

# AUTO Italia

Issue 304 June 2021 £4.99



**ALFETTA FRENZY**  
10-CAR GTV 6 MEGA-TEST

## V12 SPIDERS

FERRARI 812 GTS v 365



**PANDA**  
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Official fuel consumption figures for the Alfa Romeo Stelvio Quadrifoglio mpg (l/100km) combined: 23.9 (11.8). CO<sub>2</sub> emissions: 267 g/km. Fuel consumption figures determined on the basis of the new WLTP test procedure as per Regulation (EU) 2017/1347. CO<sub>2</sub> figures, based on the outgoing test cycle (NEDC), will be used to calculate vehicle tax on first registration. Only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.



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



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

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As I write this, the UK is finally emerging into a more open, optimistic time. It's been a long wait but we're now on the brink of what looks like a very exciting motoring calendar in 2021. The season is certainly starting late but already we have plenty of dates to look forward to.

Not all events in 2021 will be open to the public – for instance, some of the early-season Ferrari Challenge races – and those that are may well be limited in terms of numbers. But right now, anything is welcome.

Our own events are the ones we're looking forward to the most, of course. The first of these is a brand new one, not just for us but also for the whole motoring calendar. Prescott Italia in association with *Auto Italia* magazine takes place on Sunday 30 May in the Prescott Estate near the Cotswolds, and is reserved for Italian cars.

The great news is that you can take your very own car up the historic Prescott hillclimb. And as a reader of *Auto Italia*, you can take advantage of a special discount on this rare opportunity – simply visit [prescotthillclimb.co.uk](http://prescotthillclimb.co.uk) and enter the code PRESCOTT ITALIA 21. For further details, see page 12.

Three more *Auto Italia* events to put firmly in your diary begin on 10 July with our Northern Italian Car Day at the superb Raby Castle in County Durham – book your tickets at [www.raby.co.uk](http://www.raby.co.uk).

Then just one week later, there's the big one on 18 July: *Auto Italia's* legendary Italian Car Day at Brooklands Museum. Having been forced to cancel the event in 2020, this is the one that not just us but everyone else we've spoken to is really looking forward to.

Finally on 17 October we return to Brooklands Museum for our Autumn Motorsport Day. For more information on all these exciting events, please visit our website, [www.auto-italia.co.uk](http://www.auto-italia.co.uk) – we can't wait to see you out and about very soon.

**Chris Rees**  
Editor

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**ALFA ROMEO GIULIA TB LUSO TI**

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## Officially No.1 in the UK\* (again & again)

- \* No 1 out of 180 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Oct-Dec 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. July-Sep 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



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# ITALIAN CAR NEWS

# Pagani Huayra R

A new track-focused 'R' version of Pagani's Huayra has been launched. It's powered by a V12-R 6.0-litre naturally aspirated engine designed with HWA AG specifically for track use. It's claimed to have "the charm, romance, sound and simplicity of F1 engines of the 1980s" and produces 850hp at 8250rpm, torque of 750Nm at 5500rpm and a red line set at 9000rpm. The unique exhaust is ceramic-coated and incorporates demountable silencers to suit different tracks. A new, non-synchronized, dog ring, six-speed sequential gearbox uses a sintered metal racing clutch.

The Huayra R's revised carbon monocoque incorporates fitted seats, safety side structures and a roll-bar. The front subframes are made of chrome-molybdenum

alloy steel for track use, while the rear subframe forms an integral structure with the monocoque, resulting in a 51% increase in flexural rigidity and 16% increase in torsional rigidity compared to the road version. The overall dry weight is 1050kg.

Aerodynamics have been developed to produce 1000kg of downforce at 199mph. Two new side air intakes at the front ensure better cooling for the front brakes, as well as channelling airflow towards the side of the car. New wing profiles up front improve air extraction and create greater stability, while new air vents above the wheelarches and at the sides channel air to the rear. A new roof scoop has an integrated central fin, while there's also a specific rear diffuser and rear wing.

The active suspension system uses forged aluminium parts and has specific settings that allow for greater camber recovery and dynamic bump steer correction. New Brembo CCM-R self-ventilated carbon-ceramic disc brakes are coupled with racing pads. Pirelli P Zero racing slicks are available in Dry and Wet versions, fitted on custom APP Tech forged aluminium 19-inch wheels.

Inside, the main controls, including traction control, ABS mapping and radio communication, are grouped on the quick-release steering wheel. Secondary controls sit on the centre console, while a customisable motorsport dashboard feeds the driver with information and onboard telemetry logs all vehicle data. There's an AP Racing adjustable pedal set, too.





## LANCIA RALLY 037 'NUMBER 1' FOR SALE

The very first Lancia Rally 037 produced is to be sold at auction in Italy. The 1980 prototype was a development car for the Rally 037 that would become the last rear-wheel drive car ever to win the World Rally Championship.

Chassis SE037-001 was constructed by Dallara before being assembled and developed at the Abarth factory, overseen by Sergio Limone. It underwent testing duties on track and in the wind tunnel, and was driven extensively by Markku Alen, Adartico Vudafieri and Giorgio Pianta. In 1982, it served as a recce car for the Acropolis Rally in Martini racing livery. When its official duties ended, it passed into the private ownership of Sergio Limone, who restored it to its original development specification. It retains the correct-spec 1995cc supercharged engine and is certified by FIVA and the Lancia Club of Italy.

RM Sotheby's is auctioning the car at its all-new Palazzo Serbelloni sale in Milan on 15 June 2021, with an estimate of €700,000 to €900,000. Visit [rmsothebys.com](http://rmsothebys.com) for more information.



## HYBRID JOINS LEVANTE RANGE

Maserati has announced a new mild-hybrid version of its Levante. This combines a 2.0-litre four-cylinder petrol engine with a 48-volt electric system that recovers energy during deceleration and braking. Peak power is 330hp – claimed to be best in class – while torque is 450Nm.

Having only four cylinders means the Hybrid is about 20kg lighter than the existing V6 petrol model, enabling Maserati to claim it is both faster and greener. Its maximum speed is 149mph, it can do 0-62mph in 6.0 seconds and CO<sub>2</sub> is less than the petrol and diesel models, at 231-252g/km.

Maserati says that its "unmistakable trademark sound" remains, thanks to dynamic flaps in the exhaust and a resonator; no amplifier is used. Better weight distribution means it is nimbler around corners, too, claims Maserati.

Cobalt blue details identify the Levante Hybrid, such as the side air intakes, brake callipers, rear pillar logo and interior stitching. A new colour – metallic triple-coat Azzurro Astro – is uniquely available for the Hybrid.



**SORPASSO V10 DEBUTS**

Turin-based supercar maker Frangivento has announced a new model called the Sorpasso (which translates as ‘overtake’). Two versions are on offer: Sorpasso Stradale and Sorpasso GTXX. Both use a Lamborghini-derived V10 engine. The Stradale is naturally aspirated and boasts 610hp, while the supercharged GTXX has 850hp. The GTXX has not yet been unveiled but is promised to have “a more aggressive look” including a big rear wing.



Both have all-wheel drive and, using a carbon chassis tub, weigh only 1300kg. The GTXX is claimed to do 0-62mph in 2.9 seconds and 0-124mph in 9.3 seconds, with a top speed of 214mph.

The cabin is luxuriously equipped with Italian leather and suede, plus an “Avatar Driving Assistant” voice control system. Buyers will be invited to work with stylists to customise their car, including the name – the ‘XX’ in the GTXX name can be altered to any two numbers of your choosing. No prices have been announced but deliveries are set to begin in July 2021.

**FIAT 500 BREAKS 2.5 MILLION**

The total number of Fiat 500s made in Poland has reached the 2.5 million mark. That’s more than any previous model produced at the Tychy plant, including the second-generation Panda (2,168,000 units) and the 126p (2,166,000). Made in Poland since 2007, the Fiat 500 was 2020’s European market leader in the city car segment, with a 17.7% share. Over 3.5 million units of the 500 family (including 500L and 500X) have been sold since 2007.



**NEW AGNELLI/FERRARI EXPO IN MODENA**

A new exhibition has opened at the Museo Enzo Ferrari in Modena that brings together one-off cars built by Ferrari for Fiat’s boss, Gianni Agnelli. Cars spanning over 50 years are on show, including his Ferrari 166 MM, 212 Inter, 375 America, 400 Superamerica, 365 P Speciale, Testarossa Spider, 360 Barchetta and 2003 Formula 1 car. *Gianni Agnelli and Ferrari: the Elegance of the Legend* is currently not open to the public due to Covid, but live online tours can be booked at [www.ferrari.com/en-EN/museums](http://www.ferrari.com/en-EN/museums)



**‘HEY GOOGLE’ FIAT 500**

Fiat has partnered up with Google to create a new ‘Hey Google’ special series Fiat 500. The onboard Hey Google voice assistant allows you to connect with the car even when you’re away from it, using voice only. This can be done via smartphone or Google Nest Hub, a separate digital display supplied with the car.

You can find out things like where the car is parked, how much fuel is left and mileage driven that day. The car can also send notifications if a theft is attempted or if it is being driven at too high a speed.

A new livery includes a gloss black roof and mirror caps, Hey Google badges on the front wings and Hey Google ‘molecule’ logos on the centre pillars and seats. A new matt silver dashboard includes the 500 logo in white.

The 500 Hybrid Hey Google is available in hatchback and cabrio versions, while Fiat is also offering its 500X and Fiat 500L models in Hey Google guises.





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**RARE US BARN FINDS**

Two significant new 'barn finds' are coming up for auction in Gooding's Geared Online sale in the USA in May 2021. A 1955 Ferrari 250 Europa GT by Pinin Farina (chassis 0413GT) was originally built, it is thought, for Enrico Wax. One of just 43 cars made, it has been hidden away in a Californian collection for 60 years and has never before been restored, exhibited or offered for public sale. It is described as a "time capsule example", having done

33,671km from new. Among its special characteristics are a unique instrument arrangement and an unconventional taillight treatment.

Also for auction is a 1965 Alfa Romeo 2600 Spider by Touring. Delivered new to Rezzaghi Motors in San Francisco, USA, it has remained in single family ownership from 1965 to 2021. Described as "a true garage find", it retains its original-issue California plates. The auction takes place on 3-7 May; for more info visit [www.goodingco.com](http://www.goodingco.com)



**NEW PININFARINA SHOW**

The Petersen Automotive Museum in Los Angeles has opened a new celebration of Pininfarina. Called *The Aesthetic of Motoring: 90 Years of Pininfarina*, it includes four display cars. The 1931 Cadillac Model 452A Boattail Roadster is the first Pininfarina body mounted on a non-Italian chassis; the 1947 Cisitalia 202 Coupe is an iconically beautiful coupe; the 1967 Ferrari 365P Berlinetta Speciale 'Tre Posti' pioneered the central driving position; and the 2019 Pininfarina Battista is an early design model.

The exhibit joins other Pininfarina-designed vehicles at the museum, including two Nash-Healeys from the 1950s, a 1959 Ferrari 250 GT, 1985 Ferrari 288 GTO, 2001 Ferrari 550 Barchetta and the 1982 Ferrari 308 GTSi from *Magnum PI*. The show runs until 5 December 2021.



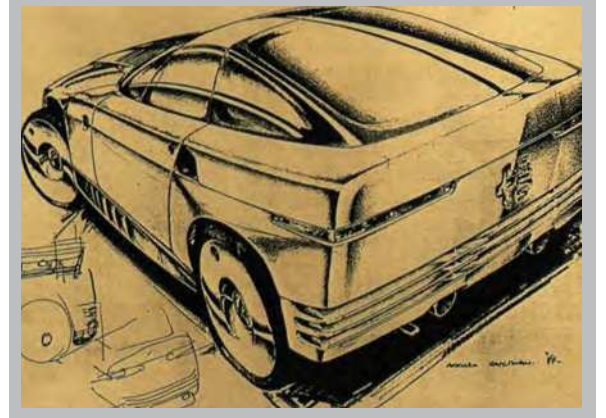
**CIZETA PROTOTYPE SURFACES**

The very first prototype of the Cizeta supercar designed by Marcello Gandini has been rediscovered and offered for sale in France. Created as a 'master' prototype by Gandini in 1985, it was built as an initial template for Claudio Zampolli's rival to Lamborghini and Ferrari. The prototype was a non-running mock-up that was significantly changed for production in 1988, when it was unveiled as a 16-cylinder 560hp supercar. Reputedly only eight examples were made up until 1993, including two for the Brunei royal family.



**ALFA DESIGNER ROBERT OPRON DIES AT 89**

French-born designer Robert Opron has died at the age of 89. The legendary stylist of the Maserati-engined Citroen SM of 1970 had a stellar career creating cars for Citroen and Renault before moving to Italy to join the Fiat Group, where he worked on projects such as the Alfa Romeo SZ and first Fiat Bravo.



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## URUS SETS SPEED RECORD

A Lamborghini Urus has set a new speed record in Russia. It took the 1000-metre record at an average speed of 114km/h (70.8mph) from a standing start, with a maximum recorded speed during the sprint of 298km/h (185mph). Andrey Leontyev took the record during the Days of Speed on the ice of Lake Baikal.



## NEW UK SHOWROOM FOR LAMBORGHINI & MASERATI

HR Owen has begun construction of a new £30m facility in Hatfield, Hertfordshire that will bring together new Lamborghini, Bentley and Maserati showrooms. Expected to be completed and operational by autumn 2022, the site will include five new showrooms and three aftersales facilities in all.



## GIULIA Q OUTSELLS C63 & M3

Alfa Romeo's Giulia Quadrifoglio was the best-selling super-saloon in Europe in 2020. With 639 sales across the continent last year, it comfortably outsold its most direct rivals, the Mercedes-Benz C63 S and BMW M3, which sold only 246 and 70 respectively.



## PRESCOTT ITALIA 2021

A new Italian car event called Prescott Italia will launch on Sunday 30 May. Run in association with *Auto Italia* magazine, this brand new, exclusively Italian event showcases Italian design and cars at the Prescott Estate near the Cotswold borders.

Owners of Italian cars are being invited to sign up for a chance to make four non-competitive, untimed drives up the historic hill (two in the morning, two in the afternoon). Parking will be allocated into marque zones along the tree-lined paddock. A mobile pizza oven and ice cream van will also be on site.



A Covid secure environment is promised and the event will be run behind closed doors with limited spectator numbers (as government guidance permits). The event will also be live-streamed through Prescott's YouTube and Facebook channels.

For more information and to book tickets, visit [prescotthillclimb.co.uk](http://prescotthillclimb.co.uk) where, on entering the code **PRESCOTT ITALIA 21**, as an exclusive offer to *Auto Italia* readers, you will get £5 off an entry to drive up the hill.



## GAZ SUSPENSION FOR FERRARI 308

A new performance suspension kit for the Ferrari 308 is being offered by GAZ. The kit has coilover struts that are adjustable for height and damper rate, with a ride height range of 80mm. The damper units are anodised and come with a gas cell filled with oil to prevent cavitation and reduce fade, designed to cope with racing and trackday use. Valving can be specified for 'road' or 'full race' use. The front and rear coilovers retail at £162.07 plus VAT each and include a two-year warranty. For further details visit [www.gazshocks.com](http://www.gazshocks.com)



## FERRARI CONFIRMS CHALLENGE UK SEASON

Ferrari North Europe has confirmed that the Ferrari Challenge UK 2021 season will start at Brands Hatch on 14-16 May, as originally planned. Further races will take place at Donington (12-13 June), Snetterton (10-11 July) and Oulton Park (1-2 October), plus a Ferrari Racing Days event at Silverstone (17-19 September) that will also see action from the F1 Clienti and XX programmes.

Making its debut in the UK series this year is the updated Ferrari 488 Challenge EVO, the only car eligible for the 2021 season. Also new this year is the option to enter single races, rather than the full season. All rounds will also include action from the Ferrari Formula Classic series.



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Once the height of vehicle security, crook locks (also known as wheel locks) have seen a resurgence in recent years as vehicle owners look to old school methods to counter the technical skills of the modern-day car thief. Whilst immune to relay attacks and key cloning, a crook lock does not, in fact, offer the ultimate security as promised. The latest theft figures and a quick trawl on YouTube shows you that such a device can be removed in as little as 15 seconds using nothing but determination and a drill. That's even before you consider the fact that such devices have the ability to consistently damage steering wheels, dashboards and gear sticks through the ongoing application and removal. Surely your car deserves better?

Help is at hand thanks to the all-new, app-based SHADOW Immobiliser from Global Telemetrics - a true world first. This bespoke covert device can render your vehicle

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cloud-based system and technology exclusive to Global Telemetrics. If the app is not detected by the immobiliser device (securely fitted 'invisibly' within a matter of moments via Global

Telemetrics' dealer network) then the vehicle simply will not start, meaning would-be thieves are more likely to vacate the area.

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# Return to Daytona

Ferrari has scratched a 50-year itch by launching its first V12 front-engined roadster since the Daytona Spider. How much of the golden spirit remains?

Story by Chris Rees  
Photography by Michael Ward



There's something beguilingly magical about a V12 convertible, especially one with those twelve cylinders positioned ahead of the driver. This format surely represents the pinnacle of grand touring: top down, wind in the hair and, above all, the sound of a dozen pistons doing their thing within earshot.

Enzo's very first Ferrari was a front-engined V12 spider, a line that continued right up until the 'Daytona' Spider (officially dubbed the 365 GTS4) – and it seemed until recently

that the Daytona was destined to be the very last of this line from Maranello. Launched at the 1969 Frankfurt Show, the Spider was only put into production in 1971 and built for just two years, during which time a mere 122 were made, just seven with right-hand drive. Excepting 'Special Series' rarities like the 550 Barchetta and SA Aperta (for which see page 24), that was curtains for open-top Ferraris with up-front V12s.

