fabric roof and enjoy the engine in all its melodramatic glory was just too tempting. What followed was the stuff of supercar fantasy: a deserted road from Braemar to Glenshee, jaw-dropping scenery straight from *Skyfall*, head-spinning speed and a malleable rear-driven chassis edging *juuust* over the limits of grip. As the



unfettered scream of the V10 echoed across the valleys like a war cry, it felt less like a celebration, more like a valedictory last stand.

Perhaps I'm the one being melodramatic now. We still have a few years left to enjoy bombastic petrol engines – and besides, Lamborghini hasn't entirely thrown in its lot with electrification. Along with other brands in the Volkswagen Group, most notably Porsche, Sant'Agata is already investigating synthetic fuels, made from green hydrogen and captured carbon, as a sustainable way to keep traditional V8, V10 and V12 engines alive. That sounds like a cause worth celebrating. 🇮🇹

Mighty Huracán STO (below) emerges as easily the best Lamborghini of its generation to drive





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Smoking Meera

The curious tale of the very last Ferrari rebodied by the Italian coachbuilder Michelotti: the 400i-based Meera S

Story by Chris Rees

Images by Ahmed Qadri/Pixelhaus Media/RM Auctions





Unique, one-off Ferraris have been part of Maranello's mystique since the very beginning. While the golden era of coachbuilt specials was undoubtedly the 1950s, and while Ferrari continues to build one-offs today via its Special Projects division, there has always been a demand for specials realised by Italy's independent design houses. Just one instance was the string of five Ferraris built for Luigi Chinetti's North American Racing Team (NART) in the 1970s, all designed by Giovanni Michelotti (see panel on page 32).

There was one further coachbuilt Ferrari by Michelotti in the 1980s – in fact the very last Prancing Horse ever completed by Studio Tecnico Michelotti. It's called the Meera S and you're looking at it on these pages. When it was made in 1983, the Turin-based *carrozzeria* was in troubled waters. Its founder, Giovanni Michelotti, had passed away in 1980, leaving the company in the hands of his son, Edgardo. The role of chief designer had been assumed by a Japanese designer called Tateo Uchida, who had met Giovanni Michelotti in Japan in the 1960s and went on to join him in Turin. It was Uchida who finished off the last mass production car designed by Giovanni Michelotti before his death, the Reliant Scimitar SS1 of 1980.

It was to Michelotti that a young Saudi prince turned for the special Ferrari that he wanted built. The idea was to take a Ferrari 400i and reclothe it in a more modern style with lots of unique features inside and out. According to a press release issued by Michelotti on the car's debut in July 1983, designer Tateo Uchida said it "came as a challenge" but that he "wanted to design a real Ferrari, emphasising the company's traditional sports car image, with a contemporary rather than classic look." He therefore resisted the temptation to design something extravagant, despite being given a free hand by the client.



A brand new Ferrari 400i automatic (chassis number 41421) was despatched straight from the Maranello factory to Michelotti's workshops in Turin, where the Meera S was built up by hand. The coachbuilder described the car as having "modern bodywork" and one contemporary press report described it as "harmonious and aggressive". Some likened its look to Japanese sports cars like the Mazda RX-7 and Toyota Celica Supra.

The 400i basis was definitely discernible in the overall proportions and the familiar five-spoke alloy wheels. But all of the new metalwork was unique – mostly in steel although the nose, doors and tail section were in aluminium. The profile was wedge-like, with a low waistline and a distinctive indented crease extending all the way around the car, from the front grille and along the flanks, kicking up behind the rear wheelarches. The sloping nose had air intakes both below and above its pointed peak. Foglights sat below the bumper, while pop-up double headlights were positioned above the upper grille. Ferrari circular taillights were retained. The upper wings both front and rear had sharp cuts in them that housed air extraction vents – up front for the engine bay and at the rear for the cabin.

The tinted glasshouse with its discreetly hidden roof pillars was designed to give the impression of a wrap-around effect, front and rear. The main side windows were fixed, with tiny 'ticket windows' inserted. Perhaps the Meera S's weirdest feature was wipers for the side windows. In addition to wipers for the front and rear screens, Michelotti fitted two additional wipers for the side windows. These were mounted at the base of the door mirrors and swept in an arc to produce a clear side view – a very unusual idea that we think has never been duplicated. These wipers have since been taken off the car, sadly.





Mix of steel and aluminium in new body made it lighter than base 400i. Radical 1983 cabin (inset left) has since been altered

Michelotti's stated aim was to make the car "more agile" to drive and to that end it was 5cm shorter than Ferrari's 400i and had some aerodynamic advantages. The car retained Ferrari's 4823cc V12 engine with 315hp but had dual alternators and better cooling. This was enough to give the car a 0-62mph time of under

revealed the diodes and circuits at work within. The front passenger had a television ahead of them – very exotic for 1983 – with a rear-view video camera and closed-circuit TV monitor replacing the rear-view mirror. Only in today's cars is this now starting to reach production but Michelotti did just it back in 1983.

“ As conceived, the cabin had lots of features that were way ahead of their time – sadly almost all now lost ”

seven seconds and a top speed of 152mph.

As originally conceived, the cabin had lots of features that were way ahead of their time – although sadly almost all of these have since been lost. Perhaps the most striking one was the digital electronic dash. This consisted of three separate Plexiglas housings arranged in a gentle arc, transparent so that they

The Meera S also had a remote central locking system, again very advanced for 1983.

The Momo leather steering wheel was crafted especially for this car, while a very 1980s fitment was a high-end Clarion audio system in the centre console. Another progressive feature was dual-zone air conditioning, while an electric sunroof was also





specified. One further peculiarity was that there was only one rear seat, with a mini-bar taking the place of the second seat (once again, now changed to a more conventional 2+2 seating layout).

Indeed, almost all of the original cabin has been replaced with much more conventional upholstery, console and instruments. The original 1983 cabin used beige velour upholstery for the seats, doors and curvaceous facia, with most of the other surfaces finished in contrasting grey suede. This was later changed to blue leather and later still to red-and-cream leather (as it stands today).

The Meera S was so called because Meera was the first name of the Saudi prince's companion, while 'S' supposedly stood for 'Saudi'. The car reputedly costs its owner a figure approaching \$1 million. It was intended to be used during his stays in Europe but it is thought the prince parted company with the car after just a few months.

Then came a very curious phase in its story. The Meera S eventually passed into a substantial collection of Ferraris and Maseratis owned by Charles Zwolsman, a Dutch racing driver who competed in the 24 Hours of Le Mans. Sadly he was also convicted of drug smuggling and his car collection was auctioned off by the Dutch state in 2001.

By 2003, the Meera S had made it to the USA and was being offered for sale by the Motorcar Gallery of Florida; at this point it had just 4810km (3006 miles) on the clock and the asking price was \$123,500. The following year, it appeared at the Cavallino Classic in Florida.

More recently – in 2010, in fact – the Meera S was sent to Ferrari Classiche in Maranello to have €252,100 worth of restoration work done, including an engine rebuild, reconstructed electricals, new exhaust and lots of other work. Today it is finished in Bianco Fuji paint, which does look amazing, but we can't help feeling it's a shame that so much of the original car has been changed and that so many of the novelties that made it unique are lost.

Ultimately, the Meera S ended up in Dubai, the location from which the car was put up for auction by RM Sotheby's in February 2022. It sold for the healthy sum of €432,500, way above what a regular Ferrari 400i is worth – but then this is a singular piece of Italian coachbuilt history. As for Studio Michelotti, it closed its doors in 1991. Tateo Uchida, who also designed the Michelotti Pura in the 1980s (look out for a feature on that in *Auto Italia* very soon), eventually joined Toyota Europe's design department. 🇮🇹



Curious side window wiper, sadly now deleted

MICHELOTTI'S FERRARI NART DAYTONAS

The Meera S was the very last Ferrari bodied by Michelotti. But preceding it was a string of five Ferraris built by Michelotti for the boss of the North American Racing Team (NART), Luigi Chinetti. Unlike the 400i-based Meera S, these were based on the 365 GTB/4 Daytona. All five shared the same format of an angular wedge shape, shark-nose and all-round waistline crease – very much characteristics later adopted by the Meera S.

The first was commissioned in 1974 and presented at that year's Turin Show, featuring cut-down doors (*pic below*). The second one had a curious white, red and blue paint scheme and was supposed to run at the 1975 Le Mans 24 Hours, although Chinetti ultimately withdrew it (*middle pic*).

Three further special-bodied NART Daytonas were ordered from Michelotti to essentially the same specification, all featuring an indented sill design (*pic bottom*). One of these was displayed at the 1980 Turin Show.





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(Turbo)Charge of the Light Brigade

Abarth's new F595 is the latest in a long line of turbocharged Fiats. How much does it owe to Fiat's pioneers of the 1980s and 1990s: the Uno Turbo and Punto GT? We revel in the revelation that good things really do come in small packages

Story by Nathan Chadwick
Images by Michael Ward

It seems like almost every week that a new Abarth special edition appears, tantalising us with new trim on old but well-proven bones. Not that the platform's age has held it back: the appetite for these miniature bundles of fun is seemingly undimmed, even if in objective terms, its rivals have moved the game on. It's perhaps because of this relative simplicity – and the focus on giggles rather than fun-blunting noise, vibration and harshness abatement – that interest in Abarths remains so keen, including the latest special edition, the F595.

However, there is a warning from history. Fast Fiats often have the lifespan of a mayfly, so we should cherish them while

they're still being produced. Just take the other two cars we have here. The Uno Turbo is the rarest here by some margin. It's believed just 30 examples of all versions still roam the UK's roads, with just 13 of them being the prized Mk1 variety you see before you. Fast forward to the 1990s and the Punto GT is only marginally more common, with 54 believed to be still taxed and running.

It might seem odd to warn of future Fiat shortages with a shiny new Abarth, but small Italian cars rarely survive in great numbers. So let's celebrate small, fast, turbocharged Fiats while we still can. Does the current Abarth truly follow in the footsteps of its much-loved and much-missed forebears? Let's find out.



“ Manhandling an Uno Turbo, especially in the damp, is an artform, and one that’s highly enjoyable ”



TIN-TOP TERROR: UNO TURBO

There's every chance that the mere glimpse of the Uno Turbo's angular form will cause waves of nostalgia to drift over readers of a certain age. A rose-tinted view of any car can mask many faults, and there's no getting away from the fact that 105hp in a car with what seems like the structural rigidity of a kebab wrapper could seem underwhelming in retrospect. However, as I sit in this Mk1 Phase 2 Turbo i.e., taking in the angular dashboard with oh-so-1980s red-on-black dials, the exuberant use of red trim and the persistent vibrations coursing through the bodyshell, all my envy for our editor having just driven the Maserati MC20 in Italy evaporates with a single wastegate whistle. To paraphrase *Fight Club*, my power animal is an Uno Turbo.

Unconvinced? You have to look at the Uno Turbo in the context of what its mid-1980s rivals offered. The Peugeot 205 GTI had the same power output as the Uno (105hp). But while the Pug went naturally aspirated for a linear power delivery, Fiat strapped an IHI turbo to Aurelio Lampredi's 128 SOHC engine, delivering its oomph with all the grace and subtlety of a Labrador when a burger is dropped at a barbecue.

In a package weighing less than 850kg, and with soundproofing that can best be described as 'economical', 105hp feels far faster than the on-paper numbers suggest. With the outside world barely kept out by thin-gauge metal and the enormous glasshouse, it's worth remembering that there is no traction control and, other than the rare rather odd 'anti-skid' versions, no ABS. Control is all up to you.

The steering isn't the most helpful starting point – it's very light and lacking in feel. You have to trust that it will grip, and as long as you keep the turbo lag at bay until you've traversed an apex, it does. Get past 4000rpm and the torque comes in with a hammer blow, leaving the tiny front tyres scrabbling like the aforementioned Labrador on laminate flooring.

If this sounds like a bit of a mess, you're missing the point. As Stephen Sondheim once said, art is an attempt to bring order out of chaos. Manhandling an Uno Turbo, especially in the damp, is an artform, and one that's highly enjoyable. The very best hot hatches prioritise fun over functionality (well, unless you're Volkswagen – who needs Nyto!?). Each time you hear the turbo whine, feel the sizeable thump in your back and watch the Uno's blunt snout



FIAT UNO TURBO v PUNTO GT v ABARTH F595

TECHNICAL SPECIFICATIONS

FIAT UNO TURBO

ENGINE:	1301cc 4-cyl turbo SOHC
POWER:	105hp at 5750rpm
TORQUE:	108lb ft (146Nm) at 5750rpm
TRANSMISSION:	5-speed manual, FWD
WEIGHT:	845kg
MAX SPEED:	122mph
0-62MPH:	8.3sec



reach for the skies with the ecstatic enthusiasm of a late '80s rave-goer, you can't help but crack a smile.

The Mk2 Uno Turbo of 1989 sanded down some of the Mk1's rough edges, thanks to the fitment of a Strada 1.4-litre engine, Garrett turbo and a subtle facelift. I've driven one, and although it's still raw, unmitigated fun, the early car feels far more extreme.

This rare Mk1 belongs to Antonio Damiano, who runs Italian car specialist Autosportivo in Bedfordshire. "My first car

was an Uno Turbo, but it was so rusty it had to be scrapped," he says. Such was the love for the car, he had to have another. "It was just a shell with an engine and 16 boxes of parts. I put it all on a flatbed and took it back to my garage."

It was the early days of Autosportivo, and for two hours each night after the garage closed he worked on the car, replacing both front wings, one door, the passenger side floor, both rear turrets and both sills. Sounds tough? The welding was

nothing compared to the search for parts. "I'm lucky that I can speak Italian," he laughs. "I spent a lot of time on Italian eBay and sourced parts through chatrooms – I had to learn to be patient."

This is a car Antonio that holds dear, giving him something to focus on during a dark period in his life. "I was so short of funds I thought I'd never get it done, and I came close to selling it," he admits. "Something stopped me and I kept going bit by bit – it taught me to never give up."





ON POINT: PUNTO GT

It might seem an odd thing to say about a car with the colour scheme beloved of Ronald McDonald's tailor, but the Punto GT is a bit of visual letdown compared to the other cars here. Don't get me wrong, it's a handsome machine, but compared to the stripes and graphics of the Uno and the flared arches of the Abarth, even Broom Yellow can't save the subtle bodykit from looking a little demure.

There's a good reason for this – rampant car thievery in the 1980s left insurers looking on hot hatchbacks with all the enthusiasm of a cat at bath time, meaning outward aggression was universally toned down. You might be hard pressed to tell the difference between a GT and a normal Punto unless you're an aficionado.

This is a very different beast to the heart-warming but humdrum hatchbacks that made

up the rest of the Mk1 Punto range, though. Under the GT's bonnet lies an upgraded version of the Mk2 Uno Turbo's four-pot, producing between 130hp and 136hp, depending on year. This might not sound like a lot now, but in its era 150bhp was top of the hot hatch tree. For a car in the junior hot hatch class, it was seriously quick, with a specific output of 100hp per litre.

The Punto a noticeably more refined experience than the Uno – well, to begin with at least. Gone are the sharp, angular lines of the Uno interior, replaced by curves and textured surfaces, even if the grey plastic hasn't aged well. There's plenty of room inside, although much like any small Italian car, it often feels as if you're sitting on it, rather than in it.

The engine is nice and smooth off-boost, but when the boost comes in at around

2500rpm, things take a rather more vivid turn. You aren't quite as well-seated as in the Uno Turbo, so you tend to flap around the cabin during acceleration and hard cornering a bit like a flag in a stiff breeze. Although the ride is choppy, it's nowhere near the knee-trembling Uno, but still the hard ride adds to the sense of frenetic action.

The Punto is somehow not quite as involving as the Uno. Whereas the latter is forever shouting about what it's doing, the Punto is rather more muted about it. It's still an engaging place to be, and it still feels quick, if not quite to the scary levels of the Uno. Weight had blossomed a little, to just under 1000kg, but that's still not a lot of mass for 134hp, and with sharp steering (2.9 turns lock to lock), it feels suitably darty.

