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- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



London Road Ashington West Sussex RH20 3DD Tel: +44 (0) 1903 893052 monzasport.com



Editor Chris Rees chrisrees@auto-italia.net Photographic Editor Michael Ward michaelward@auto-italia.net **Events Director Phil Ward** philward@auto-italia.net Editor at Large Peter Collins

Contributors Peter Collins, Richard Heseltine, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Steve Berry, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Richard Dredge, Bryan McCarthy, Richard Betts and Phil Ward

Art Editor Michael Ward Tel: 01462 811115

Back Issues Tel: 01462 811115 Subscriptions www.auto-italia.net claire@gingerbeerpromotions.com

Managing Director Michael Ward General Manager Claire Prior claire@gingerbeerpromotions.com

Advertisement Managers

David Lerpiniere david@talkmediasales.co.uk Simon Hyland simon@talkmediasales.co.uk Tel: 01732 445325

Classifieds email liz.solo@ntlworld.com

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CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



hat a joy it's been to get behind the wheel of a Fiat Panda again this month. With the Mk1 Panda turning 40 years old this month, I had the perfect excuse to reacquaint myself with the original - and some might say best - Panda.

In fact, I'd argue that the Panda Mk1 is one of Fiat's all-time greatest cars. Everything about it is focused on being practical, rational and straightforward. There are absolutely no frills but everything about it exhibits cleverness, while Giugiaro's design is a symphony of simplicity.

You can read all about why we think the Panda is so great in Andy Heywood's feature starting on page 34. I have to thank Andy for letting me, for the first time ever, drive a two-cylinder Panda 30 (the main reason being the 'twin' was never sold in the UK). What a pleasure! This is probably the quintessential Panda: pared down and pure. I'm feeling a lot of love for it.

Although the current Panda Mk3 is no longer terribly popular in Britain, it continues to be Italy's sweetheart. We've just got the Italian sales figures in and no fewer than 138,000 were sold in 2019 on the home market. That's about in one in 12 of all new cars sold in Italy, which is somewhat astonishing.

And the Panda is still making headlines, as you can see in our news pages this month, because the current model is about to become the first-ever hybrid Fiat. It may only be a 'micro' hybrid (using a simple belt off the starter motor) but it's the start of a major move towards electric power at Fiat, which will get a big boost in March when the all-new Fiat 500 full-electric model arrives at Geneva. I really can't wait.

> **Chris Rees Editor** chrisrees@auto-italia.net



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Richard Heseltine Andy Heywood





Steve Berry



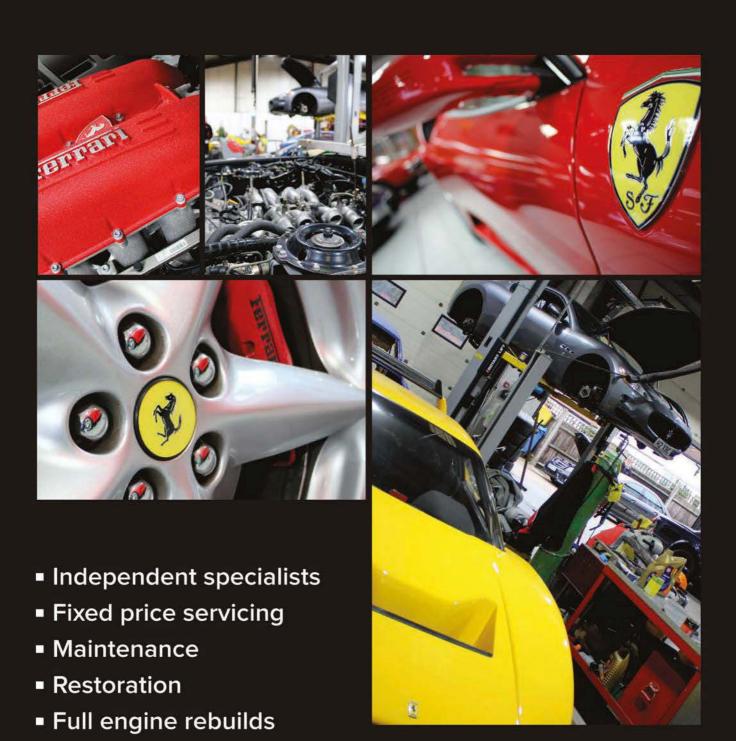




Richard Dredge Elvio Deganello Ed McDonough

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5 Ruxley Lane, Epsom, Surrey, KT19 0JB 020 8391 0002 www.autofficina.co.uk

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ITALIAN CAR NEWS

FCA & PSA Sign Merger Deal

iat Chrysler Automobiles (FCA) and Peugeot SA (PSA) have formally agreed to merge. The new combined company will be the fourth largest global car maker by volume (8.7 million units) and the third largest by revenue (£145 billion).