It took fully 50 years for Maranello to realise that it was missing a trick. Far from withering on the vine, V12s have remained

unerringly popular with enthusiasts. When Ferrari floated the idea of making a drop-top version of its 812 Superfast, it truly hit the mother lode. The 812 GTS seems to appeal to clients more passionately than pretty much any other recent Ferrari. Interestingly, Ferrari says there's almost no overlap between coupe and convertible customers – you're either a Superfast person or a GTS person.

Since the Daytona was the last GTS-badged V12, it feels entirely fitting that Ferrari should revive that three-letter badge for its latest V12, the 812 GTS. But just how



much of the spirit of the Daytona Spider does the 812 GTS rekindle, and how does it differ? And are we now looking at the last of the line, a true end of an era?

### **812 GTS: DAYTONA REBORN?**

In so many ways the 812 GTS feels like the zenith of naturally aspirated multi-cylinder performance. The stats certainly confirm its peak status: 6.5 litres, 800hp, 0-62mph in under 3.0 seconds and a top whack of 211mph. One further stat that clearly demonstrates another peak is its

popularity. In 2020, the 812 family very nearly outsold the Portofino, Ferrari's 'entry level' model, which is remarkable for a car costing just shy of £300,000.

One couple who very much bought into the 812 GTS – literally, in fact – are Ferrari enthusiasts Peter and Chrissie Churchley. Not that they were originally thinking of one, as Peter explains: "We'd gone for a walk in Windsor Great Park and popped in to visit Maranello at Egham. When we saw this 812 GTS, it just seemed perfect for us – the colour, the specification, everything. It

seemed to do all that our 599 GTB and California T could do – and more – in one car." So Peter and Chrissie ended up buying it.

It does indeed have a stunning spec, with dreamily deep Blu Le Mans paint, Beige Tradizione cabin, forged 20-inch Racing wheels, lower bodywork painted in gloss black and silver 'dreamlines' on the sills, front bumper and rear diffuser. Most of the GTS's body panels differ from the Superfast's, notably the entire rear end. Head fairings flow down the rear deck, with flying buttresses sitting atop the tonneau. The rear



“ When you switch to Race mode, it's like all the taps opening on a Philharmonic rendition of Turandot ”



wheelarches lose the Superfast's aerodynamic by-pass, which Ferrari has compensated for by giving the rear diffuser an extra flap. Also unique to the convertible are special forged alloy wheels. The only part of the GTS I don't personally like is the painted black panels on the B-pillars that try to make them look like windows.

Press the 'roof open' button and the aluminium hard top is swallowed up behind the cockpit and it transforms from fixed-roof coupe to fully-open spider (this is, incidentally, the very first 12-cylinder Ferrari ever to have a retractable hard top). It takes just 14 seconds and you can do it at any speed up to 27mph. The rear buttresses return to their original position and, although they obstruct your rear vision somewhat, they don't impinge on the open air feeling.

And that's what the GTS does so well. A series of little winglets and aero devices around the cockpit tells you how much work Ferrari has done to minimise turbulence in the cockpit. There's a neat little electric screen behind the cabin that can be raised or lowered by degrees to favour comfort or a pleasurable flow of air through the cabin.

Perhaps the biggest reason to lower the roof is simply to hear the engine and exhaust do their thing. Ferrari has engineered the

soundtrack especially for the GTS. For instance, it has a unique interconnected exhaust system to amplify the aural experience, while the combustion system has been tweaked, too.

The drama is turned up to 11 when you switch from Sport to Race mode. It's like all the taps being opened on a Philharmonic rendition of Turandot. At 6500rpm, the sound is searing your eardrums; as it approaches the 8900rpm redline – yes, nearly 9k of rotations per minute – it's like the cosmos is being torn apart, with you in the front row. The drama is only enhanced by the steering wheel's upper edge illuminating in a series of red lights as you reach the gear up-change point. There is nothing – absolutely nothing – like a V12 engine to get your juices flowing, and the 812 GTS is arguably the single best Ferrari for enjoying this experience.

While it's true that the GTS encourages a more laid-back driving style than the more hardcore Superfast – it's a surprisingly comfortable car to pootle around in – it will still perform like an absolute berserker in a B-road battle when you want to. Using launch control, you can get to 62mph in less than 3 seconds and 124mph in 8.3 seconds, while the top speed is unchanged at 211mph. In practice, the performance is intoxicatingly,

absurdly extreme: a riot of barely contained raucousness, sending the rear wheels into a shimmy at full throttle.

Of course there are differences in the way it drives over the 812 Superfast. The body structure has been strengthened a lot, resulting in a 60kg increase in weight compared to the coupe. There have been chassis changes, too, with unique-to-GTS suspension and chassis control settings. While the GTS drives much like the 812 Superfast for the most part, it's possible to detect some body flex with the roof down: a faint creak as you enter a raised garage forecourt, a hint of a shimmy over potholes. That said, the handling is crystal-sharp; it's only the car's sheer size that ultimately discourages you on small, twisty roads.

One distinct advantage of the classic front-mounted V12 layout over mid-engined cars is the roominess and comfort on offer. And while the boot is a lot smaller than the Superfast's (210 litres versus 320), owners Peter and Chrissie proved on our photo shoot that you can pack in two foldable chairs and a full picnic lunch with ease.

The 812 spider's charms are almost impossible to resist. It offers imperious performance alongside easy cruising; luxury alongside lairiness; drama alongside



# FERRARI 812 GTS V 365 GTS4



## TECHNICAL SPECIFICATIONS

### FERRARI 812 GTS

ENGINE:	6496cc V12
POWER:	800hp at 8500rpm
TORQUE:	718Nm (576lb ft) at 7000rpm
TRANSMISSION:	7-speed dual-clutch auto
TYRES:	275/35 ZR20 front, 315/35 ZR20 rear
DIMENSIONS:	4693mm (L), 1971mm (W), 1276mm (H)
WEIGHT:	1600kg
MAX SPEED:	211mph
0-62MPH:	3.0sec
PRICE:	£293,150



“ This car uses all the original steel structures specified by Scaglietti and is totally devoid of scuttle shake ”



discretion. Could it be the end of an era, though, as V12s get legislated out of existence? Ferrari remains tight-lipped about the future of its V12 programme, other than to say it will keep it going “as long as possible”. In my book, that should be another 50 years.

**365 GTS4 ‘DAYTONA’: ORIGIN STORY**

Everyone knows this car as the Daytona Spider, but it was never officially so called. The rather less exotic name of 365 GTS4 signalled its heritage as a ‘365’ family member, the ‘4’ indicating the number of camshafts on the 12-cylinder engine, while the ‘S’ denoted ‘Spider’ in contrast to the 365 GTB4 ‘Berlinetta’.

Fifty years separate the 812 GTS from the 365 GTS4 ‘Daytona’ Spider. Looking at the two cars sitting alongside each other, they really seem to have almost nothing in common other than badges, a V12 engine and some echoes of the famous Daytona seat design. The sheer size of the 812 GTS – especially its astonishing girth – is brought into stark relief by the Daytona’s achingly delicate demeanour. The modern car also

looks so aggressive, brutish even, next to its forbear. Leonardo Fioravanti’s uniquely pretty Daytona shape becomes even more arrow-like without a roof; the retractable pop-up double headlamps keep the front end smooth; the flanks are delicately bowed; and the rear is cleaner than an operating table. Top down, the roof nestles under a tonneau that maintains an absolute purity of profile and the colour scheme – Rosso with Beige Pelle upholstery – is classic.

It won’t have escaped your attention that this car is right-hand drive. However, it’s not one of the uber-rare factory RHD GTS4 unicorns. It started out life as a 1973 RHD Berlinetta and was converted in the 1980s by Emilio Garcia of EG Autokraft. When its current owner, Lincoln Small, discovered this, he was very happy: “It made it ‘kosher’ because EG used all Scaglietti parts. When I mentioned that I’d bought the car to a friend, Roger Taylor, he realised that he was the original owner back in ‘73 – and then proceeded to give me the spare key for it!”

It was Scaglietti that coachbuilt the factory GTS4 conversion, specifying steel inner wheel arches front and rear, a steel bulkhead behind the cabin, plus extra bracing

for the front wheel wells/bulkhead and sills. Many outfits did after-the-event conversions and some unwisely retained the Berlinetta’s original glassfibre inner structure. This example uses all of the original strengthening steel structures specified by Scaglietti. That means it’s totally devoid of scuttle shake. As Lincoln comments: “I have Daytona coupe as well and I can honestly say the Spider’s body actually feels stiffer.”

This Daytona is pretty much standard, as Lincoln explains: “I prefer it as it is, without upgrades; the Daytona just doesn’t need them.” There’s one exception, though – the steering – which we’ll come on to.

Time to bring the beautiful beast to life. With a whirr of the starter motor and a gentle splutter from the six Weber carbs, the V12 comes alive with a smooth rumble. At tickover, the Ansa exhaust isn’t particularly loud but a blip of the throttle demonstrates that its sound quality is glorious, especially when it reaches 4000rpm.

Snick the gear lever down and to the left to engage dogleg first and you’re off. It’s best not to try and grab second until the ‘box has warmed up – about 10 minutes into the drive – since it tends to balk. That’s no problem





at all, since first gear is so tall (it's possible to reach almost 60mph in first) and you can just go straight into third.

I wasn't prepared for how wonderfully smooth and beautiful the Daytona's V12 is. Clearly beautifully set up on its six Weber 40DCNFs, its sheer flexibility is what strikes you, with masses of torque available right from the off. Momentum builds with relentless ease, a sustained rush that just gets better the faster you go. You can hear

every tick of the cams and every mechanical whine of the gearbox but that's all integral to the heady Daytona experience. As the V12 reaches its redline zone of 6800-7700rpm, it sounds like angels are jamming on electric guitars.

On the occasions where you find a bridge or tunnel, make sure the roof is down because.... that sound! Beefy yet sweet, vocal yet subtle, and always sublime. The father-and-daughter team that looks after

the car, Terry and Hayleigh Dolphin, tell me that it would be even better if the car's original air box were removed (and let's be frank, it hardly enhances the engine bay's looks) and trumpets fitted instead. But then we hit the never-ending dilemma of originality versus drivability...

Anyone who's ever driven a Daytona will come away with tales of aching biceps, so hefty is the steering at low speed. Not this one, though. It's been retro-fitted with

*Rarely has any Ferrari looked so good. And very few are as rewarding to drive, even after 50 years*



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## TECHNICAL SPECIFICATIONS

### FERRARI 365 GTS4 'DAYTONA'

ENGINE:	4390cc V12
POWER:	352hp at 7500rpm
TORQUE:	431Nm (318lb ft) at 5500rpm
TRANSMISSION:	5-speed manual
TYRES:	215/70 VR15 front, 225/70 VR15 rear
DIMENSIONS:	4425mm (L), 1760mm (W), 1245mm (H)
WEIGHT:	1200kg
MAX SPEED:	161mph
0-62MPH:	5.8sec
VALUE:	£600,000 (est)

bespoke-made electric power assistance which makes it a doddle to manoeuvre. However, there is a small price to pay: at higher speeds, when the regular Daytona comes to life in terms of steering feel, the electric assistance feels a touch light.


One thing that's brilliantly commendable – especially for a car designed in the 1960s – is just how comfortable the cabin is with the top down. Even at speeds into three figures, passengers don't get buffeted, even with the windows wound down.

As for folding the roof, there couldn't be a bigger contrast between the 812's electric

hard top and the two-person job that the Daytona demands.

Another highly impressive aspect of the Daytona is just how solid it feels on the road. That steel reinforcement I mentioned earlier means there's no hint of scuttle shake and no wobbliness. Not that wobbles are entirely off the menu: while the super-high 70 profile Michelin XWX tyres engender a magically soft ride, initial turn-in is wallowy and you have to wait for the car to settle before applying the power. The factory's positive camber settings could easily be reduced to sharpen things up, but

again, what price originality? And in any case, once the car is set into a corner, it's an absolute delight. There's more movement when you brake hard, too: while the discs provide excellent stopping power, the relatively soft suspension produces quite a bit of pitch.

This Daytona has seen plenty of use in Lincoln's ownership – for instance, he took it the Peloponnese in Greece with David Cottingham – as well as attending plenty of shows. A sensational car in sensational fettle, this is one Ferrari whose charms are simply impossible to resist. 



Thanks to Lincoln Small, Terry and Hayleigh Dolphin, and Peter and Chrissie Churchley for their kind help with this feature

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# Ferrari's Missing V12 Links

Between the 365 GTS4 Daytona and the 812 GTS, Ferrari and its approved coachbuilders made all sorts of little-known front-engined V12 convertibles

Story by Chris Rees  
Photography by Michael Ward



Pair of SP3JC models commissioned by Ferrari dealer, John Collins of Talacrest, around the F12tdf



So there's been a 50-year gap between front-engined V12 convertible models, has there Ferrari? Well, yes and no. Maranello's claim is true if you count regular production models. But with enough money and clout, you could have ordered a whole string of V12 drop-tops between the Daytona Spider and 812 GTS, courtesy of coachbuilders like Pininfarina and Ferrari's own Special Projects division.

### 550 BARCHETTA PININFARINA

The first official front V12-engined drop-top Ferrari since the Daytona Spyder was the special edition 550 Barchetta. This debuted in 2000, marking the 70th anniversary of Pininfarina. Indulgent and impractical, its fabric top was more of an umbrella than a roof. Cosmetic changes included a flatter windscreen, twin rollover hoops and 19-inch split-rim alloys, while the 550's 5.5-litre V12 was unaltered. Only 448 Barchettas were built, including 42 in right-hand drive, each with a numbered plaque bearing Sergio Pininfarina's signature.



### SUPERAMERICA

If the 550 Barchetta was marginal as an everyday car, Ferrari's 575M-based Superamerica of 2005 was much more usable. Its Leonardo Fioravanti-designed folding hardtop used carbonfibre components and an electrochromic glass panel – a world first – that rotated 180 degrees, then stowed beneath the rear deck. With 540hp and top speed of 199mph, the Superamerica was marketed as the world's fastest convertible at the time. A total of 559 were made, priced at £191,000 in the UK.



### 550 GTZ BARCHETTA

Not many coachbuilders have been officially recognised by Ferrari in recent years but Zagato is one. Having developed the 575 GTZ coupe with Maranello's blessing, Zagato investigated making an open version (*pics below*). Ultimately it opted to use the 550 Barchetta as a basis instead of the 575, as it was designed as an open car from the outset. The somewhat bulbous styling, particularly at the rear, was a little divisive but the electric canvas roof was neat. The 550 GTZ Barchetta celebrated Zagato's 90th birthday in 2009 and only three examples were built, priced at £1 million a pop, including one in right-hand drive.



### 599 GTZ NIBBIO SPYDER

Following on from the 550 GTZ and 575 GTZ, Zagato did a follow-up version based on Ferrari's 599 GTB. Dubbed the 599 GTZ Nibbio (*pic below*), it was a much more successful design than the earlier cars, with a more sculpted nose and a sharper, more angular rear. A maximum production run of nine was announced but customers could select either Coupe or Spyder coachwork. Although the double-bubble roof of the coupe was lost in the Spyder, it was the more popular model of the two: six were made.



### P540 SUPERFAST APERTA

In 2008 Ferrari set up a division to make one-offs for wealthy clients. The second of these unique Ferraris, finished in 2009, was for an American, Edward Walson: the P540 Superfast Aperta (*pic below*). Its design was inspired by the Ferrari 'Golden Roadster' built by Carrozzeria Fantuzzi (as featured in the 1968 film, *Spirits of the Dead*). Based on the 599 GTB Fiorano, it was slightly longer and lower overall but the chassis was strengthened to maintain rigidity and weight went up by only 20kg thanks to extensive use of carbonfibre. Designed by Pininfarina, the one-off was built in Maranello.



### SA APERTA

The SA Aperta (*pics below*) was effectively the roadster variant of the 670hp 599 GTO. Launched at the 2010 Paris Show, it was a limited edition that honoured Sergio and Andrea Pininfarina, hence the 'SA' title. The lower half of the SA Aperta was basically 599 but the upper section was all-new with a more steeply raked windscreen and removable soft-top. The new boot lid was made of aluminium while the C-pillars were made of carbonfibre. Other unique features included a 599XX-derived exhaust system, special five-spoke wheels and bespoke suspension settings. The interior was also redesigned. Just 80 examples were produced.



## SUPERAMERICA 45

The Superamerica 45 (*pics below*) marked the definitive shift away from Pininfarina to Ferrari's own new Centro Stile. A Special Projects one-off commissioned by collector Peter Kalikow, the '45' bit referred to the 45 years of his Ferrari ownership history when the car was completed in 2011. Based on the 599 GTB, the bespoke design featured a rotating carbonfibre hardtop, a carbon boot and quarter-lights in the rear buttresses. It was painted in exclusive Blu Antille with contrasting dark blue accents and burnished aluminium trim.



## F60 AMERICA

Ferrari decided to make a limited-production open-roof version of the F12berlinetta in 2014, exclusively for the US market. The F60 America (*pics below*) celebrated 60 years of Ferrari in North America, as its NART-inspired blue-and-white paint scheme attested. All-new bodywork featured a lightweight removable soft top. One distinctive feature was an asymmetrical cabin design with red trim for the driver's side and black for the passenger, while the American flag appeared on the seats. Just 10 examples were made, priced at over £2 million apiece.



## F12 TRS

Ferrari's F12berlinetta was launched in 2012 and within two years, an open-top version had been built by Ferrari Special Projects. Designed by Ferrari's Centro Stile division, headed by Flavio Manzoni, inspiration came from the 1957 250 Testa Rossa. The barchetta bodywork had no roof at all, while the red cylinder heads of the V12 were visible through a transparent panel in the bonnet. Dubbed the F12 TRS, it debuted at the 2014 Ferrari Cavalcade in Sicily and also went up the hill at that year's Goodwood Festival of Speed (*pics below*). Two were made for the same client: one red, the other black initially but soon repainted silver.