It may not be quite as much fun as the Uno, but it's hard to criticise Fiat for toning



FIAT UNO TURBO v PUNTO GT v ABARTH F595

down the exuberance; there's a reason why the Golf GTI is so successful despite its somnolent nature. The Punto GT showed that, slightly firm ride aside, Fiat could build a reliable, useable, quick car that was spacious enough for most families. Such rationality might mean it doesn't quite tug on the heartstrings as much as the Uno, but that means it's a bit of a bargain today. The only one we could find for sale at the time of writing was a shade under five grand – less than half the price of a decent Uno Turbo.

You'll pay far more for something of the calibre of the car before you, however – this one has covered just 27,000 miles since 1998. Its owner, Darren Ashworth, bought it from his father-in-law in 2015. "He'd gone to Holdcroft in Hyde, Manchester, for a trade-in on a basic Punto," he explains. "When he saw this, he asked whether he'd get the same trade-in money; they said yes, so he bought the GT instead."

At the time, Darren's father-in-law was 76 years old. "He bought it just as a runaround to get to Tesco and back," he explains. Fast forward 15 years and with eyesight waning, his father-in-law retired from driving, so Darren struck a deal to buy the car. "I knew it needed some work. I got Chris Rooney at Cheshire Auto Bodies to give it a full respray; it also had a new wing and bumper, and I've had the rear wheelarches fabricated and the sills welded."

Darren's clearly smitten with it, despite the parts situation being somewhat challenging. "I intend to keep it as long as possible and show it off, and let as many other enthusiasts enjoy as I do."



TECHNICAL SPECIFICATIONS

FIAT PUNTO GT

ENGINE:	1372cc 4-cyl turbo SOHC
POWER:	134hp at 5750rpm
TORQUE:	154lb ft (208Nm) at 3000rpm
TRANSMISSION:	5-speed manual, FWD
WEIGHT:	982kg
MAX SPEED:	123mph
0-62MPH:	8.5sec

With just 27,000 miles on the clock, this Punto GT still feels tight, if not quite as quick or pointy as the Uno

“Whereas the Uno is forever shouting about what it's doing, the Punto is rather more muted about it”





BABY RACER: ABARTH F595C

This might not be a full-fat Abarth – those will be the 180hp 595 Competizione and 695 Esseesse – but the F595 certainly looks the part. Despite having ‘only’ 165hp, its Record Monza Sovrapposto exhaust announces its gravelly presence via four stacked tailpipes with customary Abarth exuberance, which turns into a strident bark once you press the ‘scorpion’ button on the dash. The racy feeling is perfectly apt, as since the F595 pays tribute to single-seater racers. It’s not just a historical link – the 1.4-litre engine is shared with Tatuus Formula 4 single seaters used in Italy and Germany.

It certainly looks the part from the outside. As well as those sawn-off shotgun exhaust pipes, it has matt-black 17-inch alloys, plus blue ‘rally’ colouring on the door handles and front and rear diffusers. ‘Our’ car looks

suitably menacing in metallic Record Grey, although you can choose from metallic black or solid red, grey or white.

The F595 is available in tin-top or (as here) convertible form, and you can choose from a five-speed manual or a five-speed robotised sequential gearbox (ours is the manual). However, it’s the suspension that provides the most interesting addition. While the front suspension is the same telescopic set-up as the standard 595, out back there are Koni

tames some of the base car’s unruliness. The softer damper set-up at the front is kept in check by having the weight of the T-Jet engine over the front trotters, meaning that impacts from the UK’s oft-craterous roads don’t corrupt the steering, as you might experience in more stiffly set-up Abarths. The tighter damping at the rear keeps the back end in check; it doesn’t go light rattling over mid-corner corrugations.

The best of both worlds? While hardcore Abarth aficionados would plump for the full-bore Koni-all-round option offered by the 695, for most real-world use, there’s very little to separate

“For most real-world use, there’s very little to separate the F595 from a 695, other than in a straight line”

FSD dampers, inherited from the 695. While it seems odd to use only half the FSD kit, it does have a useful effect. Abarths have been criticised for ride comfort akin to sitting on the floor in the back of a Parcel Force van, and while the new damper set-up doesn’t turn the 595 into a miniature Rolls-Royce, it

the F595 from a 695, other than in a straight line. In many ways, the more compliant suspension could make it quicker along the average British B-road than its much more endowed brother. And the extra 15hp in the 595 Comp and 695 models only gets you to 62mph 0.6 seconds quicker.



FIAT UNO TURBO v PUNTO GT v ABARTH F595

TECHNICAL SPECIFICATIONS

ABARTH F595C

ENGINE:	1368cc 4-cyl turbo DOHC
POWER:	165hp at 5500rpm
TORQUE:	169lb ft (230Nm) at 3000rpm
TRANSMISSION:	5-speed manual, FWD
WEIGHT:	1160kg
MAX SPEED:	135mph
0-62MPH:	7.3sec



Enough of the figures – this car's all about fun and as I head off into Bedfordshire's twisties, a smile can't help but form across my chops. The steering isn't blessed with huge amounts of connection as to what the tyres are up to, but the electric rack is quick, which means you can flick into apexes in fine Italian tradition. Our test day was on the moist side but grip levels were excellent, with the nose dutifully tucking in; only when the laws of physics came into question did it start to drag wide. Where the beefier 695 might squirm under acceleration, the F595 manages to keep forward momentum going.

In contrast to its forebears, turbo lag is

well restrained. It feels linear from as low as 2000rpm, through its peak torque of 3000rpm and beyond. It certainly sounds the part, too, especially with the canvas roof retracted (although not for long – wintry masochism only goes so far).

Since the first Abarth 500 came out almost 15 years ago, its essential underpinnings haven't changed much. That's in contrast to rivals from Ford, VW and Renault, which have all served up fresh material. Yet despite the fancy technology and refinement, nothing makes you cackle with delight on each downshift as the Abarth does. Much like its predecessors...

Blue flashes, stacked tailpipes, Monza exhaust and Koni FSD rear dampers distinguish latest F595





VERDICT

It says much for the rarity and enduring popularity of the Uno Turbo that the £21,255 F595 (£23,905 for the F595C, as tested) is only around £4000 more than the 1980s classic is insured for. You may have seen some of the behind-the-scenes social media we've done for this feature, and the sheer love for the Uno Turbo it's generated. It speaks to a simpler time, when 'social media' meant carving your name into a municipal wooden bench overlooking a car park, the air thick with fast food warmth and your ears pumping to the sounds of house music and burbly aftermarket exhausts. For some reading this, that last paragraph will sound hellish, but for a lot of people it's a cherished time when 'internet' was something excellent footballers and terrible tennis players did.

Thanks to Abarth UK, Ant and John-Paul from AutoSportivo (autosportivolt.co.uk) and Darren Ashworth for their help with this feature

Compared to the Punto – let alone a more modern car – the Uno seems like it's from another epoch. It's rattly, harsh and perhaps even downright dangerous – but it is raw, exciting and entertaining, too. Add in nostalgia, and it's easy to see why it's so beloved.

The Punto struggles to trigger the same emotional haptic surfaces. Unfortunately, it comes from an era when hot hatches had to be toned down for insurance reasons, and small-to-medium sized coupes were more in favour. Few remember the Punto GT at all, much like many of its 1990s siblings. Beyond that, the Punto's competency when it was a new car perhaps makes it less fascinating as a classic car than the Uno, simply by being objectively better and more useable. If it had more of the graphics and bodykit

addenda, it might stick out a bit more. However, it's still an entertaining steer, a fraction of the cost of an Uno Turbo, and still turn heads at an Italian car show – especially in Broom Yellow. It makes a compelling case for the best smiles-per-pound (Sterling) ratio here.

As for the Abarth F595, it's easy to be blasé about a new special edition. This one feels more than just a paintjob, though – the suspension and exhaust upgrades keep the fun factor high while easing some of the harsher edges of the Abarth experience.

The turbo tradition is being carried on well. You can sense the DNA through the ages, particularly through the sharp, light steering and energetic power delivery. Let's hope the current crop of Abarths survive in larger numbers for future generations to enjoy. 🇮🇹



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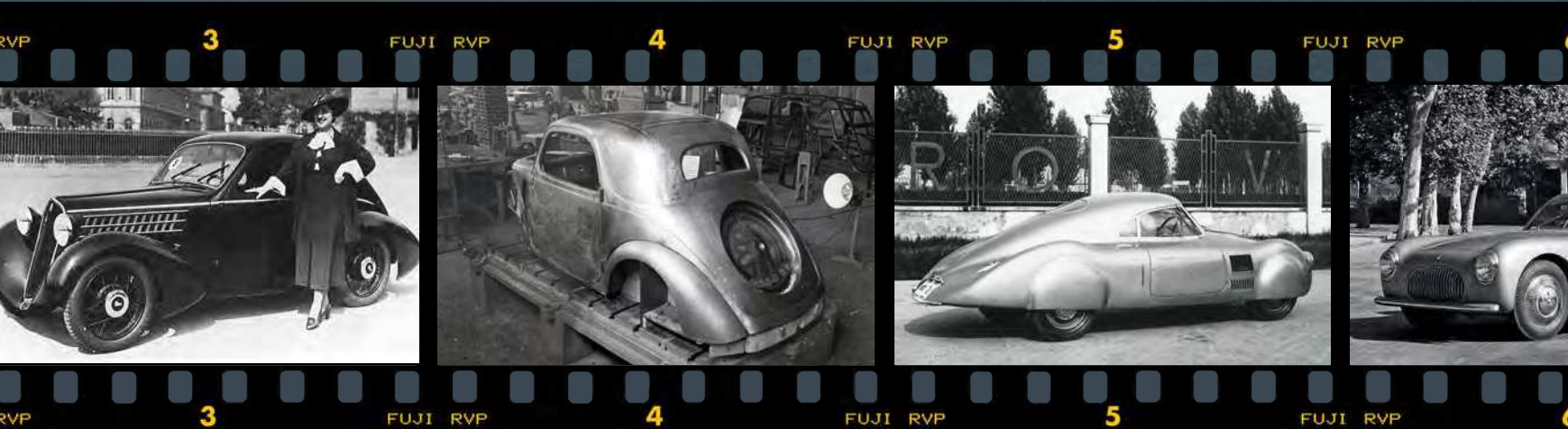
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Maestro of Mystery

You've probably never heard of him. His life story is shrouded in mystery. But his brilliant design hand gave Pinin Farina its lustre during a truly golden era. We ask: could Francesco Salomone be the greatest car designer of all time?

Story by David Rodríguez Sánchez

Images by David Rodríguez Sánchez/Archivio Pininfarina/Michael Ward



Car designers of today are superstars, among the most lauded people in the industry. It was not always like this, though. In the golden era of coachbuilding – the post-war economic boom up until the early 1960s – design houses essentially relied on three pillars: the intuition, will and taste of their founders; the skills of their artisan workers; and the imagination of their stylists. The latter were, however, very much ‘hidden’ talents: people who remained unnamed behind the glamour of the design house itself.

In *Auto Italia* we’ve already featured one prominent case of hidden genius – Federico Formenti of Touring – and now we’re ready to uncover another: Francesco Salomone. An

almost unknown name, he was the ‘superhero’ of design at Pinin Farina from the late 1930s to the early 1960s. Among a stellar list of projects that he was responsible for include the Cisitalia 202, Lancia Aurelia B20, Lancia D24 Spider, Maserati A6CGS, Ferrari 250 Europa, Lancia Aurelia B24 Spider, Alfa Romeo Giulietta Spider and Ferrari 250 GT Tour de France.

Francesco Salomone is not the easiest stylist to research because, incredibly, almost nothing is known about him, despite his amazing accomplishments. We know he was born somewhere in the Canavese region of Turin but his career remains shrouded in mystery. What projects did he complete at Fiat’s design office before joining Pinin Farina? What exactly did he do after leaving Farina?

When and where did he die? These are but a few of the many questions that remain unanswered even today.

About Salomone’s professional formation we know that he worked in the coachwork department of Fiat’s design office, which was run from 1929 to 1937 by Rodolfo Schaeffer (the man partly responsible for styling the 500 Topolino). Initially at least, Salomone would have collaborated at Fiat with Mario Revelli di Beaumont, either at the offices of Via Madama Cristina or at the special coachwork shop on the top floor of the Lingotto factory in Turin. Revelli had been appointed head of the ‘special coachworks’ department for luxury and sporting Fiats, under Schaeffer, and worked there from 1929 to 1931, only to be called on again in years to



ABOVE: Serenissima Jet.
BELOW: 1935 Fiat 508 CS Aero,
1936 Fiat 500 A, 1937 Aprilia,
1947 Cisitalia, 1947 Maserati
A6 1500 Speciale, 1951 Alfa
1900, rare pic of Salomone
in group shot from 1972



come. Revelli became a central figure in the Italian car styling scene, renowned for his clever inventions and prolific output with prestigious coachbuilders from Turin, including Farina, Bertone, Ghia and Viotti. We can only guess about the cars and projects in which Salomone was involved during his Fiat period.

In 1937, Salomone moved to Carrozzeria Pinin Farina. This was coachbuilding firm that founded seven years earlier by Giovanni Battista 'Pinin' Farina, who had left his brother Giovanni's Stabilimenti Farina company to set up shop on his own. Giovanni Battista established an in-house drawing office at his *carrozzeria*, as well as a perfectly outfitted prototyping workshop and a capable press-tooling department, most of which his rivals lacked. The second half of the 1930s at Pinin Farina was characterised by committed research into avant-garde aerodynamic shapes, following the trend set by the wind tunnel creations of Fiat's *Carrozzeria Speciale* department. Throughout this exciting and wonderfully creative period, so abruptly interrupted by war, Salomone played a very active role.

Unlike Giugiaro or Formenti, Salomone was not an accomplished colour artist. The job of preparing renderings with which to sell Salomone's ideas to customers was given to Fedele Bianco at first and later Adriano Rabbone. By the early 1950s, Rabbone had

gained the trust of Salomone and was given the chance to propose his own ideas, too, but their roles remained the same: Salomone as designer, Rabbone as illustrator. When Aldo Brovarone (1926-2020) arrived at Pinin Farina in 1953, he assumed Rabbone's role as illustrator and again Salomone allowed him to propose his own ideas as well in time.

Brovarone conducted an interview with the author in January 2018 and recalled Francesco Salomone well: "When I was hired at Pininfarina in September 1953, Salomone was the only stylist there, and he became my boss. I found no trace of Mario Revelli di Beaumont or any others when I entered the place, although it is possible that someone like Michelotti or Revelli had collaborated with Salomone before my arrival. Adriano Rabbone was also there already, but he mostly did the illustrative, artistic part of the job."

"I started as a simple *figurinista* (sketcher). Only later was I upgraded to what then was called stylist and is nowadays called designer. Rabbone was very skilled using the aerograph and made colour drawings of Salomone's proposals. We all toyed with doing scale models, too, but these were usually made by the workshop people.

"Salomone designed lots of amazing cars like the Lancia Aurelia PF200, Alfa Romeo Giulietta Spider and

BELOW: Lancia B24 Spider
OPPOSITE CLOCKWISE
FROM TOP LEFT: Ferrari 340
MM, Lancia D24 Spider
Sport, Ferrari 500 Mondial,
Jaguar XK 120, Lancia
Florida, Ferrari 250 Europa





Lancia Aurelia Florida, as well as the first Ferraris by Pinin Farina. The first design to which I contributed was Maserati's A6CGS Berlinetta, while my first full Ferrari design was the Superfast II in 1960, when Salomone was about to depart.