PSA's Carlos Tavares and FCA's Mike Manley signed the final agreement, creating a 50/50 merger that will deliver around £3.2 billion in savings with no plant closures expected. FCA's John Elkann will be Group Chairman and PSA's Carlos Tavares will be Group CEO. The new company is expected to be formed in early 2021.

The merged company will comprise multiple brands. PSA owns Peugeot, Citroen, DS, Opel and Vauxhall, while FCA includes Alfa Romeo, Chrysler, Dodge, Fiat, Jeep, Maserati and Ram.

Full details have yet to be confirmed, but PSA/FCA has said that more than two-thirds of its production will be focused on just two platforms: small and compact/mid-size. These are likely to be PSA's CMP and LMA2 platforms, which are already capable of receiving conventional, hybrid and full electric powertrains. Each platform will account for around three million cars annually.



HYBRID ERA ARRIVES AT FIAT

Fiat has launched its first ever hybrid models with the 500 Mild Hybrid and Panda Mild Hybrid. The city cars are fitted with new petrol micro-hybrid powerplants, in the form of a 1.0-litre three-cylinder FireFly engine combined with a 12-volt Belt-integrated Starter Generator (BSG). Peak power is 70hp at 6000rpm and torque is 92Nm at 3500rpm.

The BSG is operated by a belt that also drives the auxiliaries. The system recovers energy during braking and deceleration, storing it in a lithium battery. The electric charge is used to restart the engine in Stop&Start mode and to boost acceleration. Compared to the outgoing 1.2-litre 69hp petrol engine, the mild hybrid version improves fuel efficiency and reduces CO2 emissions by up to 30 per cent.

A six-speed manual transmission is standard, and the petrol engine can be switched off by shifting into neutral at speeds below 18mph. The power unit also sits 45mm lower, giving the car a lower centre of gravity, with car benefits for on-road behaviour.

The 500 Mild Hybrid and Panda Mild Hybrid arrive in a 'Launch Edition' that's recognisable by its 'Hybrid' and 'H' logos. A new Dew Green colour is on offer, while the trim is made from Seaqual, a recycled plastic material.

The new models arrive in UK showrooms from February (500) and March (Panda). Meanwhile an allnew Fiat 500 with full-electric power will debut at the March 2020 Geneva Show.



Maserati is reviving its Royale badge – last used for the Quattroporte III of 1986 – with a new limited edition. The Royale will be offered on all models with V6 engines: Quattroporte, Levante and Ghibli.

The Royale special series is available in two unique colours, Blu Royale and Verde Royale, while bespoke wheels are also fitted. Royale interiors are based on GranLusso spec, with leather or Pieno Fiore two-tone leather, high-gloss inserts and a 'One of 100'

plate. Also standard are a Bowers & Wilkins hi-fi, electric sunroof, privacy glass and Cold Weather, Premium and Driving Assistance Plus Packages.

Only 100 examples of the Royale will be produced. The first deliveries are scheduled for March 2020, with prices starting at £78,900 for the Ghibli, £85,300 for the Levante and £103,150 for the Quattroporte.



Lamborghini promises that its new Rear-Wheel Drive (RWD) version of the Huracán EVO will be "an instinctive driver's car".

The familiar V10 engine offers less power and torque than the all-wheel drive EVO, at 610hp and 560Nm. The RWD weighs in at 1389kg, some 33kg less than the regular Huracán EVO, and has a more rearward-orientated weight distribution of 40/60 front/rear. The top speed of 201mph is the same as the AWD model but the 0-62mh time is 0.4 seconds

slower at 3.3sec.

The traction control system is specially tuned to deliver torque even when the car is drifting. The new system is claimed to improve smoothness by 30% compared to the old Huracán RWD model, corner-exit traction by 20% and oversteer by 30%.

The electro-mechanical steering is also tuned specifically for RWD, while 19-inch Kari rims with specially developed Pirelli P Zero tyres are standard and 20-inch rims are optional, as are carbon-ceramic brakes.

New design features differentiate the RWD from its 4WD stablemate: a new front splitter, vertical fins within larger, framed front air intakes, and a rear bumper in high-gloss black incorporating a unique diffuser.

Stefano Domenicali, Chairman of Lamborghini, says the RWD offers, "unfiltered feedback and an emotive and more engaging driving experience". Prices start at £165,000 and the first customer deliveries begin in spring 2020.

LAMBORGHINI SALES UP 43%

Lamborghini posted strong sales growth in 2019, up 43% from 5750 cars delivered to 8205. This is its ninth year of growth in a row and an all-time sales record. The Urus was the main boost over 2018, selling 4962 units, while the Aventador sold 1104 units and the Huracán 2139.

All regions set new sales records, with Europe/Middle East/Africa up 28%, America up 45% and Asia Pacific up 66%. With 2374 units, the USA remains the largest single market, followed by China (770), UK (658) and Japan (641).