## FERRARI SP3JC

The SP3JC was commissioned by Ferrari dealer and collector, John Collins of Talacrest, who requested a "pure, uncompromising roadster". Built around the F12tdf, it was styled in-house, featuring a muscular stance, sculpted flanks, new front air intake and horizontal slashes at the rear end. There was no roof at all: two carbonfibre roll hoops and rear buttresses were the only protection. Glass inserts in the bonnet showed off the F12tdf's 780hp V12 engine. The project took over three years to complete, being revealed in 2018. Two examples were made, one in blue-and-white, the other red-and-grey.



## MONZA SP1 AND SP2

The Monza is easily the most exciting Ferrari of recent years. A roofless, lightweight version of the 812 Superfast, it was inspired by racing barchettas of the 1950s, namely the 750 Monza and 860 Monza (hence the name). The all-carbonfibre body was cleanly styled and almost aeronautical. Visually, the impression was of two halves separated by a groove. The small doors opened upwards for entry to a cabin that could seat either one or two passengers (the SP1 was a single-seater, the SP2 a two-seater), while a simple aero screen replaced the windscreen. Launched in 2018, production was limited to 499 units, priced at around £2 million each. 🇮🇹

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# ART FORM

'Form follows function' is a philosophy that produces great cars. But sometimes, form itself lies at the heart of a car's greatness. Carrozzeria Touring's Alfa 1900C SS is just such a machine – and equally great to drive

Story by Hugo Reis  
Photography by Rui Reis



**T**he engine is still ticking as the warm, orange sun sinks behind the mountains. It's the perfect place, the perfect day, the perfect weather to drive this car. I'm well aware that, many years from now, I'll be thinking of this moment and wanting to come back. The car will still be here, and so will these amazing roads, but it may never feel the same again.

Alfa Romeo has witnessed many renaissances in its history, not the least overcoming the aftermath of war. When Mussolini was taken down in July 1943, the north of Italy became a no man's land for a time and was quickly occupied by the Nazis. Although Italy was by now officially out of the war, it still suffered intense battles and bombings, one of which ruined Alfa's Portello factory in 1944.

These events forced a big change in Alfa Romeo's plans. Wilfredo Ricart's ambitious 6C 2000 Gazella prototype, developed during the war, was dropped as being too costly to make, and this forward-thinking, front-wheel drive, streamlined car never saw the light of day. Ricart returned to his home country of Spain and his position at Alfa Romeo was inherited by Orazio Satta Puliga.

Alfa Romeo fell back on making different versions of the 6C 2500 which, as wonderful as they may have been, were pre-war cars and way too expensive. If Portello wanted to turn the page, it would have to start building cars in sufficient numbers to sustain the whole operation. Downsizing was the way to go and in 1950 Alfa launched the 1900. Its four-cylinder engine had a capacity of 1884cc and although the internal design was essentially taken from the six-cylinder 6C, the new engine had a much higher specific output, achieved by shortening the stroke and raising compression, while keeping the efficient twin-cam alloy head with hemispherical chambers and 90 degrees between valves. With a single carburettor, the new engine put out 90hp.



The rest of Alfa Romeo's new 1900 was more radical. The unibody was a three-volume, four-door *berlina* and the first Alfa to be wind-tunnel shaped. It was clever and efficient, but perhaps not very beautiful. The ace up the sleeve was the independent front suspension by coil springs and double wishbones, although the rear was a less radical rigid axle supported by trailing arms and an upper A-frame. Alfa Romeo argued that racing drivers weren't convinced by independent rear suspension but the real reason was down to cost.

In any case, both the press and early customers praised the 1900's dynamics and Alfa Romeo was tempted to return to racing. The 1900 Ti, with two carbs and a five-speed gearbox, was a 100hp, 106mph car, and very successful in road races like the Mille Miglia and Carrera Panamericana. The advertising slogan "The Race Winning Family Car" was no empty claim.

However, there was still a clientele for more upmarket coachbuilt cars. With no resources left to build a 1900 coupe in-house, in 1951 Portello's engineers simply

designed a new shortened platform, labelled with a 'C' for 'Corto' (Italian for short). To spice it up a little more, from 1954 you could specify 1900 Ti Super mechanicals, which offered 115hp from an enlarged 1975cc engine.

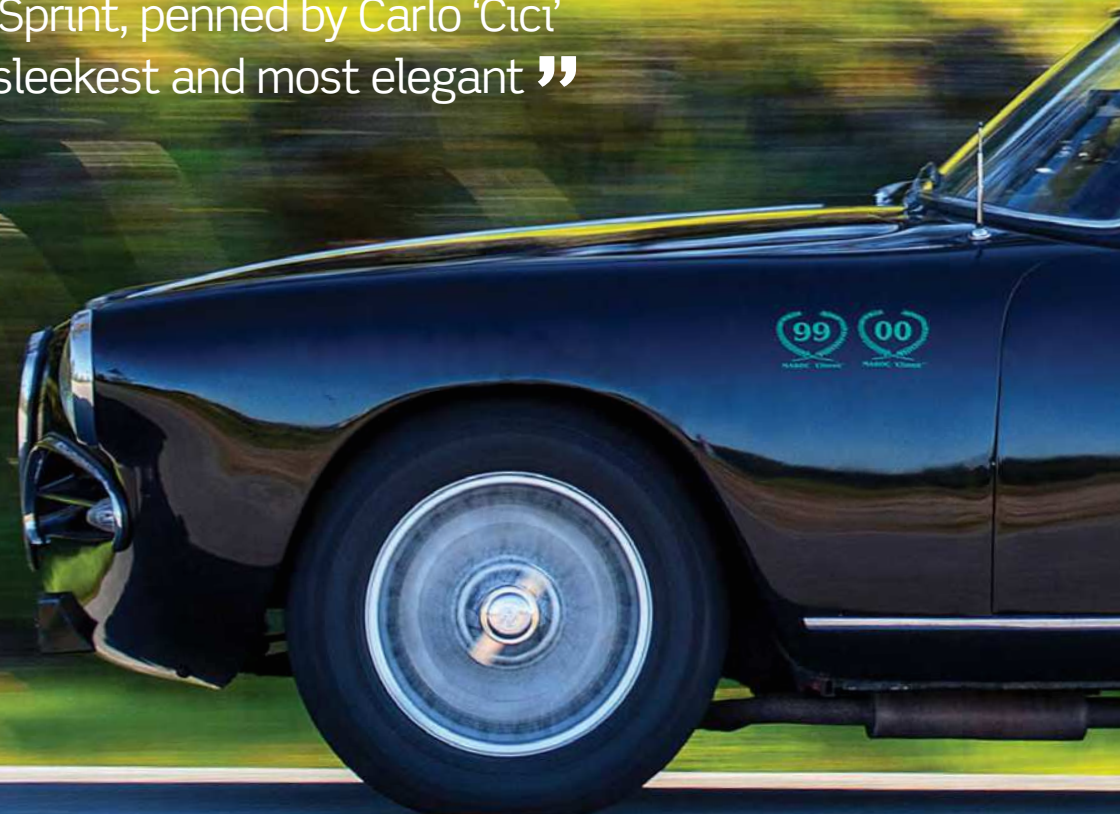
The 1900C Sprint platform became a blank canvas for Italian carrozzerie and 1900 coupes slotted in as some of the most desirable cars on the planet. Pinin Farina, Ghia, Castagna, Boano, Colli, Zagato, Bertone and more dressed Alfa's coupe, but perhaps the most elegant of all was Touring's two-window model.

Under Federico Formenti's design management, Touring built four different series of the 1900C Sprint from 1951 to 1958, totalling 1538 cars, of which 589 were the later series as featured here. The two-window Super Sprint was penned by the masterful Carlo 'Cici' Anderloni and is definitely the sleekest and most elegant.

This CSS lives in the Museu do Caramulo in the Portuguese mountains. I've seen this car many, many times before but I can't help feeling butterflies in my stomach and wearing the silliest smile as I greet it. Fun fact: I came here today to drive a very

*Cabin feels much more cossetting than Giulietta's. Large wheel is needed to cope with steering weight*

“ The two-window Super Sprint, penned by Carlo 'Cici' Anderloni, is definitely the sleekest and most elegant ”



## ALFA ROMEO 1900C SS TOURING



*Touring's Superleggera method keeps weight low, performance high. Style is superb in every detail*

different car: a Ferrari 400i. However, a technical problem (although I'm tempted to call it a blessing) resulted in this twist of fate and now I'm holding the keys to the beautiful Alfa.

Curiously, this was almost exactly how its first owner ended up buying it. Vicente Cannas Mendes was a successful civil engineer who decided, in the summer of 1956, to replace his faithful Studebaker Champion with a Ferrari. However, unable to find any available example which suited his preferences, he was charmed by the Superleggera-dressed Alfa. Within months of buying one, he accepted a job in Mozambique – then a Portuguese colony – and the 1900 Touring went over with him and his wife. There's a period photo from around 1960 showing the car in Beira on typically unpaved roads, wearing local Mozambique number plates.

In the mid-1960s, Mendes returned to Portugal with his cherished Alfa, which he continued to use extensively. His nephew, Miguel, vividly recalls some very fast trips as a passenger: "He was an excellent driver. I remember a drive on Christmas Eve in 1966,

when we almost clocked 200km/h. He made me addicted to Alfas and speed till today."

When Mendes died in 1970, his family decided to donate his car to the Museu do Caramulo, where it's been displayed and used regularly ever since. In the late 1990s, the museum's founder João Lacerda sent the car to Autonautica in Switzerland for restoration. Once finished, Philippe Rochat of Aeronautica and Lacerda's grandson João Maria drove the car all the way back to Caramulo. "Rochat drove the wheels off the Alfa. We were flat out most of the way, so I guess he was clearly confident of the work they'd carried out."

Today the CSS still sounds fresh and looks gorgeous, even more so since it's no garage queen but very well used. The seats retain a perfect dose of patina, a palpable testimony to its wonderful history. The driving position is sporty, with a high floor and low seat, pretty normal for performance cars of this era. However, unlike the smaller Giuliettas, the seats are reclining, making them way more comfortable. Your legs are outstretched, and the pedals aren't too offset. The



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO 1900C SS TOURING

ENGINE:	1975cc 4-cyl DOHC
BORE X STROKE:	84.5mm x 88mm
COMPRESSION RATIO:	8.5:1
INDUCTION:	2 x Solex 40 PII double-barrel carbs
POWER:	112hp at 5900rpm
TORQUE:	146Nm (108lb ft) at 3600rpm
TRANSMISSION:	5-speed manual
SUSPENSION:	Double wishbones, coil springs, anti-roll bar (front); Rigid axle, coil springs (rear)
DRUMS:	Drums (front & rear)
BRAKES:	
TYRES:	165 SR16
DIMENSIONS:	4405mm(L), 1630mm (W), 1350mm (H)
WEIGHT:	1000kg
MAX SPEED:	118mph



huge steering wheel sits close to my chest, but I don't mind, as the steering requires some determination during manoeuvres and slow corners. But that's where the evidence that you're driving a 65-year-old car ends: it feels incredibly modern. The engine pulls smoothly, with a deep induction roar and an exhaust note that's fruitier and racier than you'd expect. For an engine that is less than two litres, the usable rev range is incredible, tolerating very low revs but also reacting to throttle inputs almost impatiently.

The real star of the show is the five-speed gearbox. Everyone who's driven a 1960s Alfa is familiar with the sleek, long lever gearshifts. Well, this is nothing like that: it has a tight, very short action which encourages you to snick frantically through the gears as fast as you dare. Only the kink up to fifth requires a bit more concentration, but there's little use for it on these roads.

Caramulo's mountains are a truly idyllic place: an empty playground for the enthusiastic driver with all sorts of corners set against epic backdrops. However, these roads are often narrow, technical and not really suited to most 1950s grand touring cars. Except maybe for the 1900C SS.

As I climb up the hill, the engine feels bigger than it is, which is partly explained by the low weight of the body. The Superleggera label means the thin aluminium panels are supported by a clever tubular steel frame, keeping weight down to around a tonne. Combining

that with the clever suspension, the CSS ends up feeling much more agile than it looks. Yes, it rolls through corners but not nearly as much as a Giulietta Sprint. There's less understeer as well, the 1900 shining through the fastest corners.

This gives me the chance to rev the short-stroke engine up to 5000rpm. It is clear that it would happily sing up to the 6000rpm redline, but I would feel guilty and there's really no need for it, as there's more than enough grunt all through the rev range and the gearing leaves no flat spots. As you pile up speed, the car feels even better: lighter, more alert to every input. Only the drum brakes feel weak and out of place.

So why aren't we told more often about how wonderful this Alfa Romeo is? Maybe because the smaller Giulietta Sprint, launched in 1954, stole its limelight – understandably, perhaps, as it was so crucial model to Alfa Romeo's future as its first coupe to be produced in series. As it is, the 1900C SS remains as a well-kept secret, although the fact that prices are so high is a clue that word has got out. I can't help wondering how many of these cars ever get to be driven properly, considering their collectable status and the fact that they look like precious sculptures.

Yes, those looks are certainly a great part of the allure. Driving one for the camera in this scenery, as the sun drops down, feels like being handed a canvas and brushes and discovering that, for the first and unrepeatable time, you're able to make art. 🇮🇹

*Thanks to Museu do Caramulo, Marco Pestana and Miguel Valle de Figueiredo for their help with this feature*

## CHRIS KNOTT INSURANCE

**1954 Alfa Romeo 1900C SS Series 2 Coupé**  
Estimated Value: £200,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 4000 miles pa, car club member, 2nd car for everyday use.

**Premium: £520 inc IPT**  
Excess: £500  
(exc. fee + legal cover)

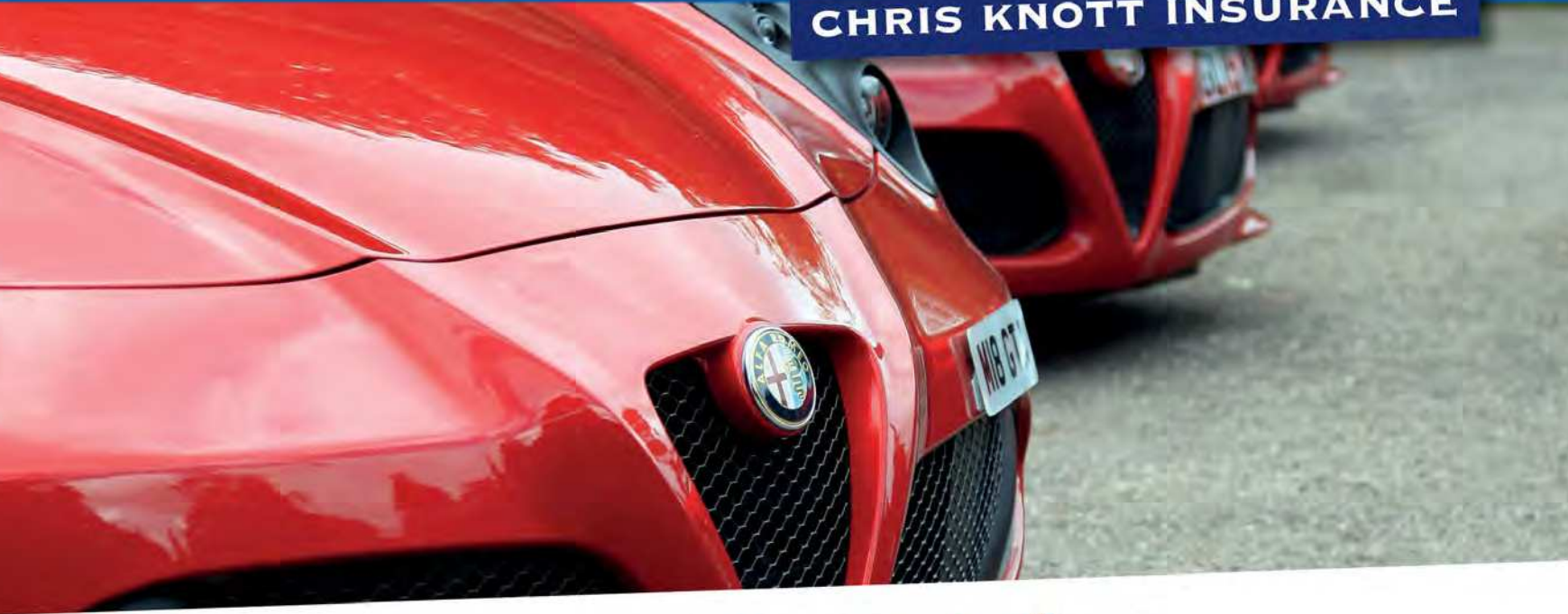




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# TRACK VELOCES

Alfetta GTVs enjoyed huge racing success over the years, both on track and in rallying. We gather 10 Busso V6-engined racers and high-performance specials for a GTV 6 super-celebration

Story by Marco Di Pietro/Ruoteclassiche  
Images by Wolfango

**A**lmost as soon as Alfa Romeo launched the Alfetta GT, the coupe was pressed into service in racing. The Alfetta GT and its successor the GTV would enjoy well over a decade of success in all forms of motorsport, from circuit racing to rallies to hillclimbing. Yet the Alfetta's competition career isn't nearly as well known as some other Alfa Romeos, despite the fact that it remains one of the finest tools for competitive driving even today.

The Alfetta scored racing victories all over the world, despite the constant

management changes at Alfa Romeo and their sometimes ambivalent commitment to motorsport. Today, the GT and GTV certainly have a passionate following among in-the-know Alfisti, who enjoy great success in historic racing. The vision of the Giugiaro-designed three-door coupe on the limit of the laws of physics through corners, its engine emitting piercing screams, is indelible in the minds of racing fans.