"I learnt a lot from Salomone. He was a very quiet and discreet gentleman and we got on very well, more as genuine friends than as boss and assistant. But we still didn't talk about ourselves or our private lives, and that's why I really know very little, if anything, about him from a personal side. Following the methods practised in Italy, Salomone used to design in two dimensions, creating all four views of a car. He was also the one who produced the extremely demanding 'piano di forma' or full-size master drawing. From these, profile sections were extracted to create the pattern pieces with which to build a full-size wooden model, which were then used to hammer out the metal skin of a car. I also did this job at Pinin Farina afterwards. Although Battista used to impose his taste on the cars, we worked in complete freedom and in virtual isolation. Franco Martinengo, an artist managing the creative matters at Pinin Farina from 1952, always had very good suggestions and was a very positive influence on our creative work.

"Strangely enough, we never met with the engineers of the brands for which we made the bodywork. We simply never interacted with them. After the construction in the workshop of the 1:1 wooden model, we stylists immediately began with another task, the next car. The construction of the real car just continued in the workshop.

"After Salomone left Pinin Farina, he worked with Allemano and made a very futuristic single-seater Formula car for the Turin Motor Show. But I do not know much more. At Pinin Farina, we never knew what other coachbuilders were doing until the news was revealed to the world. I recall that Salomone left before the age of retirement. He was married, for sure,





but because of my faint memory now, I cannot remember whether he had children or when he died, but for sure he was not that old."

Tom Tjaarda (1934-2017) inherited Franco Salomone's desk at Pinin Farina's styling office in the latter half of 1961. Salomone had been boss to the young new American recruit during 1961 and Tjaarda recalled how Salomone took him under his wing, cared about the problems he faced, gave lots of good advice and suggestions, and spent countless hours with him after the working day was done. "Salomone was a very nice and smooth character," Tjaarda said, "but he always shunned publicity and only a few insiders knew what

Basano). Some coachbuilders never employed in-house designers on their payroll, relying on freelancers like Giovanni Michelotti. As the 1960s dawned, both Allemano and Vignale lost their long-standing collaboration with Michelotti, who established his own independent design house. This gave other designers – Salomone included – the chance to work on new projects.

The newly independent Salomone also had a hand in the Allemano-built ATS-Serenissima 2500GT, intended as a rival for Ferrari. Engineer Carlo Chiti had more or less imposed Franco Scaglione – one of the most in-vogue stylists of the early 1960s – as a designer. How

ABOVE: 1954 Cadillac PF 200. **BELOW:** 1955 Ferrari 250 GT Berlinetta Tour de France Prototipo and Fiat 8V Berlinetta Speciale

“Salomone always shunned publicity and only a few insiders really knew what he was responsible for”

he was responsible for and that he had considerable influence on so many iconic Pininfarina designs."

The futuristic single-seater to which Brovarone referred was the spectacular 1963 Vignale New Star Jet, a sort of extra-terrestrial rocket, a spiritual heir to the Abarth-powered record-breaking studies that Salomone had penned while working at Pinin Farina. Salomone had known Alfredo Vignale very well for decades, as the latter was an excellent panel-beater at both Stabilimenti Farina and Pinin Farina in his younger days.

Opening a design studio of his own after leaving Pinin Farina, Salomone immediately became a very helpful external consultant to many coachbuilders in Turin, such as Revelli's STA 'skunk-works' operations for Simca in Turin (which would later become Sibona-

the whole ATS-Serenissima operation was being managed displeased one of its founders, the young and wealthy Count Giovanni Volpi, owner of the successful Scuderia Serenissima racing team. Volpi left the company (which was renamed Automobili Turismo & Sport, or ATS) and waited for legal matters to be cleared up so he could use the rights to the Serenissima name again for a new road-going sports car. For this task, he hired the services of the veteran engineer Alberto Massimino, a Turin-born ace whose had a string of milestone projects behind him at Fiat, Alfa Romeo, Auto Avio Costruzioni, Maserati, Ferrari and De Tomaso. Massimino chose Francesco Salomone – his old acquaintance from Fiat special projects days – to take care of the body design of the new Serenissima 308V Prototipo, later reworked and re-





CLOCKWISE FROM ABOVE:
1966 Serenissima Jet, 1963
Vignale New Star Jet, 1967
Exemplar, 1960 Pinin Farina
X, 1960 Abarth record car

baptised as 'Jet'. This car epitomised a delicious and delirious era in the *Terra dei Motori*'s long and glorious history. The German press of the day also attributed the subsequent Fantuzzi-bodied Serenissima Torpedo Spider of 1965 to Salomone, but Giovanni Volpi confirmed to the author that, as far as he could remember, only the Fantuzzi was involved.

The last known project in which Salomone took an active part came in 1967. Under Revelli's lead, the

Filippo Sapino-styled, Coggiola-built Exemplar I was an experimental one-off commissioned by the Bridgeport Brass Company of the USA. However, the author believes that Salomone continued to collaborate with Revelli for a few more years. We're not even sure exactly when he passed away, completely ignored and forgotten. With a body of work such as his – one of the greatest of all time and perhaps *the* greatest – that's a real tragedy. 🇮🇹





RATIONAL REVOLUTION

It's 50 years since Alfa revived the Alfetta name for its resolutely modern saloon. The connections with the 1950s Alfetta racer were real, though, thanks to its exotic rear transaxle. We drive five key versions of Alfa's seminal seventies saloon

Story by Gaetano Derosa/Ruoteclassiche/Simon Charlesworth
Images by Massimiliano Serra/Ruoteclassiche



The most revolutionary Alfa in post-war times: that was how *Quattroruote* described the new Alfetta when it tested the car in July 1972. Fifty years have passed since, but this model remains one of the biggest milestones in Alfa's history. Here is a saloon whose dowry was definitively the experience of racing champions. It was not only the name Alfetta that was borrowed from Fangio's 1951 title-winning Formula 1 racer; it also inherited its mechanical layout of de Dion rear axle, rear-mounted gearbox and inboard rear brakes. This was a technical virtue that had Alfa Romeo fans in raptures and rival brands standing back in awe.

At the end of 1967, engineers at Arese begin to focus on Project 116, Alfa Romeo's all-new saloon. Tests carried out by Consalvo Sanesi's team concluded that the suspension should be similar to that of the 159 Formula 1 racer of 1951, and also the 2000 Sportiva prototype of 1954: namely a de Dion rear end

with a transaxle. While the front suspension was new for Alfa (double wishbones, torsion bars and an anti-roll bar), the rear end was absolutely extraordinary. The transaxle consisted of an all-new five-speed gearbox unit with the final drive. Inboard rear disc brakes were fitted either side of the differential with the clutch in the nose of the gearbox. All of this was driven by an open propshaft from the engine.

When a prototype took to the road in July 1968, the set-up immediately displayed promising roadholding. However, there were also big problems with the gearchange, gearbox and steering. While the transaxle format resulted in ideal weight distribution, one disadvantage was the propshaft spinning at engine speeds. Giuseppe Busso invested a lot of effort into getting rid of vibrations, splitting the propshaft in half and connecting it with resilient couplings supplied by Saga (part of the Pirelli group). Teething problems delayed the official

presentation – which should have taken place in Turin in 1971 – until May 1972 at Grignano (Trieste).

The Alfetta's appeal also extended to its characteristic looks, penned by Alfa Centro Stile under the direction of Ivo Colucci: a flattened muzzle like a ruffled cat; tall but truncated tail; wide wheelarches that were considered daring at the time but today are adopted universally. The tail was initially criticised in aesthetic terms but it allowed for a big boot and excellent aerodynamics.

As a classic, the Alfetta is now beginning to be truly appreciated, a fact reflected in rising prices, not only for early cars but right across the 12-year production run (1972 to 1984). That's just one reason why we've decided to celebrate the Alfetta's golden anniversary by gathering five superb examples, representing the full flush of its evolution: Alfetta (1972), 1.6 (1976), 2.0 L (1978), 2.0i Quadrifoglio Oro (1983) and a real rarity – the 2.0i CEM of 1983.



ALFETTA (1972): STYLISH DEBUT

As launched in 1972, the Alfetta was widely lauded as a beautiful and modern piece of design, as effected by Centro Stile, something highlighted by an emblem on the bottom of the right front wing. The shape still looks superb today, especially in pure, original *scudo stretto* (narrow grille) form. The glasshouse is integrated into the design brilliantly, contrasting with the earlier Giulia's more 'separated' upper half. And those superb turbine alloys look brilliant.

Inside, the passenger compartment is very spacious, thanks to an increase of 6cm in width compared to the existing 1750 Berlina. Despite the fuel tank and spare wheel being mounted under the boot floor, luggage space is very generous at over 500 litres.

To start, the Alfetta was powered by the venerable but still very competent Alfa twin-cam. In marketing terms the new car slotted in between the 1300cc Giulia Junior and the top-of-the-range 2000 Berlina.

The 1779cc four had two carbs (Weber, Dell'Orto or Solex), good enough for a power output of 122hp at 5500rpm, with good torque characteristics.

The metallic grey example on these pages is one of the very first cars built – chassis 2010974 – and was registered in September 1972. Today it is part of a true Alfista's collection: 73-year old Roberto Cavanna from Castel San Giovanni (Piacenza). He bought it 20 years ago and has used it relatively little – the odometer currently stands at just over 100,000km. It was in excellent condition as bought, but its paintwork has been retouched "with holy patience" using acrylic thermoplastic, so as not to alter its originality. Pretty much everything is original, including the interior and mechanicals.

You can perhaps understand why the Alfetta had a mixed reception at launch – "It doesn't quite achieve the expected," reckoned Clive Richardson in *Motor Sport* in the 1970s. Given its exotic mechanical spec,

TECHNICAL SPECIFICATIONS

ALFETTA (1972)

ENGINE:	1779cc 4-cyl DOHC
POWER:	122hp at 5500rpm
INDUCTION:	2 x Weber 40 DCOE32 (or Dell'Orto/Solex)
DIMENSIONS:	4280mm (L), 1620mm (W), 1430mm (H)
WEIGHT:	1060kg
MAX SPEED:	112mph

it's slightly anti-climactic to drive. There is no problem with the twin-cam engine – good for 112mph and 0-60mph in 10.7 seconds – and yes, it's grippy and predictable to corner. But the transaxle set-up does not, as Alfa intended, banish the understeer that had so blighted the 1750 and 2000 saloons – it's still here. The damping could be better and the front suspension can't match the splendid de Dion rear. That long remote gearchange is fine, if a little sticky from first to second, but if you get a bad one it can feel like a pudding stirrer so much that your passenger will flinch.





1.6 (1976): DAUGHTER OF AUSTERITY

No sooner was the Alfetta launched than the Arab-Israeli conflict of 1973 ignited an era of austerity in which fuel economy became the paramount imperative. Alfa Romeo decided to shelve its original plans to push the Alfetta upmarket with larger-engined models and instead concentrate on an 'economy' version. The Alfetta 1.6 was presented in Rome in January 1975, borrowing its 1570cc, 109hp engine from the Giulia.

The 1.6 retained pretty much all the mechanical refinements of the 1.8. But there were numerous equipment simplifications. Externally it had more basic bumpers, only single headlights, a single chrome bar for the

grille, and a black finish for the wipers and C-pillar air vents. Inside, the steering wheel came in black rather than wood, the gauges were revised, the console did without wood inserts, the front seats lacked pockets and the luggage compartment was left uncarpeted. 44,000 units of the first series 1.6 were built up until 1977, to which a further 31,700 of the restyled versions were made up to 1981.

The beautiful example here is painted in Giallo Piper. It belongs to 50-year old Alberto Bongiovanni from Turin. It was originally bought new in May 1976 by his father, who ran it for 10 years before passing it to a family friend. 20 years ago, it made the return journey back within the family and has

since been treated to a sympathetic restoration and mechanical makeover. Inside, the seats have been reupholstered but the door panels are still original.

Driving the 1570cc Alfetta is a joy, as it's such a sweet, free-revving unit. The 1.6's gearing is much shorter than the 1.8's to keep the 109hp motor ticking along and its 0-60mph down to a respectable 11.5 seconds. That means you need to use the gears much more and this affects not only refinement but also fuel economy. The 1.6's overall consumption is only marginally better than the 1.8's (*Autocar* magazine got 24.6mpg versus 23.5mpg). Considering that was the whole point of the 1.6, it feels a bit of an own goal.



TECHNICAL SPECIFICATIONS

ALFETTA 1.6 (1976)

ENGINE:	1570cc 4-cyl DOHC
POWER:	109hp at 5600rpm
INDUCTION:	2 x Weber 40 DCOE32 (or Dell'Orto/Solex)
DIMENSIONS:	4280mm (L), 1620mm (W), 1430mm (H)
WEIGHT:	1060kg
MAX SPEED:	108mph



BLUE LIGHT ALFETTA

The Alfetta became a worthy replacement for the Giulia in Italy's police forces. The new model was adopted pretty much immediately after its presentation to the *Arma dei Carabinieri*. Often joined by Alfa Romeo test drivers at training centres, the military-trained police instructors were highly specialised professionals. The courses they undertook were very tough, aimed at evaluating natural driving flair and establishing standards of driving techniques in a rigorous selection process. Our photo (*above*) shows a first series Alfetta in service in Tuscany.



ANTI-MAFIA ALFETTA

In a decade blighted by kidnappings, Alfa Romeo began offering armour plating for the Alfetta from 1977 (*pic above*). Among the reinforcements were anti-ballistic glazing (21mm thick plus a sheet of Lexan to prevent passengers getting splintered); body panels in manganese steel; and Kevlar fabric coverings for the floor and roof, 10 and 20 layers thick respectively. A special speaker allowed the occupants to communicate with people outside the car, while there were also run-flat Dunlop Denovo tyres and a fire-fighting system.



Driving five of the major evolutions of the Alfetta highlights its progress – or in some cases regression



2000L (1978): OBJECTIVE PERFECTION

In 1977, with the worst of the oil crisis over, Alfa Romeo decided to return to its original plan to move the Alfetta upmarket. It did this by dusting off the engine of its 1971 2000 Berlina, appropriately updated. As Alfa's domestic ad campaign suggested – translated as “Bring us your foreign car and you will leave with the most beautiful and agile Italian” – it was about a combination of aesthetics and performance.

The aesthetic changes mostly occurred up front, with a nose lengthened by 10.5cm, new rectangular headlights in a squarer grille and bigger wraparound bumpers in steel with polyurethane trims housing the indicators. The bonnet also now hinged at the base of the windscreen rather than from the front, the front doors no longer had quarterlights and the door handles were flush-fit.

Initially the new look received a mixed reception, but soon the Alfetta 2000 became the most popular saloon in its class. That was partly down to the ‘L’ (Luxury) version arriving in 1978, with its oversized rear-view mirror and bigger sill mouldings. Inside, the dashboard and gearknob got new fake wood inserts, plus new colours, while the upholstery was more sumptuous and extended to the door panels. The 2000L also gained an 8hp boost in power, courtesy of revised cam profiles.

The Indigo Grey example that appears on these pages was constructed in 1978. Like the 1.6, it's a family affair, as it was bought new by the father of its current owner, 47-year old Andrea De Donno. It's been gradually restored, starting with the bodywork about 15 years ago. More recently, the mechanical parts were all taken off for a complete overhaul.

TECHNICAL SPECIFICATIONS

ALFETTA 2000L (1978)

ENGINE:	1962cc 4-cyl DOHC
POWER:	130hp at 5400rpm
INDUCTION:	2 x Solex C40
DIMENSIONS:	4385mm (L), 1640mm (W), 1430mm (H)
WEIGHT:	1140kg
MAX SPEED:	115mph

The 2000 feels more ‘lusso’ to drive than earlier models with a much improved chassis. The rack and pinion steering has plenty of feel, although it tends to feel under-geared. The carb-fed 1962cc twin-cam has a deeper tone than the freer-revving 1779cc and delivers better performance (0-60mph in 9.4sec and 115mph top speed), as well as boasting more torque. Alas low-speed understeer is still present and it still feels slightly floaty due to its single-action dampers.