ELECTRIC GIULIA GT TO DEBUT AT FOS

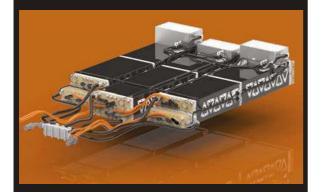
An all-electric 'restomod' version of the classic Alfa Romeo Giulia Sprint GT will make its world debut in Britain. Called the GT Electric, it will be unveiled at the Goodwood Festival of Speed (g-12 July).

The project is by Venetian company, Totem Automobili. It started with a standard Giulia Sprint GT but has kept only 10% of its original components. The chassis has been reinforced with a bespoke rollcage that boosts torsional rigidity, while adjustable dampers are also fitted.

Newly designed 17-inch alloy wheels are inspired by the 1960s Alfa Romeo 33 Stradale, filling wheelarches that have been flared by 18cm. The original Bertone shape has been radically reworked with new carbonfibre panels.

The interior boasts a classic-style format but benefits from a new display housing a modern infotainment system and a digital instrument panel.

Totem has swapped the petrol engine for an electric motor capable of developing 525hp. That should enable the GT Electric to accelerate from o-62mph in 3.4 seconds. The battery pack weighs 350kg and is claimed to offer a range of 160 miles on a single charge.



FIAT PANDA REMAINS ITALY'S FAVOURITE

The Fiat Panda retained its position as the number one best-selling car in Italy. It sold a total of 138,000 units in 2019, up 11% compared to 2018. This was the Panda's eighth year in a row in the top slot.

The vast majority of Pandas sold – some 110,000 – were petrol-engined. That may change in 2020, as the new Panda Mild Hybrid model is now on sale. In the number two slot in Italy was the Lancia Ypsilon, which sold over 58,000 units in 2019 (a growth of 21%).

SUVs also took more top 10 slots in Italy this year. In third place came the Dacia Duster (43,000) and in fourth was the Fiat 500X (42,554), while Jeep saw two models in the top 10 for the first time: the Renegade (sixth) and Compass (tenth). Despite the success of these models, FCA's overall market share dropped to its lowest-ever level at 14.9%. Other top 10 sellers in Italy included the Renault Clio, Citroen C3, Volkswagen T-Roc and Toyota Yaris.



REBORN DAYTONA 'WRECK' UP FOR GRABS

A Ferrari 365 GTB/4 Daytona that has not been on the road since 1974 is to be offered for sale. Chassis number 14273 is a right-hand drive, UK market example with pop-up headlights, originally collected from the Ferrari factory in May 1971.

In 1974, the car was involved in an accident, and in rescuing the car, chains were wrapped around the body, causing a lot of extra damage. The wreck was sold to someone wanting to build a 365 GTS/4 Daytona Spider recreation, the roof being cut off and discarded.

However, the car was stored for nearly 30 years before being acquired in 2006. Since then it's undergone a ground-up rebuild, including extensive repairs to the chassis, a genuine Scaglietti front section and new body panels to return it to its original Berlinetta configuration.

The 100% complete, but partially finished, project is now up for sale, including many boxes of parts. The original speedometer reads only 26,117 miles. The car is being sold on the Collecting Cars website (www.collectingcars.com).





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PININFARINA CELEBRATES 90 YEARS

Founded by Battista 'Pinin' Farina, the Italian automotive brand Pininfarina celebrates its goth birthday in 2020. A new logo has been created for the occasion, featuring the number '90' and the traditional colours for the brand: blue, white and red.

Several goth anniversary celebrations are being promised for 2020, with events in Milan, Turin, Geneva and China. Perhaps the biggest, though, will be in the US. The first is in August at the Concours d'Elegance Pebble Beach, where three special classes will be set aside for Pininfarina cars; the second is in December in Miami with an event during design week.







ALFA MUSEUM UNVEILS ITS BACKSTAGE SECRETS

The Alfa Romeo Museum in Arese, Milan is to continue a series of events started in 2019, revealing hidden parts of its collection. Once a month throughout 2020, one item normally kept in storage away from the public will be shown at events dubbed 'Backstage'.

December 2019 and January 2020 saw the museum bring out its unique armoured Alfa 6 (built for Pope John Paul II's visit to Milan),

a 164 Q4 transformed into a pick-up truck for use at Alfa's Balocco circuit, a 1900 M 'Matta' used in 1967's 'Brotherhood and Peace Raid', a camouflaged Giulia prototype from 1959, Giugiaro's Alfa New York Taxi and the Tipo 103 prototype.

Once a month in 2020, one item will go on show. Highlights of the 2020 calendar include: 16 February – Diva concept car; 15 March – 916 Spider single-seat concept; 19 April – 164 Q4 cross-section; 17 May – F3 single-seater; 21 June – 20/30 ES; 19 July – Alfetta F1; 30 August – 415 T F1 turbo; 20 September – 33 Hybrid; 18 October – ALFA compressor; 15 November – Arna.