It would be impossible to sum up in just a few pages how broad and strong was the Alfetta coupe's sporting career. The four-cylinder models certainly had

their fair share of sporting success, especially in rallies with the GT 1.8, GTV 2000 and GTV Turbodelta (although the latter never truly realised its potential due to the withdrawal of Autodelta from official racing). In total, the four-cylinder twin cam cars won 10 European championships, five more in South America and almost 50 titles in its home nation of Italy. In rallying, the GTV 2000 Group 2 won the European championship.

There were experiments with Montreal-derived V8-powered GTVs but it's the legendary V6 Bussos that we're celebrating



here – by far the most successful of the Alfetta series. Preparation for racing the GTV 6 began in late 1981 in readiness for the 1982 season. The Alfetta coupe really came into its own at this point, with a string of successes in the hands of some great names such as Bruno Bentivogli (Italian Rally champion for three consecutive years), Federico Ormezzano, Gabriele Noberasco and Sandro Munari.

We are grateful for the support of three people in particular for this gathering of amazing machinery at the Vairano circuit in Italy. Guido Ganassin is a passionate

collector, well known for organising the Delta Marathon, a 24-hour non-stop raid of 20 Alpine passes in Lancia Deltas. Carlo Colombo is the curator of the Alfa Special Historic Club Italia collection, the world's most important set of Alfetta road and racing cars, which includes 14 examples of the GTV 6 and eight of the GT and GTV. Finally Gabriele 'Odeon' Noberasco is a racing driver, still active today, who is here to drive the Group A rally car originally driven by his arch-rival Bruno Bentivogli in 1983.

Examples of the GTV 6 prepared by

Autodelta in period are today worth an absolute fortune and remain true favourites among historic racers. The reasons are many: its rear-wheel drive chassis and perfect weight distribution; the superior gear shift quality of Autodelta cars compared to the oft-criticised standard set-up; excellent braking; and an easily tunable powerplant (capable of exceeding 240hp in Group 2 and Group A racing). With as little as 1000kg of weight to carry, our GTV 6s posted some pretty impressive times in the hands of their pilots around Vairano.



## GROUP 2 SAFARI - EX-MUNARI

Sandro Munari took part in the 1983 Safari rally in this very GTV 6, specially prepared by Autodelta for the African race. The 'Dragon' had been trying to win the Safari since 1974, when he finished third in a Lancia Fulvia HF, then picked up a second place in 1975, retired in 1976 and secured third place in 1977 in a Lancia Stratos. In 1979 he finished 10th in a Fiat 131 Abarth and then suffered four retirements from 1981 to 1984.

The 1983 Safari was one of the most unfortunate, despite the Autodelta team

seemingly doing everything right: the director was Cesare Fiorio and Munari's co-pilot was Ian Street, a very capable professional from Kenya who had already sat alongside him in the previous Safari (in a Porsche 911). A long test session behind the wheel of a prototype – an old Group N GTV 6 from 1982 built by Scuderia Tre Gazzelle – had fuelled hopes of victory.

However, the failure of a tiny part forced Munari's 1983 Safari to come to an abrupt end. Munari was in an excellent position in the rankings when brushes inside the engine distributor broke. These broken parts – replaceable for just a few *lire* – spelled the end of the line for Munari. It took a full two hours for assistance to reach the GTV 6, and even then the diagnosis took ages. So much time was lost that Munari finished the stage

out of time and was forced to retire. The curse of the Safari had struck yet again – this was a race he never once won.

The specially prepared GTV 6 for the Safari had a unique structure with a strengthened body, bull bars front and rear, a variety of spotlights and a tippy-toe ride height. The 2.5-litre V6 engine was tuned to give 225hp and deliver its peak torque at relatively low revs and the fuel tank is 100 litres.

Luckily for us, the car has survived. An Alfa Romeo dealership in Udine bought it from Autodelta to use as window dressing. When the dealer switched from being an Alfa dealer to another manufacturer, the car was abandoned in a back room among so-called 'unsalable' cars. With some good fortune, it was rescued by the Alfa Special Historic Club of Italy.

### TECHNICAL SPECIFICATIONS

#### GROUP 2 SAFARI (EX-MUNARI)

ENGINE:	2492cc V6
POWER:	225hp at 6700rpm
WEIGHT:	1100kg
MAX SPEED:	109mph





Body kit, spoilers and vented bonnet hint at what lies underneath: two turbos and 230hp of raw power

## CALLAWAY TWIN TURBO

It's the mid-1980s, turbos are all the rage and the American tuner, Reeves Callaway, has an idea to transform the Alfa GTV 6 into a junior supercar. Taking Alfa's 2.5-litre Busso V6 and bolting two IHI RHB5 turbos to it, complete with unique air-to-air intercooler, produced a power boost to 230hp. That was pretty much 50% more power – and the conversion also added 50% to the standard car's price.

Between 1984 and 1986, Callaway made 36 Twin Turbo GTV 6s, of which 27 still remain, according to the Callaway register. This is the only example in Europe. It

certainly looks mean, with its chunky bonnet scoop feeding the intercooler and oh-so-1980s spoilers front and rear.

It's a beast to drive, too. The turbos don't start to wake up until 3000rpm, and by 4000rpm they're forcing the tach needle into a real frenzy. The acceleration feels even quicker than the 0-62mph time of 6.8 seconds suggests – by the standards of the 1980s this really was supercar territory. Back off the throttle and the sound of the turbo pressure dissipating is like a dragon breathing fire. As long as you're in the right

rev band, torque is very strong so you don't actually need to change gear very much. Around corners, though, it can be a bit of a handful when the turbos kick in. Still, that's all part of the fun, isn't it?

### TECHNICAL SPECIFICATIONS

#### CALLAWAY TWIN TURBO

ENGINE:	2492cc V6 twin-turbo
POWER:	230hp at 5500rpm
TORQUE:	332Nm (245lb ft) @ 2500rpm
WEIGHT:	1240kg
MAX SPEED:	149mph





## CHRIS KNOTT INSURANCE

1984 Alfa GTV6 2.5 litre  
Estimated Value: £20,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 4000 miles pa, car club member, 2nd car for everyday use.

**Premium: £97.17 inc IPT**  
Excess: £180  
(exc. fee + legal cover)

## 2.5 STRADALE



As a 'base line' comparison, Guido Ganassin asked his son Giacomo to bring along his (virtually) standard GTV 6. 29-year-old Giacomo, who lives in Venice, has a degree in law and works as a ski instructor in Cortina, very much follows in his father's footsteps as regards the GTV 6. His example has 96,000km on the clock and is in excellent condition. It's used frequently, pretty much as an everyday car, despite its lack of air conditioning and the heavy steering by modern standards. The only modifications of significance are lowered suspension using

## TECHNICAL SPECIFICATIONS

### 2.5 STRADALE

ENGINE:	2492cc V6
POWER:	160hp at 6000rpm
TORQUE:	217Nm at 4000rpm
WEIGHT:	1210kg
MAX SPEED:	127mph

Koni dampers and Eibach springs, a stainless steel Ansa sport exhaust and Speedline wheels. Even in this mild form, the GTV 6 still feels great to drive.

## 3.0 V6 FROM SOUTH AFRICA

Once upon a time, Alfa Romeo used to make all its cars with right-hand drive, but it's highly unusual to see a modern Alfa with RHD on Italian roads. So what's the story? The car's owner, Peter Moggian Barban, was born in South Africa and this car reminds him of his birthplace, since it's a very rare GTV 6 3.0 that was produced solely for the RHD South African market. This is one of the rarest Alfas of all time - it's thought that just 208 were made from 1983 on (of which this is number 38).

The idea for the GTV 6 3.0 came from Alfa Romeo South Africa's racing department. The goal was to homologate a car to beat BMWs on South African race tracks, in which the GTV 6 3.0 was very successful.

Autodelta in Italy engineered the enlarged 3.0-litre Busso V6, fitting new crankshafts, pistons and sleeves, plus larger valves. The longer stroke (72mm versus 66.3mm) and



the bored-out 93mm pistons (up from 88mm) expanded the 2.5 V6 to 2934cc. In Italy, the Busso V6-powered GTV always had fuel injection rather than the six-carb set-up found in the 1979 Alfa Six. However, the South African 3.0 reverted back to six carburettors since they were better suited to the country's high-altitude race tracks (Kyalami lies 5000ft above sea level).

This car looks great with its deep front spoiler, red body piping, glassfibre bonnet with cooling duct and UK-made Compomotive alloy wheels. It's great to drive, too, with an engine note that's unique to this model: a beefy roar at low revs and a piercingly urgent screech at higher revs (not that you really need to rev this engine hard since there's plenty of low-down torque). It's not super-quick objectively speaking (0-62mph takes 8.4 seconds) but subjectively it's got so much to recommend it. Owner Peter has participated in several Rally Legend events in it.

## TECHNICAL SPECIFICATIONS

### 3.0 SOUTH AFRICA

ENGINE:	2934cc V6
POWER:	186hp at 6000rpm
WEIGHT:	1118kg
MAX SPEED:	140mph



## GROUP 2 HILLCLIMB

Alessio 'Alex' De Angelis is a tuner of classic cars who is well known in Italy. He's a passionate Alfetta fan and his GTV 6 is designed as a hillclimb special. Created to give the best balance of performance and reliability, it's an ex-road car transformed recently for hillclimbing duties, rather than a period racer. Among the major changes are a stripped-out cabin, race-modified dash, racing driver's seat, uprated brakes and Group 2 extended wheelarches.

It uses a 2.5-litre V6 engine tuned specifically for hillclimb events. Its power output is a healthy but not extreme 220hp, peaking at 6600rpm, and it has a lightened flywheel. It's geared for acceleration, not top speed, and has been set up to take corners at the highest possible speeds, in



## TECHNICAL SPECIFICATIONS

### GROUP 2 HILLCLIMB

ENGINE:	2492cc V6
POWER:	220hp at 6600rpm
WEIGHT:	1035kg
MAX SPEED:	112mph

which task it's superb. The suspension is very well developed: on poor surfaces, the grip is just brilliant.

Alessio is used to racing with cars with much more glamorous provenance. He's built this GTV 6 pretty much as a fun exercise, but testing it on our track at Vairano, he was clearly having a ball and told us he fell in love with it even more.



## GROUP 2 RALLY

Alessandro and Emanuele Morteo are GTV 6 fanatics, with three racers in their possession. In addition to owning a Group N hillclimb car and a Group A car for the track, they have brought along their Group 2 rally machine. They bought the car in 2020 as Group A racer, believed originally to have been run by the famous Jolly Club team in Italy. They have now turned it into a Group 2 machine to allow them to modify the car more, in particular reducing weight. The cabin has been significantly stripped out and transformed into racing order, the brakes are updated, the engine is tuned to give 235hp, the wheelarches are Group 2, the bonnet and boot lid are lightened and big Carello lights adorn the front end.

The Morteo brothers are Alfisti of pure pedigree, having inherited their passion for Alfa Romeo from their father. Emanuele is an engineer and mechanic: he's the sporting director of the legendary Scuderia del Portello racing team and partner of the Alfa Blue Team. Meanwhile Alessandro is a surgeon who happens to be very handy behind the wheel: he's a historic racing champion with his Alfa GTAm and also the winner of the 2019 Alfa Revival Cup in a Giulietta Ti.

To say we're jealous of Emanuele and Alessandro would be an understatement. The thought of owning a trio of racing GTV 6s (Group N, Group A and Group 2) is a full house which we'd die for. The Group 2 racer should see its first action during 2021.





# ALFA ROMEO ALFETTA GTV 6

## TECHNICAL SPECIFICATIONS

### GROUP 2 RALLY

ENGINE:	2492cc V6
POWER:	235hp at 6700rpm
WEIGHT:	1020kg
MAX SPEED:	106mph



## GROUP A TRACK

This splendid circuit racer was actually born as a Group A rally car but back in the 1990s, a company called RS Tuning of Marghera in the province of Veneto converted it for use on the track. It's an ex-Mirabella Racing machine with a long sporting history behind it.

There are many specific details that identify this as a pukka Autodelta car. Open the doors and you can see the interior is



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painted white. That's because, like almost all GTV 6s supplied by Autodelta, the body came in white, the idea being that teams or owners would add their own livery or that of their sponsors.

This proved to be one of the quickest cars at our Vairano track shoot, thanks to its very healthy slug of power (240hp), super-light dry weight (exactly one tonne) and a specification designed to maximise speeds through corners and along the straights. Up-rated servo-less brakes are joined by a twin-plate clutch, giving it a real race car feel.

## TECHNICAL SPECIFICATIONS

### GROUP A TRACK

ENGINE:	2492cc V6
POWER:	240hp at 6800rpm
WEIGHT:	1000kg
MAX SPEED:	143mph





## GROUP 2/GROUP A

This car is owned by Eraldo Righi, who is a mine of information on preparation of Alfa racers. He ranks as one of the most fanatical Alfisti we've ever met and is considered by insiders to have an almost photographic recall of the correct technical details for racing Alfas, especially how to transform the Alfetta coupe into a competitive machine. An Alfa dealer based in San Marino for more than 25 years, he has owned this meticulously restored GTV 6 since 2004.

This is the car that ran in the 500km of Monza in 1986 driven by Gabriele Bolchi, who was Silvio Berlusconi's helicopter pilot. It was later converted for rallying and today wears

## TECHNICAL SPECIFICATIONS

### GROUP 2/GROUP A

ENGINE:	2492cc V6
POWER:	228hp at 7000rpm
WEIGHT:	980kg
MAX SPEED:	99mph

the famous white-and-green Totip livery.

Its spec is pretty extreme. It's the lightest car here (weighing under a tonne) and is geared for maximum acceleration (its close-ratio gearbox is mated with an 8/43 final drive) so it has the lowest top speed at 99mph, despite its free-revving 228hp engine. The stripped-out cabin is full-on rally-spec with a full cage and Sparco belts.





## GROUP 2 RALLY

Michele Solfa is an entrepreneur in the field of marble quarrying who also has a huge passion for racing GTVs. He started competing in a GTV 2000 as one of the first to believe in the Alfetta GTV as a racer. At the beginning, his friends and rivals almost mocked him for his choice but he's very much had the last laugh. After having ventured into regularity rallying, he won the Triveneto title in 2015.

This is his second GTV, a Group 2 rally GTV 6 that he found in France. It's a car that now

boasts a string of classic rally successes in Italy, with regional and national titles under its belt. It's a much-campaigned machine that saw Solfa win the Italian Rally Championship for historic Group 2 racers in the over-2000cc class in both 2017 and 2019.

It's been meticulously prepared by Team Ferlito, with a stripped-out race cabin, full cage, 235hp powerplant, uprated brakes and a livery that deliciously includes the racing number 116 – the official Tipo number of the Alfetta.



### TECHNICAL SPECIFICATIONS

#### GROUP 2 RALLY

ENGINE:	2492cc V6
POWER:	235hp at 7200rpm
WEIGHT:	1000kg
MAX SPEED:	112mph

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## GROUP A EX-BENTIVOGLI



This GTV 6 could be our favourite of this 10-car gathering. In 1981, racing driver Bruno Bentivogli had done a sterling job in rallying and was expecting an official seat for Group A. But despite him failing to secure a factory drive, Carlo Chiti of Autodelta agreed to supply him with a car – actually one of two – on a semi-official basis. Bentivogli campaigned with the Bologna Corse team in 1982 in this car, scoring well in the early part of the season. Bentivogli then received a second GTV 6 in which to end the year and secure him the title for 1982.

In 1984, the same GTV 6 became a real trailblazer in the Sanremo Rally, driven by Amilcare Ballestreri. The engine was converted to methane fuel by Landi Renzo,

using enormous 200-litre gas cylinders.

Carlo Columbus discovered the car in 2008 in an almost wrecked state, its engine seized. He recognised the car because it still had its identifying plate for the methane conversion in the engine bay and its cut-away rear cross member to house the bulky gas cylinders.

The car now forms part of the Alfa Special Historic Club collection and was driven at Vairano today by historic racer Gabriele 'Odeon' Noberasco. With its original Mahle pistons still in place, it's the most powerful car at our gathering, boasting an epic 275hp. With its stripped-out race cockpit, it's also very light and therefore extremely quick, while the uprated brakes work superbly, even without a servo. 🇮🇹

### TECHNICAL SPECIFICATIONS

#### GROUP A (EX-BENTIVOGLI)

ENGINE:	2492cc V6
POWER:	275hp at 7500rpm
WEIGHT:	1020kg
MAX SPEED:	112mph

### HOW MANY ALFETTA GTV 6 RACERS WERE BUILT?

We must first distinguish between GTV 6s made by Autodelta and those by unofficial preparers. Our figures are almost certainly accurate for Autodelta. In terms of track racers and Group A Touring Car racing in Europe, 14 units were made from 1982 to 1984, of which two were for Alfa Romeo Germany, competing in Germany and the Netherlands. There were also a few more Group N track racers.

For rallying, there were about 20 Group N cars, six or seven of which were for the semi-official Scuderia Tre Gazelle, the others privateers. In Group A, there were 15 examples: four for Alfa Romeo France, eight by Autodelta, two for Bentivogli/Bologna Corse, plus Munari's Safari Group 2 car. To complicate matters, four or five cars by Autodelta remained unsold, which are best regarded as Autodelta-made but not Autodelta-prepared. These were eventually sold to privateers in late 1984 during the transformation into Alfa Corse, and were raced in hillclimbs up until 1988. They've very much come back into vogue among historic racers since 2003.

Finally, there are perhaps 20 'non-Autodelta' GTV 6s, many of which were built as Group N cars and later became Group A.





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# When Fiat Sued Seat

For decades, Seat built Fiats under licence in Spain. But as the partnership ended in bitter acrimony, Fiat filed a lawsuit, claiming the Ronda looked too much like the Ritmo. The Spanish brought a secret yellow-painted weapon to court...