2.0i QUADRIFOGLIO ORO (1983): LUCKY CHARM RETURNS

In November 1981, the Alfetta range was unified, with all engine sizes using the same bodywork. That was the 2.0 style but updated in several areas, such as new bumpers extending down the body sides and black plastic sill covers. From a technical point of view, the main changes concerned a taller final drive and softer suspension.

In June 1982, the Alfetta family was enriched with a new range-topping version, the Quadrifoglio Oro (Gold Cloverleaf). This used a 2.0-litre engine with Spica mechanical fuel injection, as fitted to the 2000 Li America (which had debuted in the US in 1981). Twin round headlights returned, while there was a new design of alloy wheel with a distinctive disc effect, initially not too popular with customers. Some details were finished in

dark brown, including the sills, bumpers, grille and taillight frames. The interior was very plush, featuring a check panel with nine functions, electrically adjustable front seats, electric windows all round, central locking and a trip computer.

The 1983 version – as featured on these pages – had its C-pillar air vents replaced by thin flashes, while the injection system switched to Bosch Motronic. 'Our' second series Quad is owned by 39-year old Diego Manoni from Nova Milanese. His father had one identical to this that was, unfortunately, stolen. He decided to find one the same but it was not easy to locate one in good condition, especially one with a Milan numberplate. The car he found has been subjected to a thorough restoration of both the mechanicals and bodywork.

The combination of Motronic electronic fuel

TECHNICAL SPECIFICATIONS

2.0i QUADRIFOGLIO ORO (1983)

ENGINE:	1962cc 4-cyl DOHC
POWER:	130hp at 5400rpm
INDUCTION:	Bosch Motronic
DIMENSIONS:	4410mm (L), 1640mm (W), 1430mm (H)
WEIGHT:	1140kg
MAX SPEED:	113mph

injection and ignition with VIVT (variable inlet valve timing) – a two-position system that moves the inlet camshaft to give it a smaller valve overlap) makes starting easier. However, some of the carb-fed car's sub-2500rpm sparkle is lost. Taller gearing means a slower 0-60mph time (9.6sec) and weaker mid-range acceleration (30-50mph takes 4.1sec longer), but fuel economy is better. The wider 185-section tyres and better damping give it a handling edge, too.





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TECHNICAL SPECIFICATIONS

ALFETTA 2.0 CEM (1983)

ENGINE:	1962cc 4-cyl DOHC
POWER:	130hp at 5400rpm
INDUCTION:	Injection/CEM
DIMENSIONS:	4385mm (L), 1640mm (W), 1430mm (H)
WEIGHT:	1140kg
MAX SPEED:	115mph

2.0i CEM (1983): AVANT-GARDE BRAIN

Cylinder cut-off technology is fitted to most new cars but back in 1981, when the little-known Alfetta CEM was launched, it was truly pioneering. The Controllo Elettronico del Motore (or Electronic Engine Control) programme was born in 1976 in conjunction with the University of Genoa. The first result came in 1981: a new 2.0-litre Alfetta fitted with an electronic module that could cut combustion in two of the four cylinders under light throttle loads to maximise fuel efficiency.

Working at speeds of up to 60mph, it reduced fuel consumption by a claimed 12% by alternating the deactivation of two cylinders — going from first and fourth, and

to second and third — continuously.

Using the 2.0 Li America as a basis, about 10 yellow-painted examples were given to Milan taxi drivers. Between them they covered a total of 236,000km from June 1981 to February 1982. The cars reportedly behaved perfectly.

In 1983, Alfa Romeo decided to produce 991 units of the new Alfetta CEM. Using the 2.0 1982 edition as a basis, only three colours were available: Capodimonte White, Dutch Blue or metallic light grey. The CEM dashboard was unique in having a prominent system control panel mounted centrally. All 991 cars were earmarked for a select clientele who would periodically fill in a special form, in order to gain feedback on how the system

worked in actual use, with valuable data gathered on fuel consumption.

One of these forms can still be found in the glove compartment of the CEM owned by Marco Castiglione of Landriano (Pavia). He bought the car in 2013, in good condition, from a dealership in Varese, where it had been used for many years as a courtesy car. Unfortunately the on-board electronics created so many problems that the entire system had to be given a thorough workover. The interior remains very well preserved.

When driving, you'd hardly know there's any difference under the bonnet. The only clues are some slight jerkiness in the transition from two to four cylinders and an unusual high-pitched tone when you're in two-cylinder mode. 🇮🇹





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TRANSAXLE EXPRESS

The incredible story of how Jim Stokes Workshop created an Alfa Romeo Alfetta 158 Grand Prix racer from rediscovered parts in Italy

Story by Peter Collins

Photography by Michael Ward & Peter Collins





Jim Stokes never thought this could happen. "If you had suggested to me, when we were disinterring the Alfetta racer from the Crypt at Portello back in the late 1980s, that one day I would be able to build my own, I would have dismissed such a remark as a crazy fantasy! Yet here we are."

The boss of the world-renowned Jim Stokes Workshop organisation was talking to me about the creation of a precise replica of one of the world's most successful ever Grand Prix cars, the Alfa Romeo Alfetta 158/159.

As his opening comment intimates, this is not the first Alfetta that has been through his hands. He was privileged to be one of the team that rescued what was most of an original car from Alfa Romeo. It had been resting, stored, in the 'Crypt', a sort of warehouse for no-longer-used Alfa Romeo cars and parts at the original factory site of Portello near Milan.

This was a fairytale in itself. The 'negotiations' to obtain the car took arch-Alfa enthusiast and racer, Mike Sparken (real name Michel Podberejsky), many years to complete. Often several months would pass before replies were obtained from Alfa Romeo after being asked as to a particular car's whereabouts and availability.

So, what was the Alfetta that was considered almost the holy grail of Grand Prix cars? Jim Stokes once stated that he considers the Alfetta 158/159 and the Lancia D50 the two best-engineered GP cars he has ever experienced. Why was the Alfa regarded in such high terms?

By the late 1930s, Alfa Romeo and Maserati were desperately trying to beat the might of Germany in Grands Prix. The northern Europeans had constructed the best GP cars of their era in the shape of the Mercedes and Auto Unions. These projects were assisted by unlimited budgets made available by Adolf Hitler's fascist government's state funds, in order to establish Germany as all-powerful and unbeatable on the racetracks of the world. The Italians could do little to retaliate, with comparatively tiny budgets at their disposal, so they started to think of constructing cars in which to compete one rung down in the ladder of motor racing from Grands Prix. This would be the equivalent of competing in the Formula 2 of the post-war period.

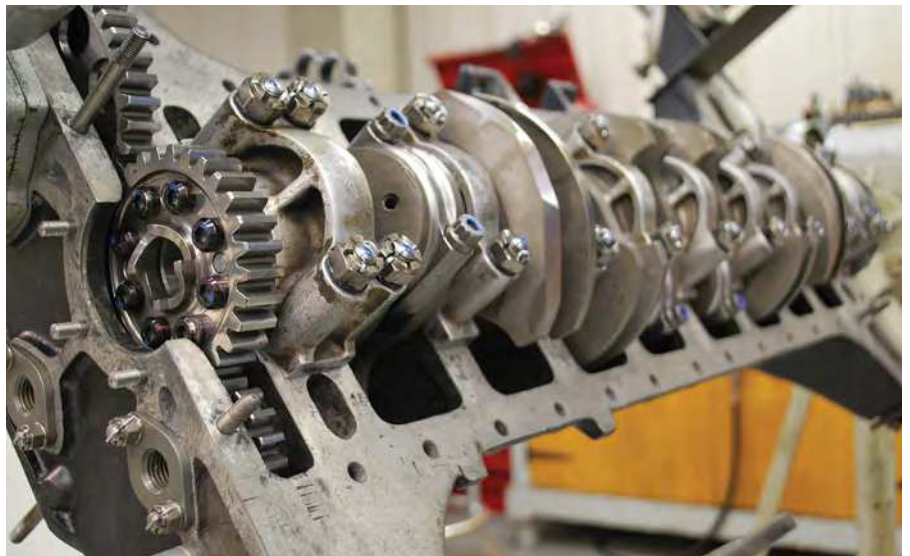
Giaocchino Colombo was given the task of designing Alfa's new Tipo 158 junior racer, which would be widely known as the Alfetta, or 'little Alfa'. He came up with a 1.5-litre supercharged straight-eight engine with 195hp. This fitted into a relatively simple chassis suspended by transverse-leaf independent suspension front and rear. Having parted ways with Enzo Ferrari and Scuderia

Ferrari (Alfa Romeo's acting racing division), the racing team was also revamped and given the name Alfa Corse.

The Tipo 158 debuted in the Coppa Ciano at Livorno in August 1938, finishing first and second with Emilio Villoresi and Clemente Biondetti driving. Several more wins were achieved that year but, much to the team's irritation, Mercedes secretly built its own 1.5-litre car and promptly beat the Alfettas in early 1939 at Tripoli. Development of the Alfas continued up until 1942, with 225hp being extracted from the 1479cc motor, before the invasion of Italy by Germany forced Alfa to move the cars into hiding in a cheese factory in Melzo.

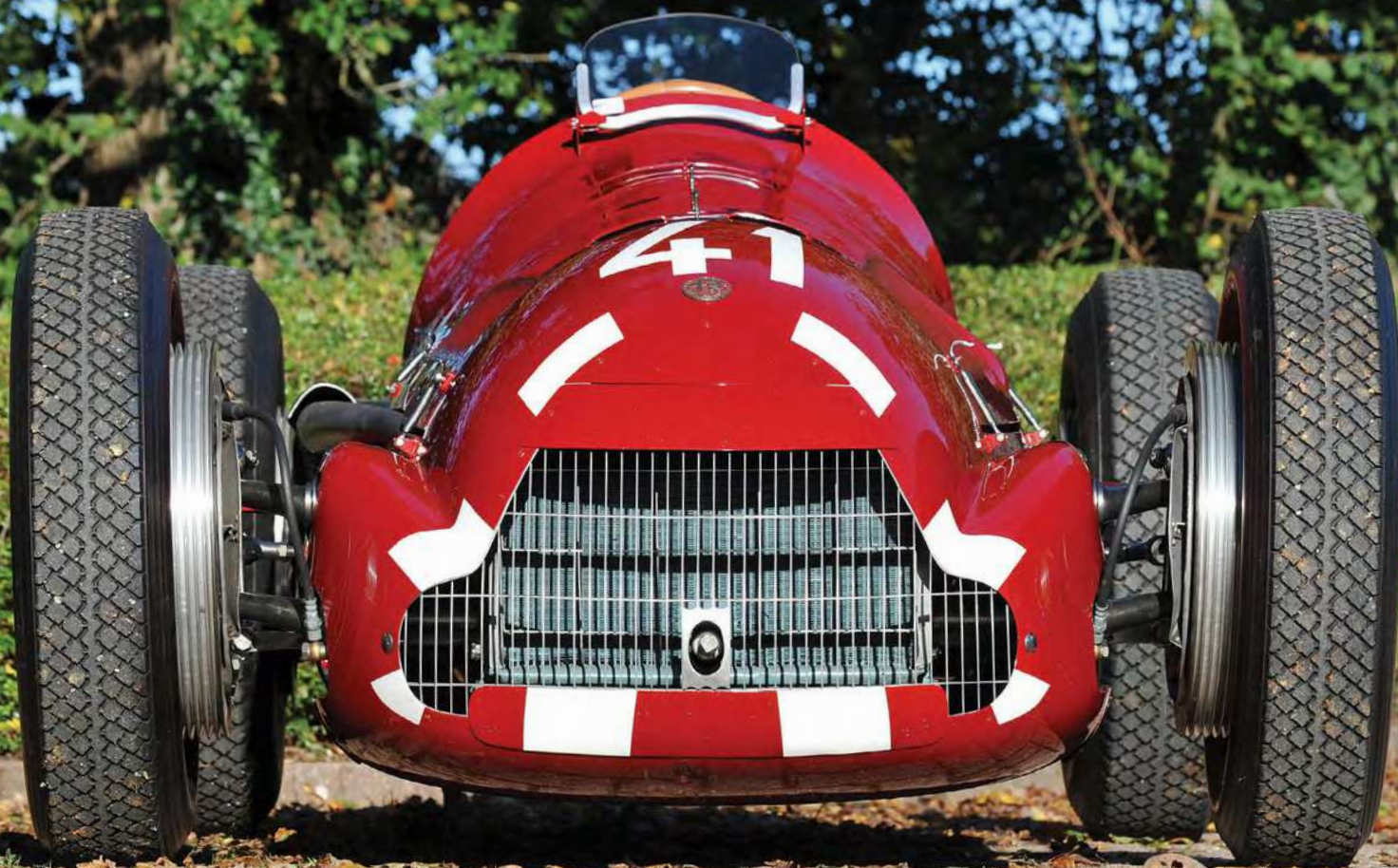
Once the war was over, in June 1946 two cars were extracted from their hideaway. The resuscitated Alfettas ran at St Cloud in the Paris GP but both retired. These looked like the Alfettas we recognise today, with widened bodywork for bigger fuel tanks, as the ever-increasing amount of power being extracted from the relatively small capacity motor used more and more fuel. Engineering developments and massive improvements in vehicle preparation then paid dividends, as from their first race in 1947 the cars won every event they entered up until 1949 when the team effectively ran out of money. Alfa was preparing its 1900 saloon for launch and funds were being diverted to that.

So successful had the Alfettas been, however, that Alfa dealers got together and helped fund the return of the cars for 1950. More work had been done on the engines so that they now developed 350hp – still from 1479cc, remember – when the cars returned to the tracks for the San Remo Grand Prix in April 1950, where Juan Manuel Fangio duly won. The team now consisted of the famous 'Three Fs' – Farina, Fagioli and Fangio – who simply dominated the Grand Prix scene yet again, winning every race until July 1951, when Gonzales famously beat them at Silverstone to score Ferrari's first ever GP win. Alfa Corse finished the year with Fangio taking his first World Championship for himself and the team. By this stage, the car – known as the Alfetta 159



Supercharged straight-eight capable of delivering up to 425hp. Valve issues noted in period still pose problems today





by 1951, with a de Dion axle fitted – reportedly developed 425hp from its 1.5-litre engine. But at the end of the 1951 season, the cars were retired.

The specification of the cars changed continuously throughout the period they were raced. This makes it almost impossible to pin down what constitutes a 158 and what a 159. In fact, Jim Stokes considers that only one race was ever won by a 159. It's even difficult to nail down what exactly a 159 is, other than having a De Dion rear axle, so there will always be discussion on the subject.

The Alfetta's domination of Grand Prix racing epitomised Italian superiority during this period. It is unsurprising, therefore, that the attempt to retrieve one of the original cars from Alfa Romeo was to become almost an obsession for Mike Sparken. He eventually realised his dream in 1986 when he travelled to Portello, taking with him Jim Stokes – by then already a guru of Alfa Romeos of the period – to check that what they were hoping to bring back was indeed the real thing.

Jim told me that he looked at the engine in the chassis that was offered to them back in the 1980s and said to Mike: "This engine is a specially made block, probably by apprentices, that will need a huge amount

of work to make it fit to run." Mike told Mimmo Magro, the Alfa Museum curator, what Jim had said, expecting bad news. Instead, the Alfa man simply turned round and pulled a dust-sheet off a complete new engine saying, "Well, you'd better have this as well then!"

The deal duly struck, the car was taken back to the UK, where a massive amount of work was done by Jim Stokes on the mechanical and chassis side, and by Paul Grist on bodywork. The car reached the point where the only running Alfetta in private hands finally stood in the UK in the ownership of Mike Sparken. It has since passed through the hands of various custodians, at one time being looked after by Jim himself. It is today quite possibly the most valuable historic racing car in the world.

One interesting thing about this car concerns a known issue with the engine. Jim Stokes has, over the last 40 years, amassed an encyclopaedic knowledge of pre-1950s Alfa Romeo mechanical and chassis data. He was aware of an Achilles' heel in the Alfetta engine in period, namely the valve gear, caused by the extreme pressures that the superchargers worked at. Dynamometer tests of the engine he prepared for the Sparken car led to a five-hour run being finally affected

*Jim Stokes Workshop
created a new chassis
under authentic parts
sourced direct from Italy*



by exactly the same problem as the factory had encountered 80 years previously!