All Backstage events are free, included in the entrance ticket.

More info at museoalfaromeo.com







CLASSIC WHEELS FOR ALFETTA GTV & 75









Richard Melvin has annouced that new retro 'TH' style rims are now available in sizes from 13 to 16 inches. This classic-style wheel is designed to be fitted to many Alfa Romeos and other Italian cars.

The rims can be ordered in any PCD, offset, ET and width by request as well as numerous colour options. There is currently a limited stock of silver 7J x 15-inch 5x98 ET25 (illustrated on the above) available off-the-shelf at EB Spares for the Alfetta GTV6/75.

Other options and performance upgrades are available through Chris Snowdon Racing or by contacting r.melvin@tiscali.co.uk

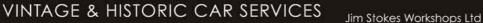












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f @jimstokesworkshops

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SPARCO WINS AUTOSPORT SHOW AWARD

Italian motorsport product manufacturer Sparco has won first prize in the Product Showcase Awards at the Autosport International show in Birmingham. It won for its QRT (Quick Resin Technology) racing seat technology, which is developed from aeronautics and lowers seat weight by 25-30%. Sparco's new 2020 catalogue is 80% upgraded, including racing suits, shoes and Sparco's first electric scooters.



£110,000 FERRARI BROCHURE BREAKS RECORD

A rare Ferrari brochure from the 1950s has set a new auction record, selling for 127,600 euros. Lot 799 of the Ni-Cola Classics auction in Ladenburg was an Englishlanguage Ferrari 250 Europa brochure from 1954. Although it has only four pages, it is extremely rare, as reputedly Enzo Ferrari didn't like the design and had them destroyed. The US buyer remains anonymous.





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Abarth owners can personalise their car with a new exclusive sticker for free. By visiting www.abarthdriver.com you can enter your name and choose one of 16 flags to recreate rally-style naming set-ups on your own Abarth, free of charge. There is a choice of 13 national flags, a chequered flag or scorpion decals. Hurry, though: you have until 30 March 2020 to claim your personalised Abarth name sticker.





Record numbers of visitors over 600,000 – attended Ferrari's museums in 2019. Representing a 12% increase on 2018, both Museo Enzo Ferrari in Modena and the Ferrari Museum in Maranello broke new records. Maranello's first exhibition of 2020 is Ferrari at 24 Heures du Mans, celebrating 70 years of Ferrari at Le Mans. The new show flanks two existing exhibitions: 90 Anni (Scuderia Ferrari retrospective) and Hypercars (special series supercars).

SPRINGING FORWARD...

New from Sudshop: Fast Road Spring Kits. These new uprated spring kits offer a progressional 30% increase in stiffness which will give improved handling and feedback without being too extreme. They can be used with standard or uprated shock absorbers and will lower your Sud 35/40mm depending on condition/stiffness of the suspension bushes. The SUDSHOP Standard Spring Kits have been made to replace old, worn, tired original springs but are standard in height and have been made to the original factory stiffness but with a little bit of modern technology. For more information visit: www.sudshop.co.uk





ALL ITALIAN CAR MEETS

The new season of All Italian breakfast car meets has been announced. Held at the Departure Lounge Cafe near Alton in Hampshire (GU34 4BH), four dates have been confirmed for 2020: 4 April, 6 June, 1 August and 3 October. All Italian cars are welcome and entry to the event is free.



NEW AUSSIE EVENT

A new charity event for Italian cars is being run in Australia. Called Autobella, it's billed as an "Italian automobile festival" and is to be held on 23 February 2020 in Melbourne. The nominated charity is Deaf Children Australia.

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2019 Ferrari 812 RHD



£279,950

Grigio Ferro over Beige, 1 Owner, Highly Specified, Delivery Mileage

2017 Ferrari GTC4 Lusso



£167,950

Nero Daytona over Tortora, Highly Specified V12, 10,500 miles, RHD

2019 BAC Mono



£124,950

Black Metallic, 1 Owner, Uprated engine and gearbox, 2,150 miles

2019 Ferrari 812 LHD



£299,950

Nero Daytona over Charcoal, VAT Qualifying, 1 Owner, Delivery Mileage

2016 Ferrari F12 TDF



£664,950

Rosso F1 2007, EU Supplied, Taxes Paid, 2,300 miles, LHD

2014 Ferrari 458 Speciale



£229,950

Nero Daytona over Nero, EU Supplied, FSH, 7,300 miles, LHD

1996 Ferrari F50



£1,799,950

Rosso Corsa, Classiche Certified, 13,650 miles, LHD

2004 Ferrari Enzo



£1,624,950

Rosso Corsa, U.K. Supplied, 12,900 miles, LHD

2015 McLaren 675LT



£209,950

Onyx Black, Highly Specified, Vat Qualifying, 4,300 miles, LHD

Last of the Superfasts?