Story by Chris Rees  
Photography by Seat/Fiat



It's never nice when friends separate; and divorces are so often messy affairs that end up in court. The 1980 separation of Fiat and its Spanish collaborator, Seat, was particularly acrimonious, involving accusations of plagiarism and behind-the-scenes intrigue – a combustible mix that ended up in the international courts.

Rewinding back to the aftermath of World War Two, an impoverished Spain desperately needed to industrialise, and that included setting up a car industry. The Spanish government struck a deal with Fiat in 1950, leading to the formation of the Sociedad Española de Automóviles de Turismo (Seat). The cooperation extended to Fiat owning 7% of the company, with 42% owned by Spanish banks and the remaining 51% by the government's Instituto Nacional de Industria (INI).

Seat began manufacturing cars in 1953 with the 1400, which was a carbon copy of

Fiat's 1400. That was followed by the Seat 600 of 1957, another Fiat replica that did for Spain what the Fiat 600 did for Italy: motorise its population. It was not long before Seat started making unique-to-Spain variants, including four-door versions of the 600 and 850; the 133; and the 1200 Sport (see separate panel for more). In 1967, Fiat upped its stake in Seat to 36% and permitted Seat to export cars for the first time.

In 1978, Fiat launched its Ritmo (aka Strada), a brilliantly modernist design created by Sergio Sartorelli at Fiat's Centro Stile. It was advanced in so many areas: the first mainstream hatchback to use integrated plastic bumpers; no recognisable front grille; and bold graphic treatments for the cooling vents, door handles and wheels.

Seat was naturally extremely keen to make its own version, the Seat Ritmo. This looked essentially the same as the Fiat model, the main difference being that it used older

pushrod engines from the 124. By agreement with Fiat, the Seat Ritmo was reserved for the Spanish market, where it sold very well: by 1980, it had become Spain's number three seller with 7.1% of the market.

But things weren't all rosy in Spain. In a newly liberalised post-Franco economy, car imports were now flooding in and Seat's market share plunged. By 1978 the company was making a loss. A restructure was agreed but Fiat got cold feet about the whole operation and sold its shares for a symbolically low price of one peseta each, and INI ended up owning 95% of the Spanish company. This definitive divorce presented a problem since Seat was making exclusively licence-built Fiats at the time. A deal was agreed whereby Seat committed to redesigning its Fiat-based models inside and out and giving them fresh names. The agreement stated that the "restyling will refer not only to internal finishing elements



Seat started making Fiats in 1953. Dramatic court exhibit (left) highlighted in yellow all the differences with Fiat's Ritmo (above)



and but also to significant elements of external panelling”.

The process began in 1980, with Seat effecting facelifts on the Panda, 127 and Ritmo, the revised models eventually being renamed Marbella, Fura and Ronda respectively. Somewhat ironically, it was to Italy that Seat turned for its Ronda restyle, getting Rayton Fissore to do the work (via the hand of Tom Tjaarda, the man behind the De Tomaso Pantera and Ford Fiesta Mk1).

The first of Seat’s revised models, the Ronda, was revealed in May 1982, fronted by an all-new, distinctively modern ‘S’ brand logo. However, Fiat was extremely unimpressed when it saw the Ronda, which it believed looked far too close to the Ritmo. Fiat was especially irritated because the Ronda pre-empted its own facelifted Ritmo, which arrived in October 1982, complete with sloping nose, more conventional grille and square door handles – all very Ronda-like. So in August 1982 Fiat sent a formal letter to Seat complaining that it was not satisfied that the changes went far enough. According

to the Spanish press, Seat did attempt to resolve the problem with Fiat but Turin simply didn’t respond. Instead the Italians went legal, filing a lawsuit against Seat on 17 November 1982 at the International Court of Arbitration of the International Chamber of Commerce (ICC) in Paris.

Things got very fruity, since Fiat was seeking to prevent Seat exporting the Ronda, while accusations were flying of ‘fake’ spare parts being sold in dealerships. Seat filed a countersuit against Fiat for attempting to stop its legitimate right to export. It was high stakes stuff: a ruling against Seat could easily have spelt curtains for the Spanish company.

Fiat contended that the Ronda’s centre body section was essentially identical to the Ritmo’s, which was true – only the door handles were different. But Seat’s lawyers employed a very clever strategy: to highlight the differences rather than the similarities. Seat’s engineers were asked to take a black Ronda and mark all the alterations over the Fiat in bright yellow

paint. The result made for a spectacular-looking exhibit at the trial, one that ultimately proved persuasive.

Here in stark relief were all the differences: rectangular headlights in place of circular ones, new bumpers, grille, bonnet, front and rear screens, door handles, wheels, tail lights, badges and wheelarch trims. The changes inside were even more extensive, with a new dashboard, different instruments, unique seats, gear lever, door panels and extra sound deadening.

The lawsuit saw multiple witnesses travelling to Paris from both Spain and Italy to testify, but it seems Fiat already recognised it was on shaky ground, as executives such as Umberto Agnelli and Cesare Romiti failed to appear. Within months, the court was ready to deliver its verdict. While the full ruling was never released publicly, the court sided with Seat, concluding that it had sufficiently modified the Ronda not to be judged merely as a rebadged Ritmo.

This ruling meant that Seat was free to export the Ronda in direct competition with



Three-box Fiat Regata (left) was almost totally unrelated to Seat’s Malaga (right). Ronda P used Porsche-developed engines





the Ritmo, and it was priced to undercut the Fiat. On 22 April 1983, the first export Ronda was delivered to a customer in the Netherlands, an event Seat thought was important enough to send its entire management team along to. June 1983 also marked the first Seat Rondas being sold in Italy, which must have really galled executives in Turin. Britain also started importing Seats in October 1985, with the Ronda rebadged as the Málaga Hatchback (but that only lasted here for one year).

In a curious twist, there was a second lawsuit involving the Ronda. In June 1983, the Japanese giant Honda objected to the badge because it sounded too similar to its own brand name and instigated court proceedings in Germany. The Spanish authorities even got involved, since Honda was threatening to withdraw its motorcycle factory from Spain. Seat eventually satisfied Honda by agreeing to limit its exports.

The Ronda range was expanded in 1984 to include a version of Fiat's 2.0-litre engine with a cylinder head developed by Porsche, quickly followed by all-new 'System Porsche' engines of 1.2 litres (62hp) and 1.5 litres (85hp), whereupon the Ronda was renamed the Ronda P (the 'P' referring to Porsche).

However, the Ronda was never a big hit. Between 1982 and 1986, only 177,869 were built. Even in its home market, it wasn't a popular choice – for instance, in 1985 it only ranked 17th in the Spanish sales charts.

Seat would have to wait for later models to ignite sales. In 1984, Seat again turned to Italy, getting Giorgetto Giugiaro to design its new small hatchback on Ronda underpinnings. The resulting Seat Ibiza was a runaway success, selling 1.34 million units over nine years.

Another Ronda-related model was the four-door Málaga saloon of 1985-1991, a mash-up of Ibiza and Ronda bits that looked a bit like Fiat's own three-box Ritmo, the Regata – but apart from sharing its centre bodywork, it had almost nothing to do with it.

Was Fiat short-sighted for passing over the opportunity to take full control of Seat in 1979? In retrospect, yes. In addition, Fiat's hard-nosed litigious attitude did it no favours. In 1986, Volkswagen took a majority stake in Seat and henceforth VW platforms would be used exclusively – a situation that continues to this day. 🇮🇹

## SPAIN'S UNIQUE FIATS



Seat started out in 1953 making exact replicas of Fiat models. Its first unique model arrived in 1963: an elongated, four-door version of the Seat 600, called the 800 (*pic above*), which was notable for its front 'suicide' doors and conventional rear ones. This was followed by a square-shaped four-door version of the Seat 850 in 1967 (*pic right*), a model that lasted in production – latterly as the 850 Especial Lujo – until 1974. By then, Seat had launched another unique model, the 133 (*pic below left*) which combined an 850 floorpan with an outline that suggested Fiat's 126 (although all the panelwork was unique to the Spanish car). The 133 was sold in several export markets – including the UK – badged as a Fiat.



Without question the most appealing unique-to-Spain Seat was the 1200 Sport, later redubbed the 1430 Sport (*pic below*). Designed by an Italian, Aldo Sessano, this highly attractive coupe was nicknamed 'Bocanegra' (black mouth) on account of its distinctive black rubber nose. Made from 1975 to 1979, it enjoys a strong following today.



A Spanish coachbuilder called Emelba also made all sorts of special-bodied Seats, perhaps the most relevant for this feature being a few efforts on the Ronda, including the Poker van/pick-up and a prototype called the 'Family' which had sliding rear doors.





# Once Upon a Time in Mexico

The last of the old school Maserati line, the Mexico represents the perfect blend of sports and luxury motoring. We relish the experience in one of just nine RHD cars ever made

Story by Andy Heywood  
Photography by Michael Ward

**H**ad it not been for the revolution in car design that took place in the mid-1960s, the history of the Maserati Mexico might have been very different. When Maserati announced the Ghibli in 1966, it really marked the end for the Mexico, almost before it had even begun.

After nearly a decade of focusing on making GT cars for cultured, old-money clients, the Mexico was a natural progression for Maserati. Here was a stylish, *a la mode*, two-box shape, elegantly conceived with Vignale, one of Maserati's most loyal and successful coachbuilding collaborators, and utilising the latest versions of its V8 engine and running gear. The Mexico could trace its lineage back through the exotic 5000 GT and before that to the racing cars of its illustrious past. And yet it was chic, modern and able to transport four people in high-speed luxury.

By contrast, the Ghibli project that Chief Engineer Alfieri and his team were working on at the same time was really only supposed to be a limited edition. This new supercar, with

its impossibly slinky design (by a still precocious Giugiaro) was viewed with some scepticism by the Maserati grandees. "It'll never catch on," they muttered over their lunchtime Lambruscos. But then the Lamborghini Miura ignited the zeitgeist, the 'Sixties started to swing and things would never be the same again.

The original sales estimate for the Ghibli had been 100 examples, but once Maserati realised it had a success on its hands, of course it was adopted as a production model. Immediately, it made the Mexico appear woefully traditional.

In a road test report in *Car* magazine in 1968, testers described the Mexico as 'old school'. They were ultimately disappointed with the car but mostly because they'd been expecting to test a Ghibli and were let down at the last minute. Such was the spell that the Ghibli had already cast around the world that the Mexico was never going to be a fitting substitute.

*Car* said that the Mexico tried too hard to be two different things at the same time:

raw GT and luxury car. Maserati might have taken this as a compliment, but *Car*, and the changing world, saw it as a failure. As is often the case, one mediocre review gets syndicated ad infinitum, which inflicts further damage. By the end of production in mid-1971, total sales of the Mexico were around 485, whereas the Ghibli sold double that number in broadly the same period. However, history has a different perspective on such things and the Mexico story is certainly worth revisiting today.

The Mexico lineage began with a prototype built by Vignale and displayed on the coachbuilder's own stand at the 1965 Turin Motor Show. It was the work of Alfredo Vignale's new 'house' designer, Virginio Vairo, around the brief of a car that could be a more production-oriented version of the bespoke 5000 GT. The prototype was even called the Maserati 5000 GT by Vignale, although it was certainly recognisable as the Mexico we see today, if a little caricatured. The nose lent further forwards and the tail was more abrupt. It was more aggressive-looking than





*Classical shape, penned by Virginio Vairo of Vignale, makes a stark contrast to Maserati's exotic Ghibli*

the production car and featured a 4.9-litre version of the Maserati V8 that had first been seen in the Quattroporte of 1963.

It made a good impression on the public, and especially on an existing Maserati customer from Mexico. Fernando Diaz Barroso owned a 5000 GT, which he had just returned to Maserati for repairs after an accident. He liked the Vignale prototype so much that he asked Maserati to sell him that car instead, although he also asked if they could re-use the chassis number of his 5000 GT so that he wouldn't attract import taxes. From then on, it was known as the 'Mexican car' around the factory. When series production started in 1966, the name stuck.

Coincidentally, later that year, John Surtees won the Mexican Grand Prix in a Cooper Maserati and for many years it was assumed that the name came from this, but the car was already in production by that time. Another commonly perpetuated falsehood regarding the Mexico was that it shared its underpinnings with the Quattroporte. This was a logical assumption as both were built by Vignale, but whereas the four-door car had a monocoque frame

and a separate subframe for the engine and front suspension, the Mexico used an oval tube steel chassis that was a development of the 3500 GT/Sebring line and thus more like the Ghibli. There was however some crossover between Mexico and Quattroporte, in that during the facelift of the latter, the dashboard was redesigned to incorporate lacquered wood panelling similar to the new Mexico.

There was a choice of engine size for the production car: 4.2 or 4.7-litre versions of the same quad-camshaft all-aluminium V8. These were also shared with the Quattroporte, although again the Ghibli was similar apart from having a dry sump oil system. These early versions of the engine had cylinder head castings with holes for twin plugs per cylinder – a nod to the 5000 GT engine, although they were never supplied with dual ignition and one set was permanently blanked off. Sitting in the vee of the engine was a bank of four twin-choke Weber DCNL carburettors and underneath, tubular exhaust manifolds led to a large bore system and unusual squashed oval tailpipes that were unique to this model. In

this form, the engine produced an effortless 260hp or 290hp, depending on capacity, and provided a gloriously sophisticated soundtrack at all times.

Drive was through a ZF five-speed manual gearbox, the type of which varied depending on the engine size. With the 4.2-litre engine came the S5-20 'box, already in service in other Maseratis. 4.7-litre engines came got the new S5/325, which would also be used in the Ghibli and later cars. Alternatively, there was the option of automatic, a three-speed unit by Borg Warner. Final drive was provided by a Salisbury live axle. Front suspension was independent by double wishbones and the rear by semi-elliptic leaf spring. Apart from spring and shock absorber rates and anti-roll bars, this was all the same as the 3500 GT. Where the Mexico differed was in the use of ventilated brake discs front and rear – the first Maserati to do so (early examples of the Ghibli used solid discs).

The all-steel body was fabricated off the car in a number of panels that were then joined together by Vignale's craftsmen and welded to the tubular chassis. After painting, the interiors were trimmed in Connolly leather





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before delivery to Maserati to have the mechanical parts fitted. The finished cars sported Borrani wire wheels with splined hubs. In theory a Borrani disc wheel option existed but was rarely, if ever, specified.

Performance for this 1500kg machine was excellent for the time. Maserati never quoted a 0-60mph time for the Mexico, preferring to emphasise its maximum speed of 159mph for the 4.7-litre version and 10mph less for the 4.2. The accuracy of this would have been heavily dependent on the chosen axle ratio as five options were available, but it was certainly possible.

It was customary at Maserati to make small changes to specification throughout production. Although never officially acknowledged, the Mexico had a distinct first and second series. In 1969, the engine was modernised internally, the camshaft specification was changed to give more efficient emissions and the carburettors were

updated to the later DCNF Webers. New cylinder heads also marked the end of the dummy spark plug holes. The rest of the mechanical specification remained the same, apart from the wheels: later cars gained bolt-on hubs, and although Borrani wire wheels were still the most popular option, they were now bolted on rather than splined, as seen on our feature car. Latterly, the option of the

substantially improved.

However, there is definitely a difference in the driving experience. Early cars are unlikely to have power-assisted steering, which makes later cars much easier to manoeuvre, although once on the move the non-assisted steering gives better feel. Also, the early DCNL carburettors were quite crude compared to DCNFs, the latter giving much

more accurate fuel delivery resulting in smoother running and ultimately more power.

And as one might expect,

regardless of early or late, there is also a difference between the two engines. The 4.7 has more power and torque but never feels quite as smooth or sophisticated as the 4.2. This feeling is exacerbated by the different gearbox options, as the older S5-20 is much lighter and easier to operate than the heavyweight Ghibli gearbox.

Our feature car is one of only nine right-hand drive cars made. In some ways, these

“ The 4.7 engine has more power and torque but never feels quite as smooth or sophisticated as the 4.2 ”

Ghibli's starburst magnesium alloy wheel was also offered. Inside, the seats were improved to incorporate headrests and to make them more luxurious, while the exterior door handles were updated to the same style as the latest Indy model.

The final Mexico brochure of 1970 featured a picture of an early car and the specifications and outputs were never updated, even though the engine was



cars were really a conversion rather than fully engineered version. This is particularly noticeable in the location of the steering box, which appears to be something of an afterthought. The first two right-hand drive cars (with 4.2-litre engine) were exported to South Africa and Hong Kong; seven more (all 4.7) were sold new in the UK – three early cars, four late ones. Of the late cars, the last two were equipped with an automatic gearbox. That makes 'our' car the last of the manual versions, so it's an

incredibly rare thing for sure.

But even in left-hand drive, with so many permutations of specification, there are hardly ever two cars the same and it is interesting to speculate on whether *Car*'s testers would have changed their mind had they driven a different version. I think probably not, for two reasons. Firstly, while it was unfair to label the Mexico 'old school' – in many ways it was modern and progressive – their point was that in the post-Ghibli revolution, it was all about the

future. And in that they were right, as the sales figures confirm.

However, in their criticism of the car having a confused identity I cannot agree. The combination of sports car performance and luxury car comfort is an intrinsic part of the Maserati DNA, present in all of its cars. Only the ratio changes between models. It's the little piece of magic that designers of new Maseratis still strive to achieve today – and long may they continue to succeed as their predecessors did with the Mexico. 🇮🇹

*Many thanks to McGrath Maserati for making this Mexico available. More at [www.mcgrathmaserati.co.uk](http://www.mcgrathmaserati.co.uk)*



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# Latin Fury

Of all the cars that Michelotti designed in Italy for Triumph, the Fury is perhaps his greatest lost cause: a thing of beauty that deserved to be so much more than a one-off prototype

Story and images by Richard Dredge

Compared with their Italian counterparts, British car makers had a much more conservative approach to design and engineering in the 1950s, '60s and '70s. The will and the skills were frequently there to break new ground but sadly the budgets generally were not. Cost-cutting usually took priority over innovation, resulting in a raft of unadventurous models in the showrooms.