Jim: "The weakest part of the engine was the valve stems. When they were running 3.2 bar of boost, the pressure on the inlet manifold was trying to lift the valves off the seats so you had to have valve springs strong enough to shut them and keep them shut. Working on an 8mm thread, those stems were taking 30 tons of load each time they opened and closed, and at 8500-9000rpm they were expecting a lot from the components. They also embraced new technology but instead of altering camber and castor on the front suspension for each race they made up specific front-axle tubes for each circuit. After fitting in the factory before races, they simply bolted on the suspension they needed with the predetermined settings."

Roll on a few decades and Jim was in for another surprise. Some nine years ago, he received two phone calls in one day, suggesting to him, in much secrecy, that a huge collection of genuine Alfetta 158 parts had become available in Italy and was he interested? Jim's answer was naturally 'yes' to both calls. A little later he received some photos of an Italian courtyard covered in

parts. Close inspection of the pictures revealed what looked like a chassis-less 158, only missing its crankcase and brake drums. This 'complete kit', as Jim described it later, turned out to have been removed from the 'Crypt' over a long period of time and it was clear that whoever had done this knew exactly what were the 'best bits'.

One good piece of news was that Lord Bamford still had what amounted to the rest of an engine in spare parts from the original Sparken car. However, a difficulty arose when it transpired that the vendors in Italy wanted cash payment only for the complete inventory. Jim spent some time canvassing friends and anyone else he knew to raise the amount. Once that was achieved, the question arose as to how the cash was going to be taken to Italy and, more to the point, how all the parts were going to be transported back. To cut a long story short, an Alfa Romeo Giulietta in need of care and refurbishment was trailed out containing a very valuable 'cargo'. The 158 parts came back in return. It was ensured that the outward and return routes were not the same.

So, once safely back at the JSW premises, it could be seen that they had about 70% of an Alfetta. Because

All 158/159 Alfettas used a four-speed gearbox mounted in rear transaxle. Cabin feels very purposeful



Mike Sparken had been great friends with Gianbattista Guidotti, the Alfa Corse post-war team manager, he had obtained a mass of information back in the late 1980s. He had also obtained original 158/159 drawings from the famous Alfa Romeo engineer and historian, Luigi Fusi. The drawings had been sold in the time since the Sparken car was completed, but through Jim's contacts he was able to borrow them back. The construction of a 'new' car was thus entirely feasible.

Before any work could be started, though, it was important to find someone who would take on the role of patron and future owner. The late Peter Giddings took it all on and work duly started, but tragically Peter succumbed to illness soon after the car was completed for its debut in Paris. The car was eventually sent to the USA and ran at the Sonoma race track, before it was decided to enter it for the 2021 Goodwood Revival meeting where it would be driven by Giddings' friend, Peter Greenfield, in the Festival of Britain Trophy. Peter was on a steep learning curve that weekend in Sussex and despite some issues he finished the race.

My immense thanks go to Jim for giving me his time so freely. To reiterate, when the new car was finally completed, he said that he never believed this would ever happen, or that he would be responsible for a second Alfetta Grand Prix car being delivered into private hands. And now he is, having constructed a new chassis to factory designs and specification to complete the car. We hope to see the car out and about at shows and on racetracks — looking at it and hearing the finished article is something Jim and his crew at JSW can forever be immensely proud of. 🇮🇹



Overall weight is below 700kg. Car has already seen action at Goodwood - we hope to see it a lot more soon



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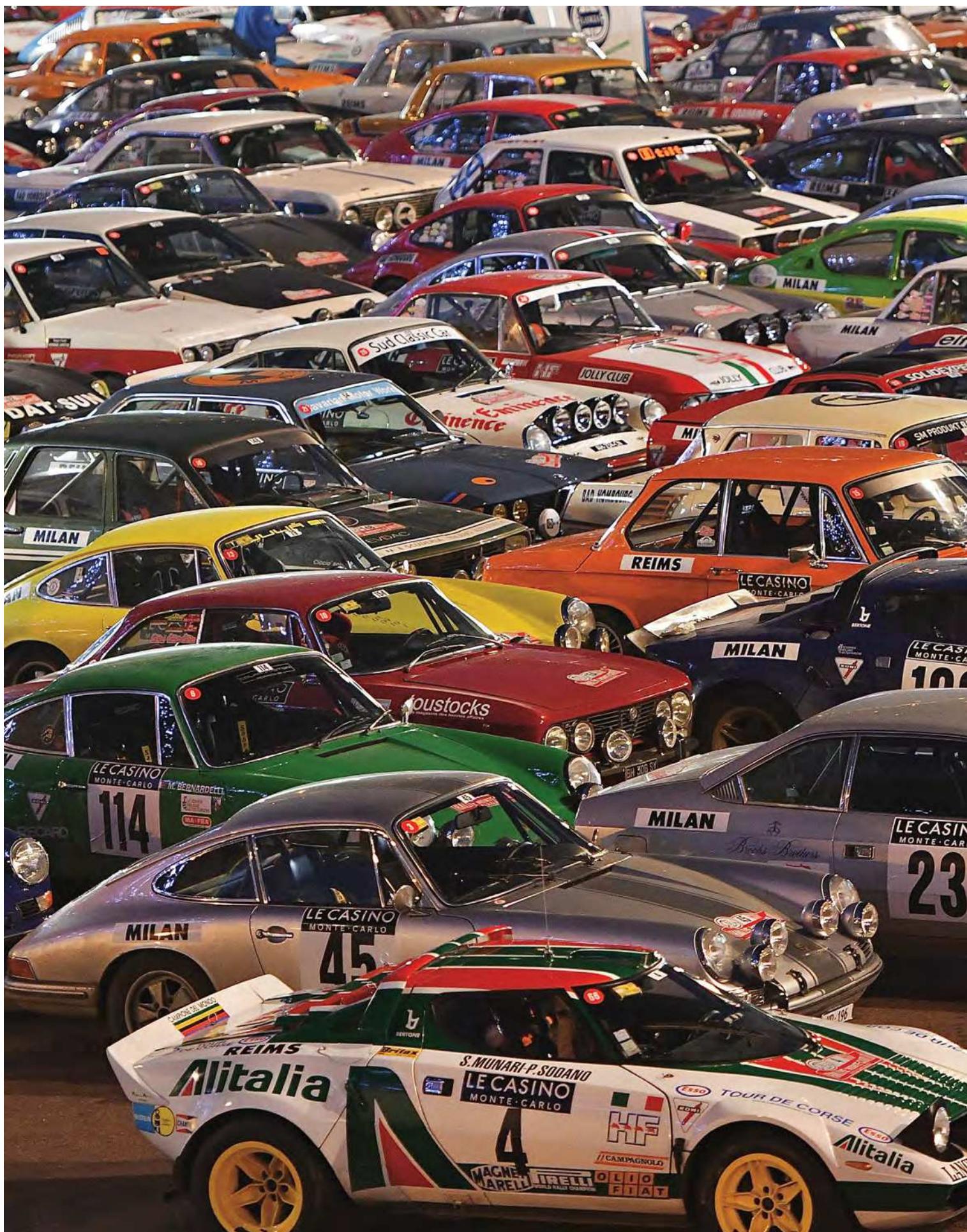
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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
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Rallye Monte-Carlo Historique

A gruelling, ice-tinged rally over the cols

Story by: Johnny Tipler

Images by Johnny Tipler/Keri Tipler/AC de Monaco/Peter Baker



Two years on from its last running – last year was cancelled due to lockdowns – the Monte-Carlo Rallye Historique returned to its customary late January slot.

Following hard on the heels of the WRC Monte-Carlo Rally, the Monte-Carlo Rallye Historique and associated but less demanding Rallye Classique always attract a delectable cross-section of Italian rally cars. With 19 Lancia Fulvias, 10 Alfa Giulia derivatives, five Stratos, five Alfetta GTVs, four Beta Montecarlos, plus representatives

of the 124 Spider and 124 Coupe, 131 Abarth, X1/9, 128 and Ritmo, there was much to enthuse aficionados.

This year there were three start cities: Milan, Reims and Bad Homburg. For many UK competitors, Reims was the favoured start point, with 120 cars rolling off the dais outside the *mairie* on the Thursday evening. The 954km route through the Champagne region included three time-controls at Épernay, Vitry-le-François and Bar-sur-Aube. Cars made for Aube and Haute-Marne, via Colombey-les-Deux-Églises, Chaumont and

Langres, pausing for another time control around midnight. Three more controls were set up at Dole, Lons-le-Saunier and Monestier-de-Clermont, with the first cars reaching Saint-André-les-Alpes from 12.46 and Monaco from 15.46.

Chatting to arrivals in Monaco's Port Hercule Parc Fermé, no one claimed to have had an easy time of the overnight concentration legs. The route from Reims to Saint-André-les-Alpes was beset by freezing fog, plus ice on the Alpine passes, although cheered by sunshine at Saint-André-les-



Alpes, and onward to Monte-Carlo.

The main rally began on Saturday 29 January with the Monaco to Valence section. The 275km transit included the zone d'Étalonnage over the Col-de-Vence, with a new 14km regularity on the Col-des-Aires to Eygaliers, offering views of the famous Mont Ventoux, before pausing at Buis-de-Baronnies. At 30km long, Stage 3 from Eygaliers to Montauban-sur-l'Ouvèze, via Laborel, involved two mountain passes at Saint-Jean and Col de Perty. Some competitors had fitted studded tyres, but with temperatures reaching 15 degrees the ice had by now melted. A further 200km, with a control at Crest, preceded the overnight halt at Valence, where cars lined up to check into Parc Fermé in the Champ-de-Mars overlooking the Rhône, before exhausted crews headed for the town's bistros.

The Étape de Classement on Sunday 30 January involved a tour of the remote Ardèche hills – not quite mountains – starting and finishing at Valence and taking in the usual regularity stages on largely single-track country lanes, including four stages at La Croze and forested Burzet, with a break for lunch in the marketplace marquees at Saint Agrève; then the aptly-named Saint-Bonnet-le-Froid and undulating Lalouvesc, before a breather at the Tournon-sur-Rhône time control.

It was bright and sunny on Monday 31 January, with a 7am start and a long 350km day ahead. Competitors headed along the D111 and up into the mountains towards La Motte-Chalançon, and Stage 9 over the Col de Pommerol. A lunchtime stop at Laragne-Montéglin included a time control, and residents hospitably laid on soup for the competitors' lunch. The wintry sun had failed to thaw some icy sections, causing a few cars to visit the scenery. Stage 10 to Saint-André-de-Rosans was a blast by comparison, unaffected by ice, though Stage 11 on the Col-de-Faye was trickier. Never to be underestimated, the Col-de-Carri's hairpins and fast straights reach the Col-de-l'Echarasson, summiting the Vercors mountains. Almost invariably snow-clad at Monte time, it was no different this year, and Stage 12 was cancelled due to traffic piling up on the rutted ice. 33 cars did make it through but the rest were rerouted down to St-Jean-en-Royans, relying on snow-poles to navigate the lanes. To compound matters, a rally Escort had a head-on with a local vehicle, although luckily no one was injured. Back at Valence, there was a certain licking of wounds in the bars.

With a more straightforward day on Tuesday, with just three stages on the run back from Valence to Monaco, much of it on La Route Napoleon, it seemed like the worst was over. However, Stage 13 (Saint-Nazaire-le-Desert to Gumiane) opened with four cols



to surmount, and proved one of the trickiest, due to frost and patches of ice on the road. Then came a long, undemanding section to Sisteron in the Alpes-de-Haute-Provence, with its awesome medieval architecture. After that came Stage 14, over the narrow, rocky and icy Col Fontbelle and Col-d'Hysope to Thoard. At Rouaine, cars peeled off for the

day's final regularity. Dust, gravel and ice rendered the Col-des-Félines a slippery challenge, with a few contestants leaving the road. Rejoining the main road at Saint-Martin-du-Var, it was then a straightforward run towards Nice and a control halt and regroup at La Turbie. From mid-afternoon till early evening, cars were filing down into Monaco's

Port Hercule harbourside Parc Fermé – a spectacular sight en masse, with fairy lights on the trees on Boulevard Albert 1er lending a magical touch to the evening.

At this point, the rally leaders were the Italian crew, Mauricio Aiolfi and Carlo Merenda, in their Lancia Beta Coupé 1800 (#23), having been in the lead since the Saturday morning. There was a sting in the tail to come...

The final night's blast up the Alpes Maritimes north of Nice began by heading east to Menton and Roquebrun-Cap-Martin, swinging north to Sospel and the innumerable hairpins, as tight as they get. Stage 16 ran from Moulinet to La Bollène-Vésubie, its centrepiece the notorious 1607m Col-de-Turini with its mighty snowbanks.



Lancia Beta Coupe (right) was in top spot until almost the end – but finished in fourth overall

Winners of this stage were Norwegians Kenneth Simonsen and Otto Kristensen in their Lancia Fulvia HF 1.3 (#268). Thence, the rally moved towards Lantosque, Loda and Luceram for Stage 17, the Col-de-Porte to Coaraze, and then the downward serpentine rush to Cap d'Ail and, by midnight, the first cars were reaching the refuge of Monaco's Parc Fermé once again.

After nearly 300km, the 263-strong field at the start had been whittled down to 203 finishers. Long-time leaders Aiolfi and Merenda in their Lancia Beta Coupé finished fourth in end, behind Belgians Antoine and Phillipe Cornet De Ways Ruart in their 1965 Porsche 911, the 1973 911 of Spanish duo Alvaro Ochagavias and Manuel Macho Gomez in second and, in third, Italians

Massimo Canella and Vittorio Berzero in their Renault 12 Gordini.

The next Italian car came 13th: a Fulvia 1.3S (#273) piloted by Claudio Enz and Cristina Seeberger. The leading Lancia Stratos was that of Jason Wright and Stefano Traverso (#106) in 23rd place. The Lancia Fulvia 1600HF of perennial British favourites, Steve and Tony Graham, placed 85th, with the Fulvia 1300 of fellow regulars Rick Pearson and Stuart Pringle came 94th.

To finish at all is a great achievement and coming in the top 100 is exceptional. A day in the Riviera sunshine preceded Wednesday evening's gala prizegiving and black-tie ball at the Salle des Etoiles in the Sporting Club of Monaco – or a rather cheaper evening in the Tip Top.



VIP STRATOS

One special competitor in this year's event was Carlos Tavares, CEO of Stellantis, who drove an Alitalia-liveried 1975 Lancia Stratos HF – the very example raced by the great Sandro Munari in period. Tavares has a history of competitive racing stretching back to 1980 and has participated in over 500 races on road and track. He commented: "Driving the Lancia Stratos on these roads, so rich in history, inspires not only passion but also a sense of responsibility, because the Stratos is not just a car, but a monument of motorsport and the Lancia brand. The crowds applauded and asked us to accelerate, because emotions come from the sound of the engine. Driving a car like this is a way of making people happy."



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
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London to Brighton-ish

We join Club LanciaSport's drive out from the Ace Cafe

Story & images by Michael Ward





With Covid rampant in 2020, Club LanciaSport's annual drive out to Brighton from London's Ace Cafe was unsurprisingly postponed. But recently, Allie, Martin and her team of helpful elves got the job done by successfully putting on the 'London to Brighton-ish' – the 'ish' part being the small matter of not actually going to Brighton.

The entries were strong and well presented. In attendance were 62 cars, ranging from Fulvias, Betas and the expected swathe of Delta variants to a few Fiat interlopers. Early doors at the Ace saw brekky and coffee followed by an informal briefing and the sad news that the proposed trip to Rally Replay near Chichester had been cancelled due to the dreaded Covid ping.

Nevertheless, spirits were high as we left the exotic sights of London's North Circular and headed south-ish. The spectacle of so many Deltas in a host of colours (except yellow this year) was a welcome distraction on London's roads, with the general public gawping at the cavalcade as it swept by.