Steve Berry gives us his typically unconventional take on what might very well be the very last naturally aspirated V12 Ferrari ever

Story by Steve Berry Photography by Michael Ward







hen Mike Tyson emerged from Cus D'Amato's Boxing Academy deep in the Catskill Mountains of New York State he looked... different. In a heavyweight world of fancy Dans, Mike was strictly old school. Marine Corp buzz cut. Black shorts. Black boots. No socks. No robe. But he did have a nickname: Iron Mike. Many of those who faced him and got hit with one of those vicious upper cuts believed that, rather than mere flesh-and-bone, they'd been hammered with something forged in the fiery furnace of a blacksmith.

Old school is what the Ferrari 812 Superfast is. If you stick the name 'Superfast' on your quarter-of-a-million-pound car – in a world where £6ok buys you a four-door Alfa with 51ohp, a sub-four-second o-6o time and a top speed in excess of 19omph – then you'd damn well better deliver. So does it? Is the 6.5-litre V12 Ferrari 812 truly superfast? Or should Ferrari have left it simply at '812': a numerical portmanteau of 80o horsepower generated from an engine with 12 cylinders?

Well, if you'll pardon me paraphrasing the adenoidally-challenged Lloyd Grossman, let's examine the evidence (I was on Through The Keyhole – they took away my three-seater mid-century modern sofa and stuck in a settee made from the back end of an American car which was ugly and uncomfortable). The numbers that come attached to an 812 Superfast are impressive: 800hp, 529lb ft and 6.5 litres of V12. No turbos. No superchargers. No sneaky electric motors whirring into action at a roadspeed predetermined by non-human intelligence in a laboratory. Fancy breakfast at Claridge's, lunch at an Autogas and pre-dinner vinyl sunsets at The Byblos in St Tropez? Then you'll be wanting a super GT, a car that says to the world, "I like to be comfortable but I also like to have fun - oh, and I'm very wealthy". It's a category that Ferrari invented, so you'd expect it to be good at it. These days, though, there's rather more competition from the likes of Mercedes, Bentley, Aston Martin and - oddly - Rolls-Royce.

In 1954, Ferrari debuted a grand tourer at the Paris Salon called the 250 GT Europa with a naturally-aspirated V12 engine producing 220hp, rear wheeldrive and a top speed of 140mph. That made the Ferrari 250 GT Europa not just the prettiest but also the fastest thing on four wheels. Ferrari has been effectively making the same thing – namely a grand touring V12 – in the same factory since 1954. Having said that, those who know much more of the industry than I do say the 812 Superfast is the last of its kind: a good old-fashioned, naturally aspirated, unpasteurised, suck-squeeze-bang-blow. Top speed 211mph, 0-62mph

in a scarcely believable 2.9 seconds – pretty impressive when you learn that, with a full tank of jungle juice, it tips the scales at 4000lb.

But what truly makes this two-seater worth every euro of its substantial sticker price is what happens when you're rolling along at 50mph and you decide to get brutal with the pedal on the right. As fast as you can say them out loud, the numbers flash by on the five-inch digital display. Sixty. Seventy. Eighty. Ninety. Past 100mph, I don't think you'd be able to keep up with the car.

But the real reason is that this is the most powerful naturally aspirated engine ever fitted in a production car (did I mention that?). It's 'epic' – there's no other word for it. There's nothing between you and that glorious engine, no wheezing pumps or whining bellows to force in the fuel-air mix; just an instantaneous response, a symphony of revs and an ocean of urge.

You can go as fast by nailing a brace of turbos to a

three hits by Five Star in 10 seconds. But when you want it to be, it's a beast.

The memory that'll pop into your head unbidden when you're dazed and confused in an Ikea on a Bank Holiday Monday is the first time you got brave and pushed the needle all the way round to the red sector. Previously you'd thought you were Bond material (James, not Basildon) when you hit 3500rpm, at which point the motor is making 80% of its available torque – and for some that will be enough. But no, you've decided to find out what happens when you keep your right foot firmly planted and it gets round to 8500rpm and peak power. Now the horizon comes at you so fast – in fact, Superfast – that you hear 'Engage Warp Drive, Mr Sulu'. It's sci-fi movie fast.

The seven-speed dual-clutch transmission is so spectacularly competent that you wonder why everyone used to make such a fuss over the gated manual. Only kidding folks, but seriously, the seven-

The engine is epic... instantaneous response, a symphony of revs and an ocean of urge

V8. I know this, you know this, and better than any of us, Ferrari knows this. But because Ferrari has been putting V12 engines in the front of its road cars (actually this one is located behind the front axle, making it technically front-mid-engined) since Blackpool and Bolton were the 'glamour' sides in English football, no one understands the complex character of a V12 better than the men from Maranello. A V12 is a rare and exotic animal: almost schizophrenic in operation, it should be silky smooth and near-silent at urban speeds, yet also make good use of its inherent balance to rev high and hard. If it doesn't offer a unique driving experience, why bother?