This was the case with Triumph, which was still making a separate-chassis model (the Spitfire) right up until 1980. It wasn't until the TR7 arrived in 1975 that Triumph's TR sports car dynasty finally got unitary construction, but a decade before that Triumph could – and perhaps should – have made the switch with Italian aid.

It was in November 1964 that Triumph commissioned Turin-based Giovanni Michelotti to come up with a new monocoque sports car. The relationship between Triumph and Michelotti had started the previous decade (see *Auto Italia* April 2021 for more) and the Italian's first request full design for a production vehicle was the Herald that would be launched in 1959.

With its separate chassis it was easy to spin off the Spitfire, GT6 and Vitesse from the Herald, with many of the mechanicals being shared between the models. But with the unitary-construction MGB having arrived in 1962, Triumph realised that it was getting left behind in the mass-market sports car segment. What it needed was something that didn't just compete; Triumph



needed to blow arch-rival MG into the weeds.

Just three months after being briefed, Michelotti came up with the svelte 2+2 roadster that you see here. All Michelotti-styled Triumphs carried four-letter codenames; the Herald was Zobo, the Spitfire was Bomb and the Stag carried its development tag into production. Michelotti's new sports car was known as the Fury and it looked sensational, a bit like an overgrown Spitfire, with its Coke bottle rear haunches. It had a long bonnet and a low nose that incorporated pop-up headlights – something that wouldn't arrive in a Triumph production car until the TR7 of 1975.

All of the Fury's inner and outer panels had to be

Birmingham-based Patrick Collection. While it was in the collection it was re-registered GL 484 and lightly restored by that museum's curator, John Ward. The bodywork was still in good condition and so was the interior, but the paint was tired so it got a fresh coat in its original Powder Blue.

The Fury was then sold on to a private owner before being bought by its current custodian, Jane Weitzmann, in 2009. Since John Ward's efforts the Fury's bodywork has received some further TLC in the hands of Jane. You'll be familiar with Jane if you're a regular reader of *Auto Italia* as she's the lucky owner of a collection of rare and quirky cars including an Iso Grifo, Fiat Gamine

“ It looked sensational – a bit like an overgrown Spitfire, with a long bonnet, low nose and pop-up headlights ”

hand-made from scratch, as did most of the structure, but the mechanicals were carried over from an array of Triumph's production models. Under that extended nose was the same 1998cc straight-six that you'd find in the contemporary Vitesse and 2000 big saloon. A four-speed non-overdrive TR4 manual gearbox sent the engine's 95hp to the rear wheels, while there were disc brakes up front and drums at the rear. The 1300 saloon donated its steering rack and the semi-trailing arm rear suspension was borrowed from the TR4.

In common with most Triumph prototypes the Fury was given a development chassis (X749). Once it had been delivered to Triumph in 1965 it was tested by Triumph's chief test driver Fred Nicklin and his deputy Gordon Birtwhistle. Whether or not there was ever any serious intention to put the Fury into production has been lost in the mists of time; some say that it was considered while others claim that it was just an exercise that never really stood any chance of reaching showrooms. Instead, Triumph stuck with its TR5/TR6 model line and in 1970 we got the Stag, another Michelotti creation. Both were worthy enough (despite the Stag's terrible reputation for fragility) but neither offered the glamour of the Fury.

Three years after the Fury was built, Triumph finally registered it (as TVT 990G) before selling it to the

and Lamborghini LM002; you can see what else Jane owns at [jhwclassics.com](http://jhwclassics.com).

Jane comments: "As a fan of rare cars, the Fury fits in perfectly with my ethos, as it's a one-off. The story starts when I passed my driving test as a teenager, and I wanted to buy a car but couldn't afford one. Then my godmother passed away and left me £500 in her will. I went window shopping at a Triumph dealer where I found that I couldn't afford a new Spitfire, but while I was there a lady drove in to part-exchange her Primrose Yellow Spitfire Mk3 against a new GT6. I got chatting to her and instead of her trading in the Spitfire I bought it for the £500 that was burning a hole in my pocket. Over the next four years I racked up lots of miles and memories in my Spitfire.

"In the late 2000s I quite fancied the idea of revisiting my youth, but I thought that I might be disappointed, with the Spitfire perhaps not being as good as I remember it. Having been lucky enough to drive a lot of high-performance cars over the years, the Triumph might have felt a bit lacklustre in comparison. Then in 2009 I visited the Goodwood Revival and the perfect solution presented itself: the Fury, which was for sale on the Hurst Park dealer stand.

"I'd bought a few cars from Hurst Park in the past so we knew each other pretty well. I got chatting to them,





# TRIUMPH FURY





having never seen or heard of the Fury before. As soon as I saw the car I thought that she looked like a grown-up Spitfire, and that's just what she is. I was fascinated to hear that she is unique, which made her that much more appealing, but even if the Fury had been a production car I would have bought one.

"The Fury came with an extensive history file which started at the point that Triumph first sold the car to the Patrick Collection; in the Triumph's 56-year history it's had just three owners including me. When I bought the Fury she was in very good condition but after 10 years I discovered a bit of rust on the driver's door which proved to be more significant once we'd stripped everything down. There was quite a lot of corrosion around the windscreen which led to fresh metal having to be let in, along with a complete respray.

"The car is still largely original as far as the bodywork is concerned, while the trim and mechanical parts are – as far as I know – the same ones fitted

when the Fury left Michelotti's studio in Turin. The Triumph has now covered almost 43,000 miles, many of which I've notched up, including quite a few longer trips such as over to France. With her smooth and torquey six-cylinder engine the Fury is a joy to drive, plus she's very practical with a big boot and ample space behind the seats."

Not many owners would be happy to use their unique prototype for long continental jaunts, but Jane buys all of her cars for using. With all of its panels unique, the one-off Triumph has been 3D-scanned so that replacement parts can be made if the worst should happen. Perhaps with her scans Jane should put the Fury into production herself. She would no longer own the sole example ever made, of course, but no doubt there are quite a few people who would love to have a Fury of their own, as this shapely Triumph surely represents one of the greatest missed automotive opportunities of all time. 🇮🇹

*Main monocoque structure and 1998cc straight-six derive from Triumph 2000. Plenty of space in cabin*



## TECHNICAL SPECIFICATIONS

### TRIUMPH FURY

ENGINE:	1998cc 6-cyl
POWER:	95hp at 5000rpm
TORQUE:	115lb ft at 3000rpm
TRANSMISSION:	4-speed manual, rear-wheel drive
TOP SPEED:	115mph
0-62MPH:	12.5sec

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# People's Pocket Rocket

Conceived as the perfect people's car, Fiat's Gen 2 Panda was transformed into a mini hot hatchback with the 100HP. Made from 2006 to 2011, it achieved cult status with its peppy power and handling. What should you look for when buying one?

Story by Daniel Achterhuis  
Images by Michael Ward

Since its launch in 1980, the Fiat Panda has been Italy's perennial people's car. Remarkably, over 7.8 million Pandas have been made in all, in all sorts of formats: standard, 4x4, Cross and – for a short time only – a truly sporty model.

It was in 2006 that Fiat launched the all-new Panda 100HP, a small hot hatch that took up reins of the Seicento Sporting which had been discontinued the year before. In contrast to the 54hp Sporting, the Panda 100HP lived up to its name with 100 horses from the 1368cc 16-valve FIRE engine. This was a free-revving power unit that sounded like an angry beehive being beaten by a pointy stick, and was capable of 115mph and 0-62mph in 9.5 seconds.

One of its more surprising aspects was the fitment of a six-speed manual gearbox, targeted at the enthusiast market, although that did result in the turning circle being badly affected. Instantly, the Panda 100HP fitted its brief perfectly: cheap to run and a bucket of fun. It got rave reviews at launch (*Auto Italia* included) and its status as a modern classic has only been cemented since.

## ON THE ROAD

The 100HP feels most at home on twisty country lanes, where you can select Sport mode and really exercise those 100 horses, helped by the low weight of 975kg. Sport mode reduces the electronic steering assistance and sharpens the throttle response, enhancing the driving experience and excitement factor.

Once you reach the 3000rpm mark, the power delivery is linear all the way up to the redline of 6600rpm. The stats (100hp at 6000rpm and 97lb ft at 4250rpm) don't sound like much on paper but on the road, it's a different animal. The engine purrs and zings as you squeeze the throttle pedal and you'll be having lots of fun even at low speeds.

The gearchange is as smooth as butter and can be very rewarding. Third gear is where the horses really prance, and the presence of sixth gear means that you can manage motorway speeds in relative comfort, cruising at just over 3000rpm. The gearstick is also positioned near the steering wheel so you can whizz through the gears with ease.

The handling is spot on thanks to a stiff chassis and short wheelbase. You can chuck the 100HP into almost any corner with exuberance and it'll keep grabbing the tarmac. The flipside is a very hard ride but even that's relatively easy to live with after a while.

## WHAT TO LOOK FOR

The Panda 100HP was discontinued 10 years ago, so it is certainly not a new car. There are a few things for



Panda  
100HP



*Huge fun to drive, super-practical and cheap to buy and run – it's the perfect people's hot hatch*

you to look out for. Bodywork is something to have a detailed look at. The Panda 100HP was built well at Fiat's Tychy factory in Poland, but its cheap price tag (just £9995 at launch) meant some cost-cutting, such as thin paint and some cheap trim. Make sure that the body trim – spoiler, front grille, rear diffuser and body kit – is all properly attached because parts are hard to source and typically on the pricey side. The 'Panda 100HP' rear badge is hard to find and reattach; you can find replacement stickers on eBay. The 15-inch alloys are easily scuffed and scraped, but a refurb works wonders. The optional Pandamonium pack (red brake callipers, side stripes and silver mirror covers) adds a touch of pizzazz.

The 1.4-litre 16-valve FIRE engine is well known and reliable but it's still crucial that you make the usual checks for wear, especially with high-mileage examples. Blue smoke on start-up or dripping oil could signify engine wear; use a piece of tissue over the exhaust to check for grotty soot. On your test drive, rev the engine to ensure it's in a healthy state. The engine oil should be nice and clean and without 'mayonnaise', which could signify a failing head gasket (an expensive repair). Fiat also recommend that the cambelt is swapped every five years, so double check that this has been done otherwise you could find a half-engine rebuild being required.

Panda 100HP interiors do tend to wear quite badly, with seat bolsters collapsing and the steering wheel wearing away. The plain gearknob wears fast, too, but you can pop it off and give it a repaint. The gaiter splits easily as well. One slight annoyance is the parcel shelf, which doesn't automatically lift as the boot is opened and instead is manual – so often you get back into the driver's seat to find that the parcel shelf is blocking the rear view.

The electrics can be dodgy at times – sorry Fiat fans, but it's true. Give everything a test: windows, CD





“ Around 2000 Panda 100HPs came to the UK. About 1500 are left ”

## TECHNICAL SPECIFICATIONS

### FIAT PANDA 100HP

ENGINE:	1368cc 4-cyl
POWER:	100hp at 6000rpm
TORQUE:	97lb ft (131Nm) at 4250rpm
TRANSMISSION:	6-speed manual
WEIGHT:	975kg
MAX SPEED:	115mph
0-62MPH:	9.5 secs

player, mirrors, trip computer, lights, wipers and the all-important Sport button. Also check the electronic climate control, which is painful and expensive to replace. The power steering system is also electric and can fail occasionally – and if it does, you really have to flex your muscles around corners. You can reset the system by switching the car off and on again, but long-term, check the battery load capacity and torque sensors, which tend to fail with age.

The spine-shattering suspension is something to check, too, as the OEM dampers are pretty weak. The rear beam is also susceptible to rust, so ensure it's in good condition; these are specific to the 100HP and now hard to find.

### RUNNING COSTS

Most parts for the Panda 100HP tend to be cheap, although occasionally a challenge to source; quite often parts need to be imported from abroad. Very useful are the Fiat Panda 100HP UK group on Facebook and the Fiat Forum online.

Most Panda 100HPs average around 40mpg around town, and around 35mpg even when you're giving it some beans – very respectable figures for the engine size and power output. Beware though: the fuel tank is only 30 litres. Tyres, insurance and general servicing costs are very reasonable, too, which all add up to the perfect formula: maximum fun at minimum cost.

### TYPICAL PRICES

- Panda 100HP, 2007, 118,000 miles, red, £1795
- Panda 100HP, 2009, 112,000 miles, white, £1980
- Panda 100HP, 2007, 94,648 miles, blue, £2250
- Panda 100HP, 2007, 71,000 miles, black, £2990
- Panda 100HP, 2008, 65,000 miles, grey, £3250

Around 2000 Panda 100HPs were imported to the UK, of which about 1500 are left on the road. We think that prices have now passed their low point and are starting to rise gently. Currently, it's still possible to buy at an acceptable price, but rarity is forcing prices of the best ones to appreciate. The average price for a good 100HP is around £2200, but prices do vary with vehicle condition and mileage. 🇮🇹



### OWNER'S VIEW



We bought our Panda 100HP after driving one and being instantly impressed by the car's capability and fun factor. One year into 100HP ownership and it still beats any Lamborghini or Ferrari in my mind. Many people ask "Why a Panda, Daniel?" My answer is always, "Just drive one." Yes, they're 'only' souped-up Fiat Pandas, but they have a cult following and there's a strong friendship among owners. The Fiat Panda community is one of the best out there and I'm very grateful to be a part of it. I always refer to the Fiat Panda 100HP as my favourite car, because it's quirky and fun. Try one and you'll immediately understand. Pandas are great. – Daniel Achterhuis







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# Ferrari Finali Mondiali

We were at the Misano track to soak up all the action during Ferrari's rescheduled season finale

Story & images by Matteo Grazia

Ferrari chose the superb Misano Adriatico circuit, famous for hosting the MotoGP championship, for its Finali Mondiali grand finale event of the 2020 sporting year. With a sense of inevitability, the pandemic forced a change of date: having initially been scheduled for November 2020, Ferrari decided to switch the weekend to March 2021.

Despite the sad absence of *tifosi* due to Covid restrictions, the event was a great celebration of Prancing Horse competition, with a full roster of exciting and spectacular races. World championship titles were up for grabs in the various Ferrari 488 Challenge races.

In the Trofeo Pirelli Pro class – the premier rung of the single-make series – Frenchman Thomas Neubauer of the Charles Pozzi-Courage team took an early lead and stretched away from his opponents. Second and third places were closely fought between the Belgian driver Florian Merckx (of Baron Motorsport) and the young female

driver from Liechtenstein, Fabienne Wohlwend (of the Octane 126 team): it ended up with a gap at the finish line of just six tenths in favour of Merckx.

However, during post-race checks, the scrutineers found technical irregularities on Neubauer's car, which resulted in its disqualification. The podium was therefore rearranged with Merckx on the top step, second place for Wohlwend and third place for the American driver, Cooper MacNeil of the Ferrari Westlake team. Neubauer has put in an appeal, so we now await the outcome of the deliberations.

In the Trofeo Pirelli Am class, many of the title contenders had problems. Frederik Paulsen (Formula Racing) and Matúš Vyboh (Scuderia Praha) both retired, while a drive-through penalty dented the chances of Christian Brunsborg (Formula Racing). In the end, a close-fought bout of overtaking and counter-overtaking saw the Dutch driver Han Sikkens (HR Owen) triumph over the Italian Tommaso Rocca (Rossocorsa), while the third step of the podium went to the Englishman



John Dhillon (Graypaul Nottingham).

As for the Coppa Shell titles, after a hard-fought start, Roger Grouwels (Race Art-Kroymans) took the lead by making a brave overtake under braking at turn eight (the 'Quercia' curve) against Ernst Kirchmayr (Baron Motorsport), who had taken pole position. After this move, Grouwels gradually distanced himself from his rival and arrived victorious at the end of the race. Axel Saringen (Lueg Sportivo) took the final podium place.

In the Am category, victory went to the Baron Motorsport team with driver Michael Simoncic who finished ahead of Alex Fox (SF Grand Est Mulhouse) and Miroslav Výboh (Scuderia Praha).

Ferrari Finali Mondiali is not just about racing. During the weekend, the Corse Clienti track sessions alternated exclusive programs that saw some glorious track action from both Formula 1 cars and Ferrari's track-only XX hypercars series. A pair of F1 single-seaters, the F2007 and the F2008 – both victorious in the constructors' championships thanks to Kimi Räikkönen and Felipe Massa – flooded the circuit with the shrill scream of their naturally aspirated V8 engines.

Around 10 FXX-K and 599XX track models made a spectacular sight – and especially a spectacular sound – with their 12-cylinder engines. The most powerful FXX-K Evo model has a naturally aspirated 6.2-litre V12 with 860hp combined with an electric power boost of a further 190hp, plus a KERS system for kinetic energy recovery. With its total power output of 1050hp, it's among the very fastest track cars ever built.

A third track activity programme – the recently launched 'Club GT Competizioni' – allows owners of racing cars who have participated in

past seasons to get back on the track. During the Misano weekend, cars spanning about 30 years could be admired, from the recent 488 GT3 to the unforgettable 550 Maranello GTS Prodrive, F430 GT2/GT3 and F355 Challenge.

On Sunday, the weekend ended with a fantastic show. Four F60 Formula 1 single-seaters driven by Davide Rigon, Andrea Bertolini, Giancarlo Fisichella and Olivier Beretta recreated a mini-Grand Prix simulation. Some very fast laps ended with awesome burnouts on the main straight. Also very welcome was a parade of the 488 GTE and 488 GT3 Evo racers from the 2020 FIA WEC championship and the GT World Challenge Europe seasons, in addition to the two 488 GTEs (with race numbers 51 and 52) that will compete this year with a new livery.