Coffee and pastries awaited us down at Burrows Lea House Spa and a chance to swap sat nav mishaps. There were no Lancia 037s this year but some fantastic looking Lancias and some very cool rally replicas were dotted about the display field. A car of note was Nick Bowden's Delta HF Turbo which he has owned for many years and has painstakingly converted to an integrale using the correct body panels, engine and much more. Not an easy job at all.

Without the Rally Replay visit, it was then

on to the famed *Top Gear* test track at Dunsfold to meet up at Reep Southern where a fabulous selection of John Whalley Lancias awaited, including John's much campaigned works rally car, Stratos replica and his own creation, the purple Victrix Ludorum. There is one other factory-painted purple Delta out there, possibly residing in Germany. John's has been stripped and rebuilt painstakingly and is just jaw dropping – look out for a full feature soon.

Prizes were given out in the late afternoon sunshine before heading back to Burrows for pizza. There were four awards. Furthest Travelled Over Land was Peter Walker Jr; Furthest Travelled Overseas – all the way from the Isle of Man – was Eddie O'Neil in his ex-Walkers track car (as featured in *Auto Italia* Issue 95); Drivers'



“From doing London to Brighton in my dad’s Evo in 2006 aged 11, to now driving my own 16V, the London to Brighton run is definitely my favourite Lancia event in the calendar. Great bunch of people who organise it and participate”

– Shaun Titcombe



“Both my son and myself thoroughly enjoyed the day, starting at the iconic Ace Cafe in London and finishing with delicious stone-baked pizza. It was a very well organised event we are really looking forward to the next one”

– Tony Harrison



Choice went to David Christie; and Specialist’s Award went to *Auto Italia* subscriber James Nicklin in his stunning dark blue Delta. There was also a special goodie bag given to Simon Webling, whose grandad had owned his car from new and was



desperate to attend but was sadly very ill.

It never fails to encourage us at *Auto Italia* to know that there are genuinely enthusiastic people keeping the Lancia name alive and very much using their cars rather than treating them as commodities.



PREVIEW: LANCIAS IN WALES

If you’re a Lancia fan, there’s another event to consider this year: the Wales Weekend on 22-24 April. Starting at Tanc Barratt’s premises in Ludlow on Friday, a convoy will drive out to experience some amazing Welsh roads, staying in a four-star spa hotel for two nights. On Saturday there will be more Welsh tarmac and plenty of picture opportunities along the way. Tanc and his team will also welcome attendees to show them around their amazing premises, before meeting in the evening for a group dinner. For more information and bookings, contact Allie at AM Events on 07843 421868.



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DON'T RETRO-MOD

In response to George Alloway's letter in Issue 312 and his indirect comment on my piece *Get Behind Me, Retro*, first of all my compliments to *Auto Italia*'s editorial independence that allows us to read different opinions, normally absent in car magazines, too worried about offending, for instance, the retro-mod trend. This is the reason why 'standard' magazines are very boring, only minded to report (cut and paste) what their sponsors or car manufacturers ask to publish, without commenting. I do not see any disingenuousness or contradiction in *Auto Italia* publishing my piece, but a welcome freedom of opinion only.

Secondly, particularly as former Director of the Centro Stile Lancia, cars like Kimera EVO37, Delta Futurista, 'new' Stratos and 2003 Fulvia Coupé show car are not, for me, "definitely upgrades of classics" (as Mr Alloway claims) but just samples of zero design creativity, surely not shared by the original authors of such icons.

Moreover, as a designer, I know how difficult is to create potential future icons. Much easier to copy and – worse – arrogantly peddle the copies as updates of classics. It is like the 'ability' to repaint the Mona Lisa with a tablet or a smartphone.

Enrico Fumia, Italy

GAMMA & DE GAULLE

I'm a bit late in reading Simon Charlesworth's article on the Lancia Gamma v Alfa Romeo GTV 6 (February 2022 issue) so maybe you have already corrected the confident assertion that Lancia was hampered by Charles de Gaulle in 1972. De Gaulle died in 1970 and although the strength of his 'Non!' is legendary, I doubt if he was dissing Lancia from beyond the grave. Probably would have had bigger fish to fry in any case.

I have friends with fabulous examples of both Gamma and GTV6. The Gamma is surprisingly good (like a big Alfasud) but the GTV6 was lust at first drive.

Martin Horrocks

Simon replies: Martin is of course right. I think I can see where I've gone wrong. Fiat took a stake in Citroën in 1968, but its desire to take control of the French firm was vetoed by the De Gaulle Government. Once De Gaulle retired (28 April 1968) Fiat sensed an opportunity to gain more control. It formed PARDEVI (Societe de Participation et de Développement Industriels) as a holding company and acquired a 49% stake in Citroën from owner, Michelin.

Fiat's attempts to take control of Citroën by acquiring the rest of Michelin's holding were repeatedly frustrated apparently due to a lack

of common ground. So Fiat sold its stake in PARDEVI back to Citroën in 1973. It's easy to see why Fiat must've decided to can co-operation on the Gamma project. It must've been a very frustrating experience.

OF TRIVIA & COUNTACHS

'Trivia and Trevi' (March 2022 issue) – fun for all the family! You should have done it for Christmas. I enjoyed it immensely, but when you publish that many obscure facts you do risk letters from nitpickers.

I'm sure you can defend yourself, but I think you did miss this from Italian Marque Revivals: Isotta Fraschini is supposedly coming back as a premium electric brand. There was an announcement by Italy's deputy prime minister back in 2019, but nothing's been heard since, presumably due to the pandemic redirecting public money.

By the way 'Countach' does not quite mean 'wow', which misses a lot of context. The word literally means 'contagion'. Centuries ago it was a street colloquialism in Piedmontese vernacular, shouted as a warning if people saw someone who looked like they were coming down with the plague. As the threat of such epidemics receded, it came

to express shock, astonishment or perhaps mild alarm. It's an obscure word now, as it was even in 1970, so perhaps a closer one-word approximation in old-fashioned and highly regional English might be 'gosh' or 'blimey', but there is probably no direct translation as there is no precise definition.

Marcello Gandini himself (who is Piedmontese) has popped another myth: it wasn't, in fact, Nuccio Bertone who coined the term; it came from a member of staff who used to bandy it all the time, something the young designers found very proletarian and amusing. My nan always used to say 'eek', I guess it's kind of the same. Hmm. The McLaren Gosh. The Lotus Eek. The Bentley Blimey. The Aston Martin Wow. They say you can do anything in English, yet Italian does have a certain *je ne sais quoi*, doesn't it?

Via email

CLUBS DURING COVID

The Fiat Car Club of Victoria has been

conducting Zoom meetings for some time now. In fact, Melbourne has become the most locked-down city in the world. While this has upset many people, it has enabled us to streamline and improve our communications. Virtual events and meetings have become the norm and have enabled us to invite regional, interstate and even international visitors to join us for regular monthly meetings.

One recent meeting featured a guest appearance from Phil Ward, who joined us after his breakfast for our evening Zoom event. It was a wide-ranging and interesting discussion about Phil's book *Bialbero*, the origins of *Auto Italia* magazine, the Brooklands Italian Car Day and Phil's travels to Italian events that have mirrored many of our own club trips.

We look forward to inviting guests in future and would welcome any suggestions. I have included a screen shot from the event, which had over 50 attendees.

Roger Beattie, Australia



AUTO ITALIA EVENT DATES 2022

ITALIAN CAR DAY – SATURDAY 30TH APRIL

We are pleased to announce that in 2022 we are back to our usual early spring date. Be prepared for an eye-opening variety of Italian machinery on static display and in action on the Mercedes-Benz World track and up the famous Test Hill.

Tickets are on sale on the Brooklands Museum website.

Please pre-book tickets for the event.

For information on taking part on the track please email phil@auto-italia.co.uk.

www.brooklandsmuseum.com

PRESCOTT ITALIA WITH AUTO ITALIA – SUNDAY 22ND MAY

We are again teaming up with Prescott Hill Climb to run the second Prescott Italia event. Along with a plethora of fine Italian machinery there will also be Italian food available to add to the atmosphere.

Further information to follow on social media but to book tickets and purchase non-competitive runs up the Hill head to:

www.prescotthillclimb.co.uk

NORTHERN ITALIAN CAR DAY AT RABY CASTLE – SATURDAY 9TH JULY

This fabulous location is proving to be an ideal venue for Italian car owners in the North East and North West of England, as well as Scotland – with many cars travelling from the south, too. With the castle open this year (tickets sold separately) it is a fantastic addition to our calendar.

Tickets will be on sale through the Raby website nearer the date.

Please pre-book your tickets for this event. Tickets for the Castle can be purchased at the same time.

www.raby.co.uk

AUTUMN MOTORSPORT SUNDAY – SUNDAY 9TH OCTOBER

Having lost this event in 2021 due to the pandemic we are pleased to announce its return in 2022. All makes of car welcome under the motorsport banner. Tickets are on sale through the Brooklands Museum website.

Please pre-book tickets for this event.

www.brooklandsmuseum.com

ALL DATES SUBJECT TO CHANGE





Ferrari 75 Years
By Dennis Adler
Motorbooks
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This year, we guarantee you won't be able to avoid Ferrari's 75th anniversary – it's going to be everywhere. The book world kicks off the celebrations with this new publication: *Ferrari 75 Years* by Dennis Adler, which attempts to cover pretty much every base of Ferrari's story in 336 pages.

Considering the enormity of the subject, it is utterly baffling why the first 20 pages or so are devoted to non-Ferraris like the Cisitalia, Nash-Healey and even Porsche 356. It's not even as if this section sets any context.

Still, the story is well told as a breathless journey through 75 years of Prancing Horses, including all the big models from the 125 S of 1947 to the all-new 296 GTB. It mostly concentrates on the road car story but does touch on racing, too. Overall, as an introduction to Ferrari, this is not a bad place to start but there isn't much here to tempt died-in-the-wool aficionados of the marque.

The author is American and there's a US bias to the some of the content. This comment also

applies to the illustrations (425 of them), which are a broad mix of period and the author's own contemporary shots, lending the book a slightly higgledy-piggledy feel. The images are almost all of excellent quality, though.



The Official Ferrari Magazine Issue 53: 2021 Yearbook
Store.Ferrari.com
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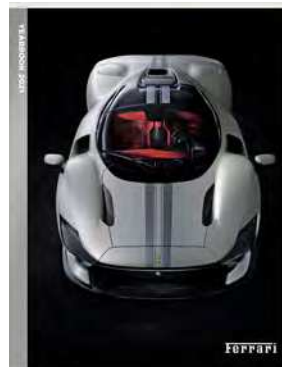
Ferrari Yearbooks stretch back to the very beginning of Enzo's empire and the latest official 2021 Yearbook continues this tradition in fine style. There's plenty



to celebrate on the road car front. The cover shows Ferrari's new Daytona SP3 'Icona' series supercar (in keeping with tradition, there are two different covers: one red and one white). The 296 GTB, 812 Competizione and 812 Competizione A are also lauded with some sensational and exclusive photography – the 296 GTB in Italy's Piedmont mountains, the 812 Competizione at Palmer Motorsports Park in Massachusetts, and the 812 Competizione A in 'Bond lair' digital landscapes.

However, relegated to the back cover is the SF21 from Formula 1 car. With Ferrari having to reflect on one of its worst F1 seasons of all time, the editorial approach is quite canny: to pick moments from the season and present them as if they were one perfect race.

Other racing fields feel more fortuitous, including triumphs in the WEC championships. There's also the new Attività Sportive GT building and two 'family' features on Charles Leclerc and his



brother Arthur, plus Carlos Sainz and his father Carlos. Other highlights of the annual include the reopening of the famous Cavallino restaurant in Maranello, a portrait of Ferrari team members and the launch of Ferrari's fashion collection. As ever, the quality is irreproachable and this feels like a true must-have for Ferrari collectors.

having appeared in a film, or having unique bodywork, or having belonged to a celebrity, or having been specially produced for an exhibition.

He's collected 125 Ferraris that meet these criteria, ranging from early 166s to the SP38 of 2018. There are some genuinely interesting machines in here, even if information (written in French and



Ferrari Unique & Special
By Arnaud Meunier
www.ambook.fr
€32

Although this book was first published back in 2018, when we saw that copies were still available from the author's own website, we took the plunge. Literally thousands of books about Ferrari have been published but very few concern 'special' Ferraris, which is what grabbed our attention.

What makes a "unique and special" Ferrari in the author's eyes? He says it's one that's rare, or with an extraordinary history, or

English) is scant, with just a few dozen words on each. The images are almost all black-and-white, which is very disappointing, and the book isn't big – either dimensionally or in page-count (it's a 132-page paperback).

Maddeningly, the cars are presented according to their numerical order (not altogether consistently, either), defying all logic and making it feel like a 'scrappy book' rather than a 'scrap book'. With a print run limited to 250 copies, this is one for completists, rather than an essential work, we think.



DIARY DATES 2022

March 16-20

Rétromobile

Paris, France

www.retro-mobile.com

March 18-20

Classic Car & Restoration Show

Birmingham NEC

necrestorationshow.com

March 23-27

Techno-Classica

Essen, Germany

www.sih.de

March 31-April 2

Milan-Sanremo Cup

1000miglia.it

April 7-10

Sorrento Roads

Naples, www.1000miglia.it

April 9-10

79th Members' Meeting

Goodwood Motor Circuit

goodwood.com

April 18

Spring Abarth Festival

Whilton Mill Karting Centre,

Daventry

www.abarthownersclub.com

April 21-23

Salon Privé Chelsea Edition

Royal Hospital Chelsea

www.salonpriveconcours.com

April 24

AROC Spring Alfa Day

Burghley House, Peterborough

www.aroc-uk.com

April 30

Auto Italia Italian Car Day

Brooklands Museum

brooklandsmuseum.com

May 15

Classics at the Villa

Villa Scalabrini, Shenley, Herts

www.classicsatthevilla.com

May 20-22

Lancia Motor Club Great

Northern Weekend

Morecambe

www.lancia.myzen.co.uk

May 22

Prescott Italia with Auto Italia

Prescott Hillclimb GL52 9RD

www.prescotthillclimb.co.uk

May 22

AROC South West Alfa Day

Location TBC

www.aroc-uk.com

May 28

Italian Passion for Speed

Millennium Centre, Cardiff

italianpassionforspeed.co.uk

May 28-June 2

Lancia Motor Club

Sliding Pillar Rally

Scottish Islands and Lochs

www.lancia.myzen.co.uk

May 29

AROC Scottish Italian Car Day

Hopetoun House

www.aroc-uk.com

June 15-18

Mille Miglia

Brescia, Italy

1000miglia.it

June 19

MITCAR

Location TBC

www.aroc-uk.com

June 19

Midlands Italian Car Day

(MITCAR)

Kedleston Hall near Derby

www.aroc-uk.com

June 23-26

Goodwood Festival of Speed

Goodwood House, Sussex

goodwood.com

June 28-30

London Concours

Honourable Artillery Company

londonconcours.co.uk

June 30-July 3

Le Mans Classic, France

www.lemansclassic.com

July 1-3

F1 British Grand Prix

Silverstone

www.silverstone.co.uk

July 9

Auto Italia Northern

Italian Car Day

Raby Castle, Co Durham

www.auto-italia.co.uk

July 10

AROC Cotswold Alfa Day

Location TBC

www.aroc-uk.com

July 10

Abarth Festival

Finedon, Northants

www.abarthownersclub.com

July 22-24

Lancia Motor Club National

Weekend

Woodland Grange, Leamington

www.lanciamc.co.uk

August 7

AROC National Alfa Day

Bicester Heritage

www.aroc-uk.com

August 14

Festival Italia

Brands Hatch

www.festivalitalia.com

August 26-28

Silverstone Classic

Silverstone

www.silverstone.co.uk

September 2-4

Concours of Elegance

Hampton Court Palace, London

concourseofelegance.co.uk

September 3

AROC Southern Alfa Day

Amberley Museum, Sussex

www.aroc-uk.com

September 11

AROC Yorkshire Alfa Day

Location TBC

www.aroc-uk.com

September 16-18

Goodwood Revival

goodwood.com

October 9

Auto Italia Motorsport Day

Brooklands Museum

www.auto-italia.co.uk

November 10-13

Fiat 123rd Anniversary Rally

Bendigo, Victoria,

Australia

fiatcentral.victoria@gmail.com



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Alfa Romeo Association of

California

alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio

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clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

alfabb.com

Alfa Romeo Owners' Club Australia

(Victoria Division) alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)

alfaclubsa.org.au

membership@alfaclubsa.org.au

Abarthisti

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Abarth Owners Club

abarthownersclub.com

De Tomaso UK Drivers' Club

detomasodc.co.uk

Ferrari Owners' Club

ferrariownersclub.co.uk

Fiat Club America

fiatclubamerica.com

Fiat America

fiatamerica.com

Fiat Club Africa fiatclub.co.za

Fiat Club of New South Wales

fiatclub.com.au

Fiat Club of Victoria

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Fiat & Lancia Club of

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fiatlancia.org.au



Fiat 500 Club

fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

fiat500enthusiasts.co.uk

Fiat Barchetta UK Owners' Club

fiatbarchetta.com

Fiat Register

thefiatregister.com

Fiat Forum

fiatforum.com

Fiat Cinquecento & Seicento

clubcento.co.uk

Fiat X1/9 Owners' Club

x1-gownersclub.org.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat models.