It does. It's utterly docile when you want it to be, offering no complaint, no jerkiness, no ham-fisted grabbing of gears, no unwanted squealing of rubber when it might frighten the horses, and no nasty orange warning lights on the ring road at 10.30 on a wet Wednesday morning when you're trying to remember

speed transaxle is so efficient, so precise and so enjoyable that you use the paddle-shift in the same way you might find yourself going in the spare bedroom and switching the light on: just to make sure it still works.

Of course, no great movie is complete without a killer soundtrack and the 812's makes Tarantino sound cloth-eared. Buying an aftermarket exhaust for the 812 – there are a plethora – would be like turning vegan and not telling everyone that you'd turned vegan: you'd be missing the point.

At some stage, you'll be wanting to travel less superfast (do let me know if that becomes annoying) and will have the pleasure of using those carbonceramic brakes, the discs for which are the size of garden trampolines. If the 812 were an athlete, it would be Usain Bolt slowing down as he crosses the finishing line and making it all look utterly effortless.

Some have dared asked the question, "Is the 812















Superfast too fast for its own good?" (Don't worry, I'm not going to.) Also whether this kind of performance impinges on its professed purpose as a grand touring car - hard to enjoy the view when your eyebrows are on fire; that sort of thing. I can't think why they might think that. This car's owner - yes, the car I'm driving doesn't come from the press fleet, it's a friend's - is impressed by its ability to apply its 800hp, and particularly complimentary about the seven-speed gearbox, echoing the sentiments of others that it doesn't suffer from the absence of an eighth ratio – in fact, it might just be the best of its kind fitted to any car, ever. He did, however, have two criteria that the car had to conform to. First, he had to be able to make phone calls in crystal clarity at three-figure cruising speeds. Second, after a drive he had to be ready right away for fondue and frolics, rather than a lie down in the dark with a damp flannel across his forehead. These, rather than the sweaty-palmed meanderings of motoring journalists, are the real reasons people buy or don't buy a car like the Ferrari 812 Superfast. It passed on both counts.

Look at road tests in other magazines these days and 'Matt' (they're all called Matt now; it used to be Tim) wants to thrash it round the Nürburgring. That's a bit like using a Christian Louboutin to knock a nail into some linoleum in your kitchen: you can do it, but it's not really what it's for. And if you've got £300k for an 812 Superfast (yeah, the start price is more like £250k but no one buys a base model, seriously, no one), then you've probably already got something with the engine in the middle that sounds like a Typhoon in vertical climb afterburner mode.

The very first Ferrari I ever drove was a 1973 Daytona. It had lived a hard life: the stitching on the black-and-tan leather seats was unravelling, the respray looked like the one done on that Alfa Giulietta Spider in Day of the Jackal, and when it reluctantly fired up, it ran on maybe 10 of its 12 cylinders. Despite all that, it was an utterly thrilling experience. A V12 Ferrari with the engine at the front and the drive at the back will always be something very special. The 812 Superfast might be the last car Ferrari makes this way, but it might also be the best.

This may be a grand tourer in the finest traditions but it's also an absolute beast when you want it to be



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The Mongoose & The Panther

True pioneers of Italy's emerging supercar scene, this pair of mid-engined De Tomaso V8s are, by reputation, absolute animals to drive. We find out – and ask if they're merely misunderstood

> Story by Chris Rees Photography by Michael Ward

hink 'Italian supercar' and the badge you'll conjure up in your mind will surely have a prancing horse or raging bull on it – possibly even a Trident. It's highly unlikely to have a 'T' overlaying the blue-and-white flag of Argentina. But the De Tomaso marque – whose founder Alejandro de Tomaso was Argentinean – arguably has a back catalogue that's worthy of supercar royalty.

After all, De Tomaso was almost – after Matra – the very first company in the world to launch a midengined road car, with the 1964 Vallelunga. It was also first to market with an American V8-powered midengined road car, the 1966 Mangusta. Meanwhile, the Pantera remains one of the most iconic Italian supercars of all time, and probably the longest-lived, surviving for 23 years from 1970 until 1993.

It's De Tomaso's Mangusta and Pantera that we're focusing on here: two Ford V8-powered legends that are pioneering, iconic and delectable, but sadly misunderstood. Iconic? Truly so – and from many standpoints, not the least their outstanding design boldness. Both cars came out of the Ghia studio (in which Alejandro De Tomaso had acquired a majority stake in 1963). The first, the Mangusta, was Giorgetto Giugiaro's first ever design for Ghia, and his first ever mid-engined car, reputedly done on his kitchen table at home. The Mangusta was launched at the November 1966 Turin Motor Show. Priced at a competitive \$10,950 in the USA, it attracted around 400 customers in a production life that spanned 1967 to 1970.