As always, at each edition of the Ferrari Finali, the Maranello factory presents some news. Following its announcement in November last year, the 488 GT Modificata made its first public appearance. Destined for Club Competizioni GT track use, it's focused on delivering maximum driving fun without having to comply with the technical limitations of championship regulations. It combines the best of 488 GTE and 488 GT3 Evo models in an even higher-performance guise. Specs include a V8 twin-turbo engine that develops fully 700hp, a gearbox with specific ratios and a carbonfibre clutch, plus downforce of over 1000kg at 142mph. Produced in a limited series, each unit can be customised by the owner.

The Ferrari Finali Mondiali weekend had the honour of reopening Italy's 2021 racing season. The next edition of the Finali Mondiali will be held at Mugello circuit on 4-7 November.



Close GT racing, XX programme action and F1 demonstrations made the weekend one to remember



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# READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

## DE TOMASO MANGUSTA

TERRY GRIGGS

I live in Australia, and first saw a Mangusta when I was 18 years old. That would have been 1971, and the owner was happy to let me pore all over it and answer all my questions. I knew then that I had to have one, as it was the most beautiful car I had ever seen: from every angle it was a work of art.

It took me until 2002 to find the car I knew was meant to be mine. I had been fortunate to own many great cars in between, including a Fiat Dino Spider, 850 Sport, 124 Sport, 124 Spider, Alfa Romeo GTV, Alfasud Sprint, Lancia Beta Coupe, HPE, Gamma Coupe, Ferrari 246 GT and Maserati Mistral and Merak. I should have bought a few others, including a Ferrari Daytona, Iso Grifo and Lamborghini Miura.

My Mangusta was the third-last made, built in 1972. It is one of only ten right-hand drive Mangustas, and was sold new in Sydney, NSW. I found it with the help of another Mangusta owner here in Melbourne: he told me that there was a car that may be for sale in Sydney. I called the owner (who had had the car since 1972) and he agreed to let me look at it. I flew to Sydney and knew straightaway that this was the car for me. It was showing only 44,000km on the odometer and the owner told me he had



never taken it anywhere but his local garage for servicing. We agreed a price and it was transported to me in Melbourne.

When I got it home, I just changed the water pump, coolant hoses, points, flushed the brake and clutch fluid, changed the engine oil and filter, and it was ready to register here in Victoria. The car remains in very good, original, unrestored condition.

I have used it regularly and found that the early stories of ill handling and poor road manners were far from the truth. I have found it a great car to drive, and it easily adapts to any way that I want to drive it. The Ford 302/ZF transaxle combination means that if you want to drive it gently around town, all you do is select first then change to third and

fifth, and you can just stay in that gear, unless you need to come to a full stop, as it has so much torque. Alternatively, if you want to drive it like a sports car, accelerating up through the gearbox is a delight, and the exhaust sound is just fantastic!

The steering is light but with good feel, and for someone of my height it is extremely comfortable and a pleasure to drive. Just pulling in for fuel, then releasing the gullwing to access the filler, a crowd instantly gathers wanting to know all about it. It just makes me feel good.

I currently have four other cars: a Ferrari 308 GTS, Rolls-Royce Silver Cloud, Pininfarina Spider and Hyundai Veloster daily car. But the Mangusta is the one I intend to keep forever!





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## ITALIAN DESIGNS

Your latest issue (May 2021) is simply sublime. Of particular interest is the splendid Effeffe Berlinetta conceived by the Frigerio brothers. This has to be one of the most intriguing recreations of a by-gone age, evoking the feel of the famous Gran Turismo at the end of the 1950s – a hybrid GT with mechanicals derived from series and revised according to new requirements, the rest being born from a blank sheet of paper, entirely handmade with very pleasing aesthetics.

As far as improving on older design such as the Alfa Romeo Stradale 33, in my view there is no substitute for the harmonious timeless lines of the original. Another example is the elegantly beautiful Piero Drogo Carrozzeria Sports aluminium custom body that was mounted on a Ferrari 250 TR chassis which was re-bodied with a GTO-like body by Drogo in 1964 and features the same 2250mm wheelbase as the Testa Rossa.

May I recommend as a future feature the Bizzarrini Europa, a small

GT car produced between 1966 and 1969. Originally powered by a 1481cc Fiat engine, the car officially became the Europa with the introduction of an 1897cc Opel powerplant. About 20 examples were built, all but five using the Opel engine.

All in all a terrific read from page to page, I could not put it down!

**John Byrne**

## 127 MEMORIES

I really enjoyed the article on the 50th anniversary of the Fiat 127 (May 2021 issue) as it brings back happy memories. My second car was a 127 Special, which replaced a 126, and this in turn was replaced by a Series 2 1050 Super. I still look back at the Super as one of my favourite cars, even though I have



owned several Lancias and Alfa Romeos since and loved them all. I passed my driving test nearly 40 years ago using my brother's 127 and the following day he picked up a new Sport, so we have had our fair share of 127s. That was a great little hot hatch. One point that I think is incorrect in the article is the fact about the last British Car of the Year: I think that was the Rover SD1 in 1977.

I have been subscribing to the magazine for a long time now and always enjoy it, and appreciate the work that you all put into it, particularly over the last year which must have been very challenging. Keep up the good work.

**Andrew Parry**

## FAIN'T PRAISE AND FLATTERY

I simply had to write and agree wholeheartedly with the comments expressed by Jeremy Reseigh-Watts (no relation) regarding the 'faint praise' for the Fiat 131 Sport. I have owned three examples of the Mirafiori 131, including a Sport, and have also had many other cars with the

legendary Lampredi Twin Cam, including Lancias. I think Jeremy has made the case for the 131 Sport very eloquently and I too can remember Car magazine's test comparison with the Ford RS. Enough said.

While writing, thank you for the interesting article 'Fulvia Flattery'. I suppose, if I squint, I can just about see some slight similarities between the Fulvia and Michelotti's Fiat-OSCA, but whether they were actually "influences" I am less sure. What I am sure about is Castagnero got it absolutely right with the Fulvia – one of the prettiest coupes ever made – whereas the Fiat-OSCA was not one of Michelotti's best endeavours in my opinion. Keep up the good work.

**Barrie Watts**

## NUMBERS GAME

Just been reading the April 2021 issue and was curious as to why the Giulietta Sprint wasn't included in the Top 30 Selling Alfas feature, because the Spider was. I raced a well known blue Sprint successfully for 20 years. Great magazine and superb quality, by the way.

**Peter Shaw (ex-chairman of the Giulietta Register)**

Why no mention of the 4C or 8C?

**Will Gough**

*You're right: the Sprint sold 24,084 examples, so should have made the Number 30 slot. As for the 4C and 8C, both are too rare to make the Top*

*30 – total production of the former was circa 10,000, the 8C was limited to only 1000. – Ed*

## ENGINE SLOT COVERS

As well as *Auto Italia* keeping me occupied during the recent lockdowns, I have amused myself with a small project for my sixth Alfa Romeo – a 2.0-litre Giulia TI – by designing a badge to fit in the obvious place on the car's engine cover. I've had two designs manufactured: a 'Cross and Serpent' one and a 'Quadrifoglio Verde', each on a woven carbonfibre-effect background and including the Italian 'Tricolore'. The badge also fits the engine cover on the 2.0-litre Stelvio.

I hope readers will agree that the badges set off the car's engine bay rather well; and they are available for discerning Alfisti to purchase via [matthew.utting@tiscali.co.uk](mailto:matthew.utting@tiscali.co.uk)

**Matthew Utting**





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**Lancia Delta de Mon Père**  
By Jean-Luc Armagnac  
ETAI  
£30

The well-known publisher of the French-text 'de Mon Père' series on individual

models, ETAI, has crossed the French border again and has just released the latest in this group, this time on the Lancia Delta, covering all models of the first series (1979-1994).

The amount of research and detail into which the author has delved is remarkable and one gets the impression that he has considerable affection for this car. The number of illustrations of Italdesign proposals and variations is revealing to say the least, and some of the initial dashboard proposals were decidedly 'adventurous', perhaps stranger than some Citroëns of the period!

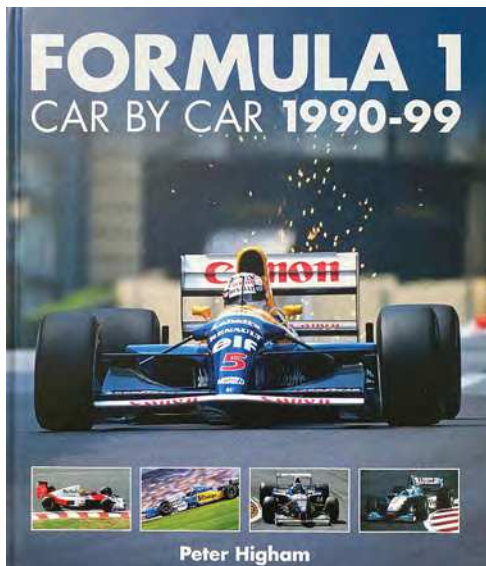
All variations of motive power are covered, from the 1.1 (Italy only), 1.3 and 1.5 at launch, through twin-cam variants to the integrale. The fearsome Group B S4 is also given eight pages, while a considerable amount of space has been given to the rallying exploits of the integrale and S4.

Another delight is the inclusion of



coachbuilt one-offs such as Zagato's Hyena, Italdesign's Orca aerodynamic exercise and Pininfarina's Integrale HIT (High Italian Technology), the chassis of which was formed of composite box section. Gianni Agnelli's exquisite two-door integrale convertible is also shown; another Italian 'if only'.

This 188-page tome is printed on excellent gloss paper and packed full of information, details and specifications as well as hundreds of photographs – a fascinating addition to ETAI's titles.



**Formula 1: Car by Car 1990-99**  
By Peter Higham  
Evro Publishing  
£50

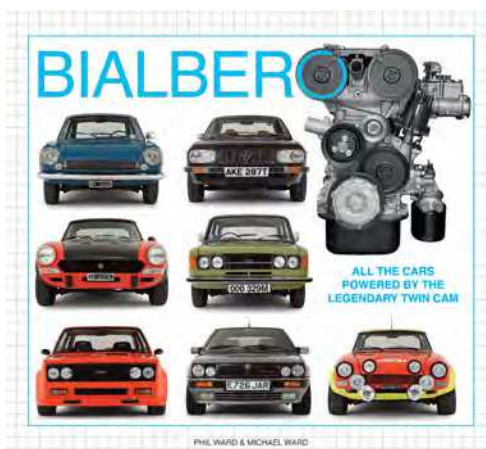
This is the latest instalment in Evro's series covering all the decades of Formula 1. As per previous titles in the series, it's a fact-packed, blow-by-blow account of every car, every team and every year. Of course, the decade was overshadowed by one terrible weekend in 1994 when Roland Ratzenberger and Ayrton Senna both lost their loves, leading to big changes in terms of safety and circuit layouts.

Two teams with Italian connections were prominent in this decade. Although Ferrari had quite a lean time of it in the 1990s, it ended things on an upbeat note by taking the

1999 Constructors' title, having won six Grands Prix that year. Although British-based, the Benetton team was Italian-sponsored and took two titles with its sensational new driver, Michael Schumacher, in 1994 and 1995.

While it's the stories of the winning cars that inevitably dominate, equally fascinating are the more obscure F1 cars and teams, including such Italian contenders as Osella, Dallara, Minardi and Andrea Moda.

This is a big book, fully 304 pages long, with over 550 colour images showing every type of F1 car that appeared during the decade. The photo source is the Motorsport Images archives that author Peter Higham ran for many years. Don't expect too many behind-the-scenes revelations or interview-type insights, but as a solidly reliable reference source, this a superb overview.



**Bialbero: All the Cars Powered by the Legendary Twin Cam Engine**  
By Phil & Michael Ward  
bialbero.co.uk  
£45

During Lockdown, Phil Ward and Michael Ward have been busy putting together a book on every car to feature Fiat's legendary Aurelia Lampredi-designed twin-cam engine. Spanning 304 pages and featuring more than 900 images – many never seen before – this hefty tome was clearly a labour of love for the pair.

You'll search in vain for any Ferraris within

this book, but there are plenty of road and race Alfa Romeos, Fiats and Lancias, not all of which are obvious. Included is a raft of concepts and prototypes along with modified cars; there are separate chapters on twin-cam ownership and tuning this widely used powerplant.

Clearly laid out and featuring period images as well as digitally shot photographs, you can discover the delights of cars as varied as the Fiat Strada Abarth, Lancia Hyena and 037 Rally, as well as the Stola Dedicata and Lancia Magia.

Produced to a very high standard but available only in softback form, the £45 asking price for Bialbero is something of a bargain considering the amount of material contained within its pages. So get along to [bialbero.co.uk](http://bialbero.co.uk) to order your copy.

**Richard Dredge.**



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[1000miglia.it](http://1000miglia.it)

|| May 28-30

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May 30

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June 9-11

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|| June 10-13

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[girodisicilia.it](http://girodisicilia.it)

June 12-13

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[thruxtonracing.co.uk](http://thruxtonracing.co.uk)

June 13

### SpaItalia

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[www.spaitalia.be](http://www.spaitalia.be)

|| June 17-20

### Leggenda di Bassano

Alps, Italy

[stellaalpinistorica.it](http://stellaalpinistorica.it)

|| June 19 & 26

### 12in12 Rally

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[12in12.strikingly.com](http://12in12.strikingly.com)

June 27

### AROC National Alfa Day

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July 8-11

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July 10

### Auto Italia Northern

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July 8-11

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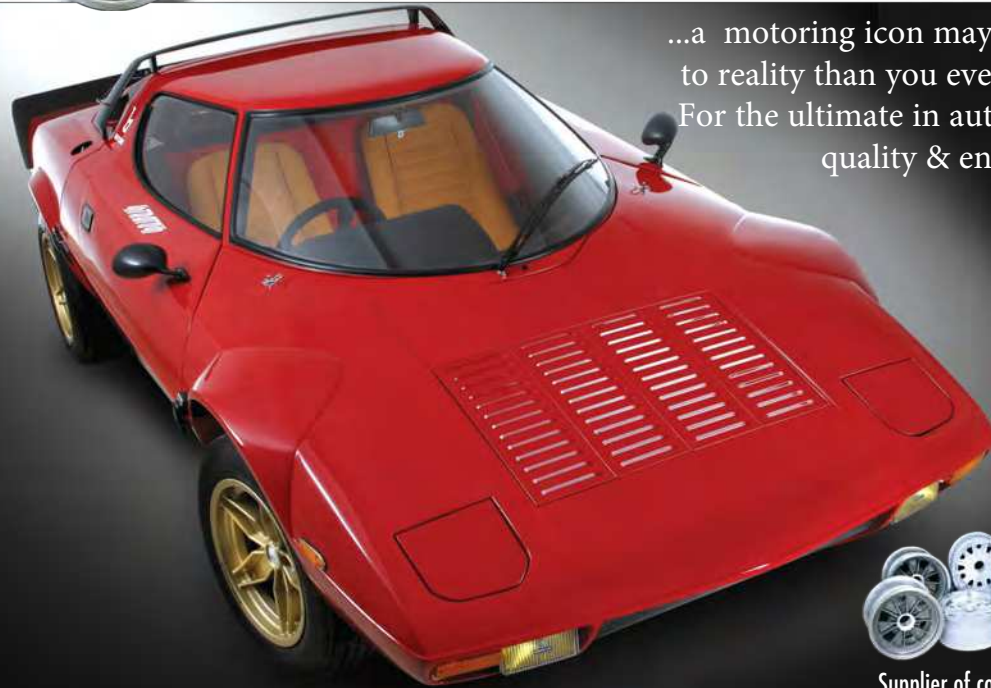


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## BIALBERO

All the cars powered by the legendary twin cam engine by Phil & Michael Ward

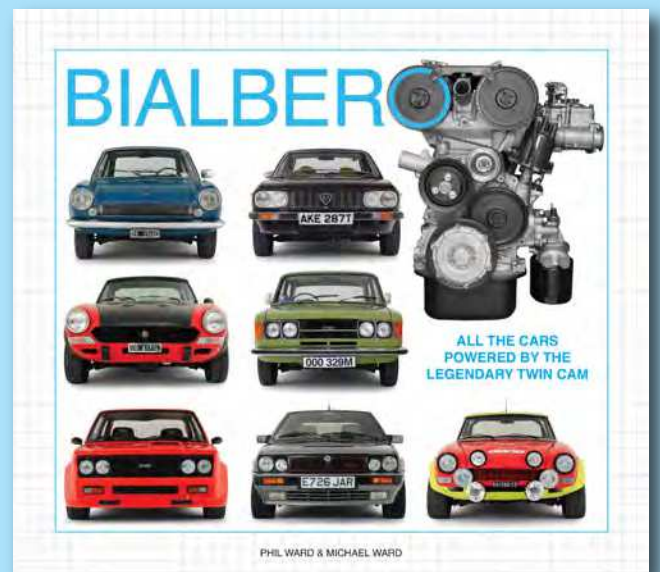
**A** new 304 page fully illustrated colour book with over 900 photographs, many never before published, based on all the Fiats, Lancias and Alfa Romeos that are powered by Aurelio Lampredi's superb twin cam engine.

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

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

The second half of the book is dedicated to hands-on maintenance and restoration advice of a selection of popular classic twin cams.

There is also the added bonus of invaluable, expert tuning information



by the renowned and sadly recently deceased twin cam race engine preparer, Guy Croft.