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chairman is b.stigant@ntlworld.com

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Fiat 131 Mirafiori Forum

131mirafiori.com

The Fiat Coupe Club UK

fccuk.org

The Other Dino (Fiat)

Brian1.Boxall@btinternet.com

Lamborghini Club UK

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lanciamontecarlo.club

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of Lancia Clubs

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www.gammaconsortium.com

lanciagammaforum.com

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lanciamc.co.uk



Maserati Club

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Sports Maserati Club

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COMING SOON

ISSUE 315 - ON SALE 7TH APRIL

- FIAT 126 AT 50 YEARS
- ALFA ROMEO 2600 SPRINT v FIAT 2300 S
v LANCIA FLAMINIA COUPÉ
- FERRARI 296 GTB DRIVEN



Some features may appear in a later issue



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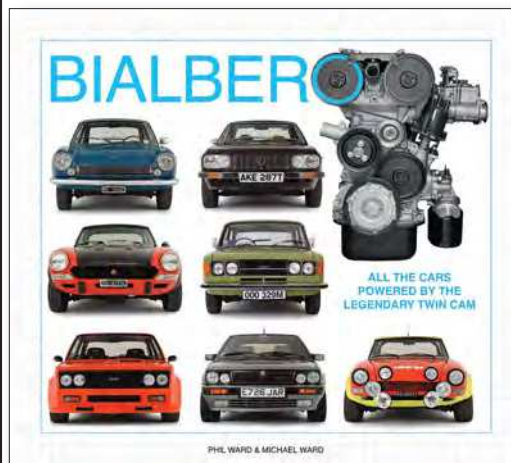


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ALFA ROMEO



Alfa Romeo Spider S4. 1990, silver, LHD, MOT 1 June 2022, good mechanics, hood excellent condition, interior no rips or tears, P6000 tyres, £8795. Tel: Richard, 07887 500939 (Chepstow). A314/006



1974 Alfa Romeo Spider Series 2. 44,000 miles, original UK import, RHD. Dry barn find in 2012 and restored over 5 years, bills for over £21K in parts and labour. Please email for restoration presentation and full list of purchased parts broken down by section. Engine, gearbox and differential rebuilds, bare metal respray, £25,000. Email: mark.klawinski@gmail.com. A314/059



1983 Alfa Romeo Alfasud TI Greenclaver. Black, 81,940 miles. Not driven for 25 years, kept in garage. Good condition with previous service history. Tel: 07741 454024. Email: darmohit@gmail.com. A314/010
Alfa Romeo 156 2.4 Turbo Diesel Sports saloon. 54 registered, for sale, spares/repair, trailer collect Redhill, n/s/r suspension bracket broken, on spacesaver wheel to allow drive/move, can be sorted, known issue on 156? MOT expired parked/lockdown. Bargain for fixing, nice leather seats, good bodywork, handles well. Service history, much spent til now, offers around £600? Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk (Surrey). A314/064



1975 Alfa 2000 GTV. Subject of a complete respray after having new panels fitted as required, photos available, colour changed to Rosso Amaranto with black interior. Engine overhaul, gearbox and limited LSD rebuilt. Slightly lower suspension, alloy rear axle strut, new tyres. Speedo shows 4936 but this is the second time around. Stainless steel sport exhaust, £40,000. Tel: 01962 772049 (Hampshire). A314/060



1998 Alfa Romeo 156 2.0 TS Lusso. 110,000 miles, Amazonia Green, forced sale as ULEZ non-compliant (my 1974 GT Junior is fine!). Cambelt changed 100K miles. Lusso spec - grey leather, wooden central dash, gearknob and steering wheel. A delight to drive, bodywork all good barring couple of scratches. MOT Feb but will get renewed, £2000 ono, want to sell within the Alfa family rather than via Autotrader/eBay! Would swap for 2006 onwards 147 petrol/manual. Tel/text: Neil, 07710 451717 (North London). A314/058



2011 Alfa Romeo 159 Sportwagon 16v JTDM 170 estate. 1956cc diesel car, colour black, mileage 139,580 + service history, MOT till 6.11.2022, good condition, for sale £2800 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthen). A314/063



2002 Alfa Romeo 156 GTA. 82,000 miles, beautiful condition RHD example of what is becoming a very rare GTA spec. Black leather interior, 5 ring Alfa Romeo 17" alloys, red calipers, bodywork in excellent condition, good paperwork/history, £12,995. Email: iom100@aol.com or call: 07979 758020 for more details or pictures. A314/001



2007 Alfa Romeo 1.6 TS Collezione. 44,000 miles, a really nice example of the now getting rare Alfa Romeo 147 Collezione finished in metallic black with the stunning contrasting tan leather interior. The car is in excellent condition for the year and comes with a full service history and with much recent expenditure including service, new front discs and pads, rear exhaust box, 4 Goodyear tyres, rear shock absorbers, rear springs, and thermostat. Will also come with MOT until Nov '22 with all advisories attended to, full book pack and 2 keys, £2500. Tel: Neil, 07946 355394 (located in Maidenhead, Berks). A314/057



2001 Alfa Romeo GTV 2.0TS. 98,000 miles, Vela Blue, spares or repair. MOT until July '22, tan Momo leather interior in good condition, £850. Email: lawrence6762@gmail.com (Norfolk). A314/009



1991 Alfa Romeo SZ. No.249 of 1036 made, rare original UK-supplied car with mph speedo, 38K miles, owned by Editor of *Auto Italia* magazine for last six years and featured many times in the magazine. No expense spared on maintenance at SZ specialists Alfa Aid - £24K in bills in my ownership, £14K in 2021 alone (new cambelt/radiator/PAS pipe/lower ball-joints/brake hoses/gaskets/underseal etc). Full service history and huge file of receipts. Superb sounding custom exhaust system was used as template for Alfa Aid's new exhaust. Running on 18-inch alloys plus has original 16-inch wheels. As-new spare wheel bag, CD player, air con, £53,750. Contact: chris@auto-italia.co.uk or 07721 913282. A313/058



Alfa Romeo MiTo 1.4 Multiair 170 Cloverleaf. Recent replacement of power steering column and multi air unit, spec as follows: 76,000 miles, manual, Etna Black, cloth interior, air con, Akrapovic carbon rear exhaust, Blue&Me, carbon look mirror covers, multi spoke alloys, £3800. Tel: 01763 244441. A314/061

Next issue on sale 7 April

FERRARI



Ferrari 430 Scuderia. 2008 Ferrari 430 Scuderia, with full main dealer history, balance of Ferrari warranty until June 2023. The car has all the correct specification, which is massively important on one of these cars. For further information please contact Robert on 07802 638618, p/x considered and possible finance available, £195,000. A314/032



Ferrari F430 Challenge race car. Purchased in the USA on 16 February 2016 and imported into the UK on 25 April 2016, and all import duties, VAT etc have been paid. It has been rebuilt and is now ready to race, please contact me for more pics and info. Tel: Anthony, 07779 726845. Email: prsche@mdn.com. A314/019



Ferrari F355 Berlinetta manual. Just 408 RHD, manual gearbox F355s were built, I purchased this superb example from Joe Macari Cars in Wandsworth in 2015 - look at their website and see the quality of car that they sell! 1996, red with black leather, just 59,000 miles, all books, both keys etc. Over £10,000 spent on the car including over £7000 less than 1000 miles ago having a full service (including belts) and new air conditioning compressor. Comes with registration '355JET'. Kept in heated garage; superb! Just £68,500. Tel: 07712 031656. A314/030

Ferrari 360 Modena F1. Purchased in 1999 by my wife, it has 11,000 miles on the clock with FSH. Red with ivory seats the car is in A1 condition. We are looking for £79,995 ovno. Tel: 07747 108449. A314/025

Ferrari 456A for sale or trade with California. Great condition 456 for sale, black, 21K mileage, number plate 'F6 GTA', stored in bubble. MOT and good service history, loads of pics on request. Email: ian.main2@btinternet.com. A314/015



Ferrari 308 GTSi. 1981 Ferrari 308 GTSi, 49,938 miles from new with extensive service history. The car is in pristine condition with full European spec bodywork and lights including a deep dish front spoiler which set these cars apart from the standard front spoiler. New stainless steel exhaust, full cream leather interior with red carpet set including door and door pocket trim. Offers in the region of £65,000. Tel: 07711 764768. A314/014



Ferrari Mondial 3.0 QV. 1983, finished in Rosso Corsa with Sabbia interior, Bordeaux carpets, first registered on 11 April 1983 by Graypaul Ferrari, 3 previous owners and only 37,811 miles from new. All original keys are present, comes complete with all MOT certificates, an exceptional service history, book pack, tool roll, tool kit, charger and indoor cover. Major service and belts replaced in June 2021. A lovely cared for example, £42,995. Tel: Matt, 07900 804204. Email: mjcjc2009@aol.com. A314/027



Ferrari 355 GTS 1994 (M2.7). 1994 (M-PP), manual, UK supplied, RHD, matching numbers. Rosso Red, Crema/red stitching, red carpets, 35K miles, FSH (belts due). Recent clutch, discs, wheel bearings, alternator, paintwork, underfloor etc, MOT and tax. Was Cat D in 2001, now has 'inspected' status by Autolign (HPI approved), please ask for full details. £67,500. Email: andrewbailey@dimatec.co.uk. A314/026



Ferrari 612 Scaglietti. Left hand drive, 2006 model. Imported to the UK and registered in 2017 in the UK, all paperwork present. We bought this vehicle to be used on a television programme last year and it is now no longer required by us. The car is in a storage unit in Manchester. For further/full details or a general discussion of interest please call Neil on: 07768 525727. Serious enquiries only. A314/029

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Ferrari F430 Spider 6 speed manual.

2005 F430 Spider in Grigio and red leather, 25,000 miles and serviced by main dealer, Dove House, Macari & Rardley Motors. Owner before me bought in 2010 and needed to get an automatic owing to illness and I purchased in 2018 and having retired am just not using, so needs a new owner. Electric seats, carbon zone, Scuderia shields, PPF and Tracker. Lots of comprehensive history including manifolds and suspension, private plate '430 OOH', £110,000. Tel: Mark, 07966 432260. A314/016



Ferrari F430 F1 Spyder 2009.

July 2009 UK supplied, RHD, matching numbers. Nero/Nero with dark blue stitching, yellow calipers, rev counter and shields, carbon ceramic brakes. Approx 26K miles with Ferrari main dealer service history (GrayPaul, Dick Lovett, Lancaster). Heated seats and Bose hi-fi upgrade, carbon driver zone. New oil/water & F1 pumps, Challenge headers, Hill Engineering brake rebuild and 10mm wheel spacers, ceramic coated in 2020 by Barkaways, £84,995. Tel: 07967 600800. A314/031



Ferrari F430 Spider F1.

2007, Rosso Corsa with Crema leather interior, 18,900 miles. Full service history with Graypaul, £82,500, for full details please call. Tel: 07711 816025. A314/028



Ferrari 328GTB race car.

Front running 1985 328GTB race car. Converted by renowned Ferrari Specialists Graham and Mike Reeder, and has successfully competed in group 3 (unmodified/road legal) of the Pirelli Ferrari formula classic. The car was subject to a major overhaul for the 2020 season at Barkaways Ferrari with several upgrades including work to the engine, gearbox, brakes and suspension, and has not raced since. I have achieved many podiums but unfortunately due to my health I am no longer able to race this beautiful car. Tel: Carl, 07799 872546. A314/071



Ferrari Dino 246GT.

42K miles, first owner actor Richard Thorpe (Dam Buster, Emergency Ward 10, Emmerdale etc). Also powerboat racer Jackie Wilson – works driver for Mercury. Fully detailed history, all MOTs from first in 1975. Original Giallo Fly yellow, Maranello Archives certified matching numbers, road tested in *Auto Italia* magazine. Handbook, jack, tools, wheel chock and original warranty card, £299,950. Contact Chris for further details on: 07952 119939. A314/013



Ferrari 512 BBi.

Selling my 512BBi (left hand drive). This Ferrari icon is in perfect condition, ready to hit the road, "Classiche" obtained in 2019 after an extensive maintenance program realised by HR Owen Ferrari. Historic, maintenance book, MOT up to date. Cambelt changed, handbook, jack, tools, spare wheel, 25,000km. The car is visible in London, price: £285,000. Tel: 07786 387206. Email: philippe.maugein@outlook.com. A314/017



Ferrari 612 Sessanta.

612 Sessanta for sale in London. Email: clink.robert@gmail.com. A314/024



Ferrari 308GTB road or race.

Beautiful 308GTB owned since 2007 and maintained to the highest possible standard, full cambelt service less than 1000 miles ago. The car is set up for racing but still fully road legal and registered. Totally rust free example with interior trim in black and original seats and other parts included. Registered for the Pirelli Ferrari formula classic 2021 but not raced since June owing to ill health. An easy to drive competitive car. Tel: Len Watson, 07931 362523. Email: redlen308gtb@gmail.com. A314/018



Ferrari 430 F1.

Mint condition, only 11K miles. Pearlescent black, Creme interior, black carpets, mint condition. Carbon Driver Zone, carbon rear panels, carbon ceramic brakes, sat nav, trickle charge point, Tracker, new tyres fitted. Have owned the car for 7 years and now time to have a change and for someone else to own this magical car. Fully serviced at Ferrari, 90K. Tel: Paul, 07768 50237. A314/023



Ferrari 412.

1989 412, right hand drive with manual five speed gearbox. One of the very last made (chassis no.81235). Finished in the original Rosso Corsa and Crema interior. Possibly one of the best in the world, always looked after by Keys Motorsport of Silverstone. Offers over £80k will be considered. The number plate 'FER412Y' is also available for purchase. Tel: Jerry, 01908 263227 or 07851 565945. A314/021

Ferrari F355 GTS manual.

1997 Rosso/Crema F355 GTS, 24,485 miles (39,170 kms), RHD, full mainly Ferrari and recent specialist history, superb condition throughout, £20K of maintenance in my ownership in past 2 years, belts done, 11 months' MOT, Capristo exhaust, challenge rear grille, new Pilot Sport 4 tyres, toolkit and car covers. Email: mark107@hotmail.co.uk. A314/020



Ferrari 456 GT manual gearbox.