The Mangusta set things up perfectly for its successor, the Pantera, which arrived in a blaze of glory in March 1970. Here was another design masterpiece, this time from the hand of Tom Tjaarda. Having Ford sell the car through its dealers in the US led to the Pantera becoming a best-seller in America, despite similar criticisms being levelled

at it as the Mangusta – namely that it was hastily conceived and underdeveloped.

But what are our pair of Modena-made icons like to own, and to drive? Let's find out.

MANGUSTA: MISUNDERSTOOD?

It feels like man the wonderfully affable John Braithwaite was destined to own a Mangusta. "I saw one at the 1968 Racing Car Show in London and got the brochure. I even arranged a test drive, but subsequently cancelled it. In 1985, I saw this Mangusta advertised in *Motor Sport* magazine. It was with De Tomaso in Modena and I flew out with the chairman of the club to see it. We briefly met Isabelle de Tomaso (who later became a friend). Eventually the car was driven back to the UK."

That explains why it's a left-hand drive car, but that's no bad thing, says John. "Only eight Mangustas were made with right-hand drive, but according to the British De Tomaso importer, Mario Condivi, the Mangusta didn't convert well to right-hand drive."

John is no stranger to Italian supercars. "I owned a Lamborghini Miura for 20 years but to be honest, it's the De Tomaso that I preferred to drive. I've been everywhere in it. It's so much easier to drive than the Miura, and less fragile. The Mangusta is much rarer, too – there are maybe 10 in the UK."

De Tomaso fitted the Mangusta with a Ford small-block 5.0-litre V8. Says John: "It's a myth that the Mangusta had the 289 cubic inch (4727cc) engine. Apparently they were all 302ci (5.0-litre) V8s – apart from one single Chevrolet-engined example built for Bill Mitchell."

We ask to inspect the engine, highlighting one of the most dramatic design features of any car. Twin split rear doors lift up, gullwing-style, from a central hinge bar. Jaw-dropping it may look, but it seriously



obstructs your view out of the back, inspiring John to fit a tiny camera above the rear number plate to act as a reversing aid!

The engine bay should have an aluminium cover panel over it, plus a spare wheel, but John has left them off to give a wonderfully exposed engine look. It also happens to highlight just how little metalwork there is aft of the cabin.

Around four years ago, while driving in France, John noticed the oil temperature gauge rising and the car conked out at a péage. It turned out that a stone had holed the radiator, cooking the engine. The powerplant was completely rebuilt by Johnny Woods, who took the opportunity to increase the capacity from 302ci (5.0 litres) to 347ci (5.7 litres) using a stroker kit. Every single part of the engine was replaced, except for the somewhat restrictive intake and exhaust manifolds (retained to make it look original). The old iron heads were replaced with aftermarket aluminium Edelbrock replacement, which are much lighter and produce more power - a conservative estimate would be around 300hp. It runs beautifully, with a deepthroated, sonorous burble, endless torque and an effortless ability to surge you forwards, even if it gets pretty loud at full pelt.

This is an impressive-looking machine indeed. Says John: "When I bought the car it was repainted with a VW colour very similar to the original. I did a lot of research to find the actual original metallic blue paint colour, which turned out to be a Fiat 1970 colour."

Open the door by pressing the round door button and you're presented with your first challenge: getting in. The Mangusta is very low (just 1100mm off the









ground) and while the cabin is wide, it's also short and low. Tall people simply don't fit. Luckily I'm a shortarse, so I squeeze in just fine.

The bucket seats are more comfortable than those of most early supercars, even if your knees have to splay themselves slightly around the steering wheel (which is fabulous, by the way: highly unusual stainless steel spokes with a wood-and-leather rim). The dashboard is resolutely plank-flat but perfectly functional. Ahead of you sit no fewer than eight Veglia gauges and seven organ-style toggle switches.

The car's very name (Mangusta translates as 'mongoose') hints at its purpose: the mongoose eats snakes, for De Tomaso had in his direct line of sight the Ac Cobra. The Mangusta is that rare thing: a road car designed around a racing car chassis – that of the De Tomaso P70, a stillborn racer from 1964 designed in collaboration with Carroll Shelby. The backbone chassis houses a longitudinal mid-mounted engine with a ZF five-speed transaxle (the same one as in the Ford GT40) behind. Among the race-themed elements are rose-jointed suspension and hollow aluminium rear uprights, both in contrast to the later Pantera's more conventional set-up.

So to the central theme that any review of the Mangusta must address: its reputation for poor handling. John is quick to point out that road testers in period found the car would snap oversteer and most cited chassis flex as the reason. This is in fact incorrect. The reason they snapped into oversteer was because the rear suspension bumps into toe-out – a very undesirable thing. This can be completely eliminated by a modifying the top-link and re-aligning









the rear suspension so that it bumps neutral, or bumps into toe-in. John insists that his (now correctly set-up) Mangusta drives very well indeed.