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

**Bialbero is available exclusively via [www.bialbero.co.uk](http://www.bialbero.co.uk) or for multiple copies order with [claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk)**

# AUTO ITALIA CLASSIFIEDS

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## ALFA ROMEO



**1991 Alfa Romeo Spider S4.** 16,104km, Rosso Red, reluctant sale due to ill health and downsizing of my much loved and admired Spider. Owned from 2006 with little dry use only since, superb bodywork having been high quality refurbished in 2002. MOT until March 2022, RHD conversion, tan interior, Nardi steering wheel, original alloys, mohair hood. Comprehensive history file, workshop manual, original tool roll, Alfa Parts CD and original sales brochure included. Matching hardtop with heated rear screen available separately, £12,500, further details on request. Tel: Glyn, 07971 952358. Email: glenn@bugattis.plus.com (East Yorkshire). A304/069



**1983 Alfasud TI Green Cloverleaf.** Red, same family ownership since 1994. Fully restored some years ago including bare metal paint and new Alfa wings, bonnet and tailgate. BLS built engine (fast road spec) and gearbox with less than 2k miles since. Recently serviced with new cambelts, £9000, call for more info/photos. Tel: 07734 516308. A304/067



**1965 Alfa 2600 Bertone Sprint 2 door coupe.** RHD, 68,000 miles, metallic blue, a sound strong and robust grand tourer. Major body rebuild 1986, very little used since, records show mileage in 1984 as 62,000, in 2015 64,000 when purchased by me. I had a major engine rebuild by professional old fashioned engineer in 2017, work inc radiator recore, new shockers, 5 new Michelin X tyres, mileage 65,000. Total costs over £10,000. Interior original Italian leather, but driver's seat well worn. Big file of all work done with photos and previous owners, mileage etc, £43,000. Tel: Tim Courtenay, 07483 860942. A304/068



**Alfa Romeo 2000 Spider Veloce.** Restoration project. Been restoring my Alfa for 17 years, the car is based on a S2/S3 Spider, have built car from a shell upwards and is now 85% done. I do know the car is not 100% original as I've added parts like a newer dashboard than in the S2. This car includes extra parts like another engine, gearbox, etc. For more information or questions email me at stefaneames@sky.com or call me after 8pm on 07968 347339. A304/054



**Restored/modified Alfa Romeo 1984 GTV6.** Extensively restored and modified by Alex Jupe Motorsport including full body bare metal respray in original 919 Black Metallic with vinyl protection in key areas. Engine upgraded to 3 litre with Cloverleaf high compression pistons, Colombo & Bariani fast road camshafts, gas-flowed heads, CSC exhaust manifolds and ANSA rear silencer. Full refurbishment of engine bay including many new/reconditioned components. Fast-shift to gearbox with LSD. RS Racing coilover suspension and 16" Compomotive alloys/Toyo Proxes T1R tyres, upgraded front discs, new rear calipers and discs. Lightly patinated original tan velour interior with new headlining. MOT to 12/21, garaged throughout my 12 year ownership. Extensive history file and spares, previously featured on BBC Top Gear, £28,000. Email: dajhill@gmail.com (located in PO7 Hampshire). A304/002

**2007 Alfa Romeo 939 Spider 2.2 JTS.** 46,000 miles, red, registered September 2007, owned by AROC member past 6 years. Low mileage at 46,000, brand new engine fitted 6000 miles ago, new springs, brakes, front subframe, Pirellis. Cambelt, timing chain and tensioners 6000 miles ago, new hydraulic hood motor (£1000) fitted 2018, plus hydraulic roof pipe, hood flap motors, roof gas struts (4), last service and MOT by Capozzoli of Ilchester, Somerset October 2020, £6500. Tel: Mike, 07764 603851 (Somerset). A304/074



**2005 Alfa Romeo 166 2.0 TS Lusso Ti.** 73,000 miles, Silver Grigio Chiaro. A superb example of this highly under estimated saloon, (there are only a handful left in the UK). The car is fully loaded (elec windows, seats) etc, and has 10 months' MOT. It has been maintained by the Alfa Workshop for the past six years and is due a cambelt and water pump change which can be part of the negotiation on price! Full service history is available, £4500 neg. Tel: Mike Jones, 07455 545111. A304/073



**2007 Alfa Romeo Brera Q4 3.2 V6.** 124,000 miles, red, great car, drives beautifully, just had a full service inc all new J hook discs, pads and braided lines with new fluid. PZeros all round, unmarked leather interior, 3.2 V6 4 wheel drive with the 6 speed manual box, not the Selespeed. Call for any more photos or information, £4250, may take a part ex car/bike. Tel: Dustin, 07817 842443. A304/070



**2002 Alfa Romeo GTV 3.0 V6 Cup.** 82,500 miles, red immaculate GTV Cup. Completely unmolested, garaged, scrupulously maintained and serviced, number 123, with unique matching numberplate. MOT due in August, car is SORN but will be back on the road in April, located in SW England. Car has an agreed insured value that is higher than my asking price, a beautiful, fast, fast appreciating classic that wants for nothing, £15,950, call for more details. Tel: 07584 170078. A304/053



**2011 Alfa Romeo 159 Sportwagon 1.8 petrol.** Rare petrol TBI Lusso with full spec, must be one of the last 159s, FSH, leather and Alcantara interior trim, Bluetooth, sat nav, dual exhaust, auto lights, cruise control, reversing sensors, folding mirrors, 2 keys, locking wheel nuts, new tyres, alloys in very good condition. 94,000 miles, £10,995 ono. Tel: Robin, 07890 269143 or email: robingeorgepaul@gmail.com, more pictures available. A304/066



**Alfa Romeo 2001 GTV V6 Cup No.73.** 40,650 miles, red. I have decided to sell my GTV Cup, No.73, she is a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent mechanical restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate. Please contact me for details and photos, £15,995. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A304/071



**2008 Alfa Romeo GT Blackline JTS.** 53,000 miles, black, reluctant sale due to (even) more practical daily driver (159 Sportwagon) on the way! Standard except for a couple of very effective upgrades: front four pot Brembo calipers, Quaife LSD and Powerflex front. Timing belt changed December 2019, MOT due 22 January 2022, FSH except for one year (when the car did particularly low miles). Last service May 2020, only fault on diagnostic is air con pressure related, £3495. Tel: Mike, 07739 974011. A304/072



**2007 Alfa Romeo Spider V6 Q4 Qtronic.** 54,678 miles, Argento Silver, very well cared for V6 with red leather interior. Used for summer outings, SORN every winter/garaged. Everything works as it should including Pioneer head unit/GPS, hood works like new. Oil temperature a constant 90 and water 100. FSH from Alfa specialists, last three years have seen a new alternator, coil, heater fan and recent two front tyres plus a 54,000 mile service at Alfa Technico. Reluctant sale due space/age/health, 'V6 6 SPD' reg included, £13,250. Tel: 07813 037501 for further information. A304/055

FERRARI

**1991 Ferrari Testarossa.** UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A304/005



**Ferrari 360 Spider.** 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A304/007



**Ferrari 360 Michelotto.** Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michellotto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A304/006



**Ferrari 430 Challenge.** 430 Challenge in excellent condition bought 8 years ago and well maintained by FF Corse for 6 years and currently RNR. Used for track days and just three club races. Renovated and colour changed this year to a high standard, complete with wing and front carbon splitter, three sets of wheels. To see the car contact Stuart Shield, 01245 250981 or 07747 605566. Email: stuart@ipropertymedia.com. A304/008



**Ferrari 308 Reimagined.** 4 owners, 3rd owner for 20 years. It has a dry sump, extensive engine work by Shiltech with composite doors and rear section, adjustable suspension and modified brakes, a new cooling system has been installed, extinguisher system and Kevlar seats, full cage and harnesses and central locking. Over £83,000 of development work with a full history folder. New clutch fitted and full inspection and belts by Shiltech in 2018 with little mileage since. It is road registered with V5 and MOT, FOC member. Email: j7uan@aol.com. A304/009



**Ferrari F355 GTS.** 1996, 20,000 genuine miles with FSH, Sebring Blue, one of 2 ever made. Black leather interior with s/steel, straight through exhaust. Immaculate condition, I am the 3rd owner and have owned the car for 17 years, £98,000. If interested please email: viv@well.ox.ac.uk or call: 07894 556355. A304/015



**Ferrari 360 Modena.** 2000 360 F1, such an impressive car, it was purchased by UK Ferrari Main Dealership by Tycoon, car has been in UK but it was taken to Northan Ireland in 2009 for job relocation and brought back in 2013, car has very impressive service history, 44,900m, pristine, Ferrari Red, immaculate black leather interior with red carpets, Bi Xenon headlights, air conditioning, electric windows/electric seats and mirrors, red brake calipers, £50,950, bargain. Tel: 07466 021553. A304/013

Alfa Romeo Alfetta 3.5 GTV6



3.5 GTV6, the first one we ever built way back in 2003 looking for a caring new home! A LHD base car in sound condition was used, Nurburgring trips being part of the plan.

Still with the same owner some 18 years later, who now with retirement on the horizon, feels it's time to find her a new home. We will be carrying out a thorough going over, including major service with cam belt etc and our usual extensive detailing. Magazine featured on more than one occasion, this is a very special car which with this level and expense of tuning work rarely ever come available.

Please contact me to register your interest.

Tel: Alex Jupe 01243 575760

Alfa Romeo Alfetta 2.0 racecar



Ideal for HRDC, and has an HSCC identity form.

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

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

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

Please contact Chris Snowdon for details. 07814 884272





**Ferrari 456 MGTA.** 1998 in Tour de France blue metallic with natural tan leather and dark blue carpets. Bodywork, wheels and interior in excellent condition. 66,000 miles, MOT Aug '21, full Ferrari dealer service history, serviced by Italian specialist in the North West for last 5 years in my ownership. Cam and auxiliary belts changed at 61,500, full and comprehensive documentation folder, spare key, leather tool case and all manuals. Realistically priced at £45,000. Tel: Nick Green, 07780 850110. A304/010



**F355 Challenge race car road registered (1995).** Much loved and well known Challenge car, raced with the Ferrari Owners' Club since 2006. Road registered and ready to race, in fact just back from a successful race weekend picking up overall 1st, 2nd and 2nd results at Snetterton on 10 October 2020, and a total of 5 overall wins in 2020. I have owned the car since 2013 and raced within the Pirelli Ferrari formula classic, Pirelli Ferrari Open and Aston Martin Intermarque Championship. Notable previous owners include Jay Kay from Jamiroquai. Email: nefoc@tristec.co.uk. A304/011

**Ferrari California T Handling Speciale.** California T 2016, Grigio Silverstone with Nero Daytona roof, Rosso leather with blue stitching, 9500 miles with 3 years free servicing, Ferrari warranty till July 2021, 20-inch diamond cut alloys, carbon fibre driver's zone with rev LEDs, superb unmarked condition, may part exchange, £101,950. Tel: Les Coates, 07814 009595. Email: les.coates@tiscali.co.uk. A304/012



**2010 Ferrari 599 GTB factory HGTE (LHD).** Selling my immaculate 599 GTB with rare and desirable factory fitted HGTE pack, Grigio Silverstone with special order grey interior. 2010 car, 2 previous owners and very light usage in its 28,400 miles, clutch wear 16%, brakes 36%. Imported from Germany 2016, full main dealer and specialist independent service history. Many options, including shields, parking sensors, heat insulating screen etc, all books, covers, keys, battery charger, toolkit present, £109,995. Tel: 01327 261415. A304/014

## FIAT



**Fiat 1900A 1952.** Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A304/078

## MASERATI



**Maserati Open Cup.** Unique piece of Maserati's racing legacy: one of only 27 ever built Maserati Ghibli Open Cups in pristine condition! This very special, well maintained white Maserati Ghibli Open Cup in full 1996 Evoluzione specs is still as new with less than 60km (!!) on the odometer. It has never raced or been on any track. The car (ZAM336B00\*00361627) was part of a famous car collection and is obviously not road-legal. Email: viva-hate@web.de. A304/077



**2004 Maserati 4.2 Cambiocorsa Coupe.** Dark green metallic, 26,000 miles only with present owner from new. Full documentation and service history, appearance as new inside and out, best offer secures. For more details tel: Richard, 01453 824133 (Gloucestershire). A304/052

## PARTS

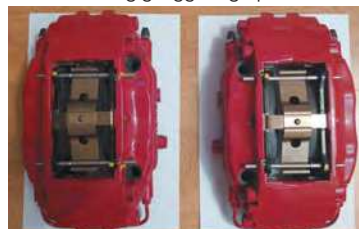
**Portofino valved exhaust and 'stainless steel X' pipe.** 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A304/023



**High quality automotive grade domed acrylic engine cover badges** for the 2 litre Alfa Romeo Giulia and Stelvio. Two iconic designs, with carbon fibre effect background and Italian Tricolore. Easy fitment, with self-adhesive backing, £18 per badge, including first class recorded P&P within the UK. Order via matthew.utting@tiscali.co.uk. A304/017



**Ferrari 458 exhaust (Capristo).** Capristo valve-controlled exhaust system for the Ferrari 458, fits to the original mountings. Grade 1.4828 stainless steel, optional Capristo remote control exhaust valve opener is available if required. Very good condition, very clean, removed by Ferrari main dealer prior to sale of car, asking: £1600, no VAT. Tel: 01223 901990. A304/020



**Pair of Ferrari F50 front calipers.** New and unused F50 Brembo calipers with pads for 330mm x 32mm discs. I have found them listed for F50 may fit others? The calipers have the s/no 20.7679.01 1A & 20.7679.01 1A. The pads have 07.4865.61 & 338414. Open to serious offers. Tel: Phil, 07443 851877. Email: philbrad73@hotmail.com (Liverpool). A304/045



**Ferrari California RH headlight.** I have a UK genuine Ferrari California RH headlight for sale. It's brand new, bought for a pre-facelift California, it's no longer wanted. Brand new as in it's not even been unwrapped and taken out of the box. It was an HR OWEN part, 000240126. £3200 but open to offers. Tel: Lee, 01689 664769. A304/027

**Fiat Strada 130TC spares.** Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A304/003

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A304/034

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**Ferrari 4x tyres.** Fronts 245/35/ZR/20, rears 305/30/ZR/20, only done 4000 miles on 488 model. Available as I bought a 488 from a dealership, they put 4 new tyres on under the purchase deal and I got to keep the old tyres. On the tyre gauge, new tyres have a 7 to 8 depth of tread, two of these tyres are 5 depth and the other two tyres 6 depth, therefore only a quarter used, £500 the four tyres. Tel: Johnny Vanner, 07956 365177. A304/046

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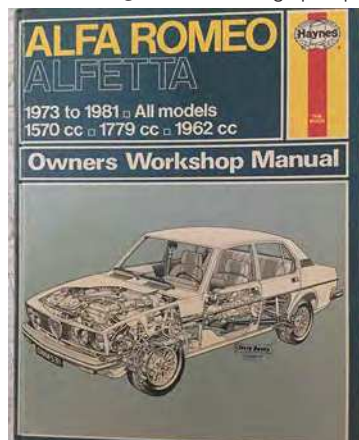
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**Ferrari 512 TR - GB Progetti no.10.** Italian large format softback book, English edition, published Jan Feb '92. Unique publication, no.10 is dedicated to the 512TR. Chronicle of the project with masses of CAD diagrams, drawings, expanded views, photos, test results etc, from Enzo's first ideas to the 512 presentation and marketing. Rare publication, in superb condition, essential for 512 owners, oir £100. Tel: Tony Hodgkiss, 01364 642808. Email: tonyhodgkiss@outlook.com. A304/025



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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## Tesco Rocket

### THE UTTERLY BONKERS STORY OF LIBYAN DICTATOR COLONEL GADDAFI'S ITALIAN-MADE ALFA BUSSO-ENGINED SUPERCAR

Story by Chris Rees



**T**he story of the Tesco Rocket is an utterly bizarre one. No, we're not talking about a supermarket special offer on *rucola*, but an unlikely automotive collaboration between Italy and Libya. The latter had not been known for its car industry before Colonel Muammar Gaddafi formulated plans to put his country firmly on the motoring map.

Gaddafi loved cars. When Libya was liberated from his rule in 2011, rebels discovered a whole collection of machinery, including an electric Fiat 500 beach car converted by the Milanese carrozzeria, Castagna. Gaddafi also considered himself to be a car designer, and this car, the

Saroukh el-Jamahiriya or 'Libyan Rocket', was the realisation of a man that BBC correspondent John Simpson once declared to be "probably insane". It was kitsch and it was overwrought – in other words, a true reflection of the despot's warped vision.

The partner Gaddafi chose to develop the car was Tesco TS, a company based in Chieri near Turin that had already collaborated with big names like Mercedes-Benz, Audi, Fiat and Toyota.

The Rocket lived up to its name in one respect: it resembled an intercontinental missile with its peculiarly pointed nose, a stylistic quirk that was repeated at the rear. This arrangement was designed to

make the car 'slide' away from other vehicles in the event of a collision, leading its creator describe it – somewhat improbably – as "the safest car in the world". Oh, and there was something called an "electronic defence system" (which was never explained).

This was an enormous vehicle, fully 5.5 metres long, 1.8 metres wide and weighing 1860kg. There were four doors, the front ones opening conventionally, while the rears slid back along the body sides. Inside were four individual seats, while Gaddafi insisted on the use of Libyan-made materials such as local leather and fabric, even marble.

Tesco TS specified an Alfa Romeo 3.0-litre Busso V6 engine

with 230hp, sufficient for a 0-62mph time of just over 7 seconds. It also specified carbon-ceramic front brakes and run-flat tyres. One of Gaddafi's spokesmen hubristically called the Rocket "the future of the automotive industry".

As originally seen in 1999, the prototype was finished in the revolutionary colour of Gaddafi's Libya: green. The BBC reported that a new factory was being built in Tripoli to begin production in October 1999, after which things went very quiet. Then, fully 10 years later at the 2009 African Union summit, Gaddafi dusted it off again to show off to the assembled heads of state. Two revised versions were presented with even more sharply pointed front bodywork and fresh paintwork (one white, one black).

Talk of a production run of 500 units per day at a former Daewoo factory in Tripoli seemed every bit as absurd as the rest of the story, as did the mooted price tag of 50,000 euros. Of course production never did start, and any such prospect was definitively holed in October 2011 when Gaddafi met his demise in the 'Arab Spring' uprising.





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