456GT in Le Mans Blue with a black leather interior, 1996 with 51K miles. Good history file with Ferrari dealers then specialist independents. Serviced (including cam belts)/MOT July 2021. Has all original manuals and complete toolkit in original leather cases. Two previous owners, I've owned for 7 years enjoying trips to Europe, including Le Mans classic, plus annual visit with friends to Silverstone Classic. Asking £55,000 (ex plate) ono. Tel: Brian, 07717 038159. A314/022

FIAT



Fiat 1900A 1952.

Right hand drive, very rare car. Original bodywork and very low mileage. Been in the family for 25 years. This car was featured in *Auto Italia* in November 1999 by Phil Ward. Very good condition and lots of spares included, offers in the region of £12,000. Tel: 07925 904194. Email: miller221245@gmail.com. A314/070



Fiat 500 Gucci.

Rare and original limited edition 2012 Fiat 500 1.2 petrol Gucci black edition, with only 65,000 miles. Excellent condition inside and out. Recent bodywork refresh, new stripes, replacement gearbox, cambelt change and service. All original Gucci features: leather interior, leather steering wheel, branded gearlever gaiter and gear knob, sill covers and wheels. Includes original instruction book, original hardback sales brochure and service booklet, MOT to March 2022, £6000. Tel: 07703 029823 (Gloucestershire). A314/069

MASERATI



Maserati 420 Spider.

2002, 58,000, excellent condition, any test, will come with new MOT, rare car in red, real looker, first come, £17,750 ono. Tel: 01273 566105 (East Sussex). A314/033

PARTS

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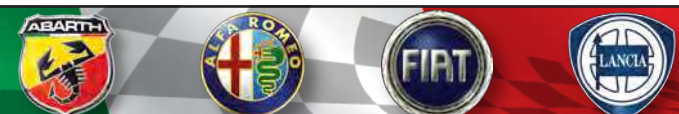



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F40/355 Challenge calipers. Brembo calipers unused since refurb and pressure test by Biggred, mounting brackets, mechanical handbrake calipers, discs with mounting bells and fittings, pair 355 Challenge discs mounted on specially made handbrake drums for 355. 355 standard front right caliper. ABS sensors M2.7 355. Air con compressor, power steering pump, air injection pump, shock actuator motors, sensors and suspension ecu, all for 355. Factory wing badges. Tel: 07823 447241. Email: johnshirleyinverroy@gmail.com A314/055



Ferrari 360 Modena/Spider rare original factory ordered Challenge Stradale exhaust system from Manchester Ferrari for sale, very little mileage use and is almost in brand new condition, must be seen. Silencer, brackets, outlet manifold pipes and all nuts and bolts included. Truly amazing sound giving the iconic Ferrari bark changing the experience of driving your 360, £5000 ono. Tel: Lee, 07810 462628. Email: ltermine10@gmail.com. A314/052



Novitec F4 458 HF3 wheels and tyres. Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition, £3000 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A314/039



Hill Engineering Ferrari F430 exhaust tips. They improve the F430 standard exhaust to a beautiful polished chrome finish. Easily slide on and two grub screws hold them in place, £100 plus postage. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A314/035

Michelotto body panels for Ferrari 308/328. Complete Michelotto Group 4 body conversion kit by MAT in Finland, fits the Ferrari 308 and probably a 328. Including front and rear clamshells, roof panel, rear engine cover, front bonnet, front and rear valances, rear wheel arch extensions and the headlamp pod for rally lights, asking £12,500 for the complete set, please call: Andrew, 07375 288003. A314/041

Ferrari 348 Targa roof panel. I have a Targa roof panel for a 348 available, complete with latches, the headlining is in grey cloth. A couple of small chips on it and one screw needs replacing on the latches, very hard to find item and great if you want to colour code it to match the car, £1500 or near offer. Tel: Andrew, 07375 288003. A314/066



Set of 4 genuine Alfa Romeo MiTo 'Lusso' style alloy wheels. The wheels are in perfect unmarked condition and are fitted with part worn Bridgestone tyres, £180 ono. Tel: 01630 620409. Email: stanheal@btinternet.com (Staffs). A314/072



F430 F1 clutch, release bearing and flywheel. New genuine F430 manual clutch part no.222090, £1800. Also available is a new Hill Engineering release bearing, £300; and an uprated billet flywheel, £500. Parts are in London W5, was going to change clutch, but car now sold. Email: sav@johalnet.co.uk. A314/047

Brand new tyres PZero Rosso 285/35 ZR19. I have two brand new Pirelli PZero Rosso tyres, size 285/35 ZR19 (99Y) Ferrari fitment. Tyres are really difficult to get hold of currently and I inadvertently ended up duplicating an order because I was communicating with a number of suppliers to try and source them. Best offer secures. I am based in Worcestershire but could courier. Email: garrysmith5@icloud.com. A314/048

Ferrari 275GTB/4 starter motor. I have a s/h starter motor which is in good condition and fits a number of Ferrari engines of that era. Value circa £2000 I think? Email: strauss@hyperboard.com. A314/037

Ferrari 512 BBi front and rear bumpers. I have a pair of bumpers (front and rear) for a Ferrari 512 BBi, the front has had a repair to the undertray area and will need prepping prior to fitment. Very hard to find now, asking £2500 for the pair, please call: Andrew, 07375 288003. A314/040



Ferrari 360 interior. 360 Coupe full leather creme interior. Consists of almost every leather piece from the car's interior: the seats, dashboard, door cards with speakers and aluminium door fitments, all trim and fitment panels, courtesy light panel, aluminium centre panel, all carpets etc. I can send you a detailed list and photo or if you wish to see more contact me to arrange to view it in person or via zoom. I can deliver it in the UK, I have many other parts: headlights, etc. Open to serious offers. Email: alex@altarstudios.uk. A314/054

F430 Mk2 headers and exhaust parts. I have the exhaust silencer box and the rear pipes from my F430 removed carefully as I had a Ferrari sports exhaust fitted. I also have the Mk2 headers as these were replaced by after market ones – they were fine but I wanted a bigger sound. I also have the Hill Engineering polished exhaust tips and will list these separately. Some brackets and bits for the exhaust. Open to offers, can be collected from York or will post at cost, any questions please ask. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A314/034

MISCELLANEOUS

Collection of Ferrari books etc.

Approx 200 books, 200 1:43 models, calendars, posters and 1000 motoring magazines. Details from: alenladkin@gmail.com. A314/004

Auto Italia. Nos.293-310, free to collector. Haynes Alfa Sud manual, as new, £5. Tel: 01582 883745 (Beds). A314/007



Club magazines. "Ferrari – the magazine of the FOC of GB", issue 96 Winter 1992 to issue 223 October 2015, complete set except issue 169, £250. "Ferrari News" issue 35 (Feb '93) to last issue 171 (Oct 2015), complete set, £100. All in great condition, with odd water mark/stain, buyer collects please. Email: andrewbailey@dimatec.co.uk . A314/042



355 Spyder brochure. 355 Spyder brochure, 36 full colour pages presented in a white Ferrari folder. Excellent condition, £50. Email: r19831993@aol.com. A314/049



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Auto Italia magazines. Issue 215 Jan 2014 to 272 Oct '18. Offers welcome, to collect Leatherhead, Surrey area. Tel: Rob, 07802 180671. A314/067

Club magazines, brochures and Ferrari books. Club magazines 1968 vol 1 numbers 1-3. 1971 through to 2021 with only 9 issues missing. 1971 to 1994 issues are bound. To clear as one lot, reasonable offer please. Brochures BB512, 348, 400A, 308GT4, 308GTB/GTS. Many early books and pamphlets, to clear, please email Roy for lists/images. Email: rdw5670@outlook.com. A314/068



360 Spyder brochure. Very good condition, 44 pages in English, very collectable and rare, £50. Email: r19831993@aol.com. A314/051



UK magazines. Approx 20 UK magazines with articles on Ferraris. Most models are covered including 288GTO, F40, F50, 308GT4, Daytona, Boxer, 355, 575, 166, 212, Breadvan, Testarossa and 365GTC. Magazines include *Classic & Sportscar*, *Octane* and *Car*. More magazines will be added to this package. Email: markc@cilt.co.uk. A314/043



355/360/430 Spyder brochures. 355 Spyder brochure, 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Ferrari 360 Spyder brochure, very good condition, 44 pages in English, very collectable and rare, £50. Ferrari 430 Spyder brochure, excellent condition, 36 pages, £50. Email: r19831993@aol.com. A314/038



308GT4 factory handbook. I purchased this item new in the mid 1980's and never used it. Excellent condition with the factory number 124/76 £185, plus insured postage. Please enquire. Email: stephenwalch1929@hotmail.com. A314/045

General Ferrari items. 275 hub puller, large dealer wall posters, 550, 360, 355 etc unused. Pair of oil paintings depicting 1959 Moss/Hill at Nurburgring TR & Aston, 70x55 and 50x60, well known motor sport artist. 275/330 parts book. 400 GT driver maintenance manual. 400 parts manual. 400 auto gearbox manual. 250 1948/63 Merrit maintenance service book, note on fly 250. 1081 gt Earl's Court show 1948, history photo. The original front badge from chassis 0655, offers. Tel: 07737 174200. A314/044

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Ferrari 612 owners manual. £75. Tel: Paul, 07734 111654. Email: paulh12@gmail.com. A314/053

Ferrari F430 cover. F430 original cover and storage bag. Will also fit 360 models, £300. Tel: Shaun, 07714 090015 (Cams). A314/050

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Chuck Jordan's 'Superfly' Ferrari Daytona

HOW STAFF AT GM DESIGN PRANKED THEIR VICE PRESIDENT'S PERSONAL DAYTONA

Story by Chris Rees

America has a long, impassioned love affair with Italian cars, and indeed with Italian design. One of the biggest compliments paid by an American to Italy came from Chuck Jordan, Vice President of Design for General Motors. The stylist had made a huge impact at GM with his very first major design – the Buick Centurion seen at the 1956 Motorama show. The following year, aged just 30, Chuck became chief designer at Cadillac and went on to style the 1959 Cadillac Eldorado featuring the most extravagant tailfins the world had ever seen. By 1962, he was in charge of exterior design for all GM cars.

Jordan was no stranger to the world of European design. He built strong relationships with both Nuccio Bertone and Sergio Pininfarina. Via the latter, Chuck was introduced to Enzo Ferrari, with whom he struck up a

personal relationship. The American became a huge Ferrari fan and went on to own a whole string of cars from Maranello, including a 250 GT Lusso, Daytona, Berlinetta Boxer, Testarossa, F40, 360 Modena and 456 GT. He commented: "Whenever I was stuck on a particular design problem, I'd go out in my Ferrari for half an hour and pow! I was back up to speed."

The subject of our piece here is his yellow 1971 365 GTB4 Daytona. Chassis 14777 was originally owned by an Italian but was subsequently imported to the US by Chuck Jordan. He was inclined to leave his car in the garage of GM's Warren, Michigan design studio, something that reportedly really grated among his design staff – after all, these were the people who had created the Corvette, so why didn't Mr Jordan champion the 'Vette by driving one of these instead of a Ferrari?

While Jordan was out of the



Chuck Jordan (right) poses with Nuccio Bertone

country on a trip to Europe, his design team decided to play a practical joke. They put his beloved Daytona on axle stands and proceeded to, ahem, 'modify' its appearance by giving it a pimpmobile-style makeover. Using entirely removable materials like foam core and tape, they grafted on a set of deliberately tasteless tat (quite possibly as a comment on Jordan's own design sensibilities). These included a Rolls-Royce style grille, bonnet bulge, fake Lucas P100 type headlights, 'Ben Hur' hubcaps, spare wheel humps topped by air horns on the front wings, side-exit exhausts, rear wheel spats, opera-style rear windows, fancy new rear lights and a rear-

mounted spare wheel. The resulting object was nicknamed the 'Superfly Daytona' for obvious reasons.

As recounted by Bill Warner, founder of the Amelia Island Concours d'Elegance Foundation and himself the owner of a yellow Ferrari Daytona, Chuck Jordan returned from his trip with the chief designer of Volvo in tow. Wanting to show off his Daytona to the Swede, instead Jordan was greeted by the sight of this neoclassically festooned monstrosity. Apparently the prank did not go down well...



Arrivederci - From Originale Italiano!!!!



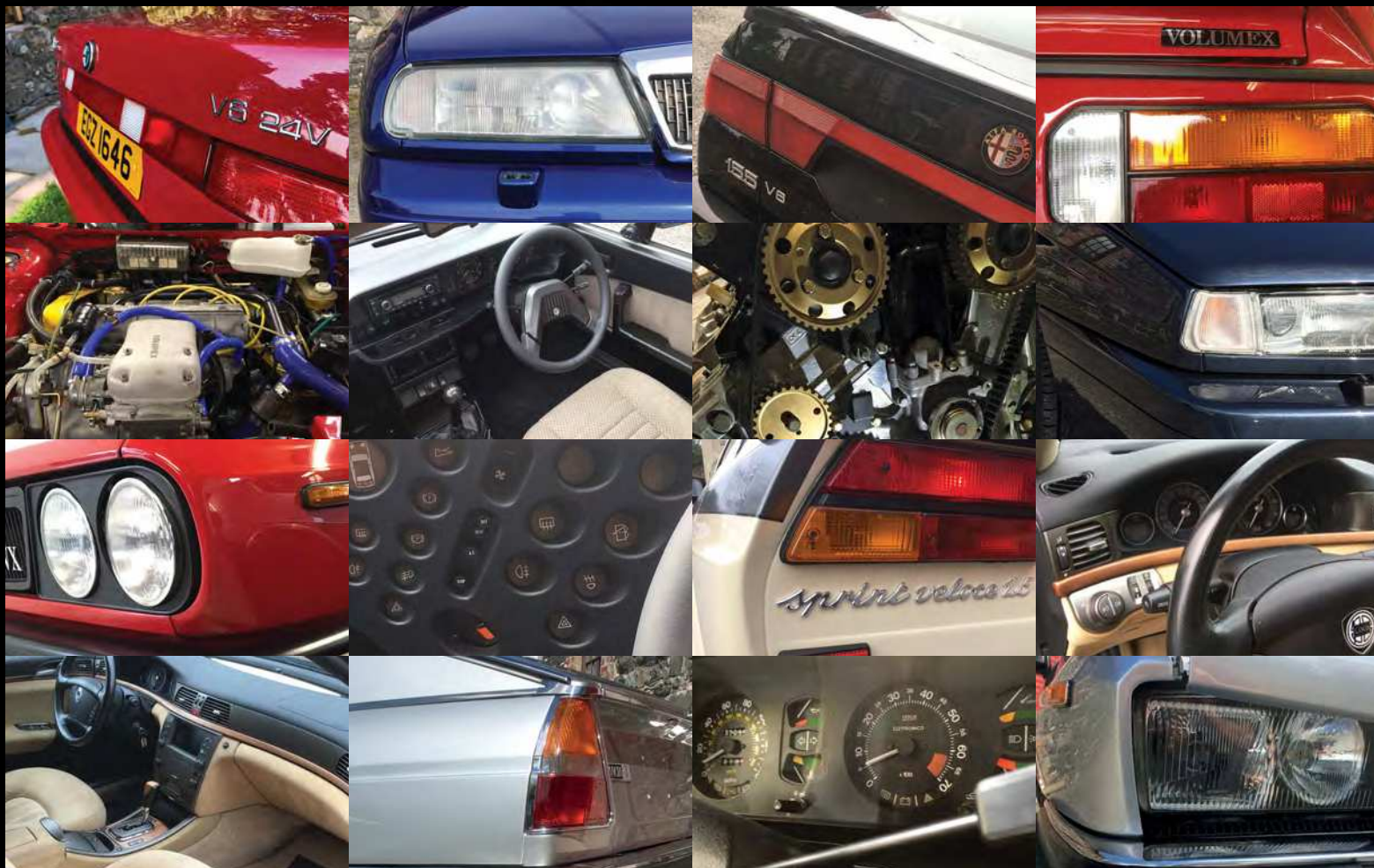
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Thanks to Phil and Michael Ward for your help and enthusiasm - you guys are Legends too!



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