Certainly I noticed no evilness in the handling department during my short test drive. The steering is quite low-geared but not too heavy once the car's in motion, partly due to a favourable front/rear weight distribution of 44%/56%. Speaking of weight, the Mangusta does feel light on its feet – and it is, at only 1185kg with no fluids. As for the ride quality, it's amazingly comfortable for such a low-slung car.

John has had only two real 'moments' with his car. "I was coming up to the Swiss border doing gomph through a tunnel and came across the customs post right by the tunnel exit. The car did a smoke-filled pirouette in front of the gendarmes – but they let me off! Another incident was in the wet at a roundabout, causing the steering arm to break."

Although at first glance the wheels look authentic, they are in fact much bigger than the originals; they're exacting replicas of the prototype's wheels made by Jonathan Sage of Group 4 Wheels. De Tomaso originally fitted seven-inch wide front wheels and eight-inch rears; the current ones are eight and ten inches wide respectively. The Goodrich tyres are only 10mm wider than the originals, though (225/60 R15 up front and 275/60 R15 rear).

The front brakes are basically shared with the AC Cobra 427 and work very effectively. The meaty ZF gearbox is a joy to use, too, its exposed metal gate hinting at Ferrari sensibilities – even if the Mangusta ultimately feels more 'Dark Horse' than 'Prancing Horse'.

PANTERA: PERFECTION?

Most supercars struggle to escape the era in which they were conceived. Almost all have a fussiness of detail that nails their design to a certain period. That's not the case with the De Tomaso Pantera. Its shape is genuinely timeless, largely because it almost completely lacks frills of any kind; it's one of the cleanest supercar shapes ever created. We have the



DE TOMASO MANGUSTA V PANTERA

late, and very great, Tom Tjaarda to thank for that. His work while at Ghia was the stuff of legend. Looking at it in the glorious autumn sunshine of our photo shoot, it just looks right. Possibly the only 'frill' is the grilles just aft of the side windows, which are non-operational, but otherwise it's as pure as they come.

Alejandro De Tomaso struck a deal with Ford in the US to sell his new Ford-powered supercar through Ford dealers in the 'States. Some 4000 Panteras were shipped to the US before Ford shut the door on imports in 1974. It hadn't all been plain sailing, though,

"Everyone said it wouldn't suit the car, but it does," says Johnny. Many Panteras Stateside are modified in extreme ways – and it says a lot for Tom Tjaarda's original design that it can take such modernisation – but apart from the paint, Johnny has resisted the temptation to take things too far.

Open the bonnet and you get a glorious eyeful of V8, complete with De Tomaso-branded cam covers. A large tray can be fitted over the engine to squeeze some luggage in, but Johnny keeps it out of the car as it tends to rub the paintwork.

It says a lot for Tjaarda's original design that it can take modernisation but Johnny has resisted the temptation

as dealers were beleaguered by complaints about build quality, rust and overheating. Indeed, the Pantera's most celebrated owner, Elvis Presley, famously shot his with a gun.

In the UK, perhaps the most celebrated Pantera owner is Johnny Woods, who it would be entirely fair to describe as 'Mr Pantera'. He's an encyclopaedia of knowledge, as well as the owner of the stunning example you see here, which is a 1973 GTS that Johnny bought in 1994 at the remarkably young age of 22. "It was very rusty but it cost me only £15,000. I then spent seven years restoring it, teaching myself things like upholstery as I went along."

It's in absolutely amazing condition. Its lustrous paint is truly amazing, if non-original, being an American hot rod colour called Brandywine, made by House Of Kolor.

It's time to climb aboard the as-new cabin, which was restored by Johnny to original spec, using Connolly leather. It can be tricky getting in if you're tall ("Jeremy Clarkson simply can't fit in," says Johnny) but again I feel very comfortable myself. Typically of 1970s Italian supercars, the driving position is offset, with your feet someway over to the left of the steering wheel. The seats are comfortable, if not overly supportive in the thigh area. The air conditioning system has been removed, so on a hot day things can get pretty stuffy; one mod Johnny has done is to fit lightweight window winders (borrowed from a Honda). Another is the battery kill switch ("a good idea considering the 1970s Italian electrics!" smiles Johnny), while yet another is the hydraulic handbrake.

Fire the V8 up - it's a 351 cubic inch (5673cc) V8



TECHNICAL SPECIFICATIONS

MANGUSTA

ENGINE: Ford 4950cc V8
POWER: 305bhp @ 6200rpm
TORQUE: 411lb ff @ 3500rpm
TRANSMISSION: 5-speed manual transaxle
SUSPENSION: Front wishbones, rear lowe

NSION: Front wishbones, rear lower wishbones with top links & radius arms. Coil springs, telescopic dampers & anti-roll bars all round

BRAKES: Discs all round

DIMENSIONS: 4275mm (L), 1830mm (W), 1100mm (H)

WEIGHT: 1185kg
MAX SPEED: 155mph
0-62MPH: 5.9sec

PANTERA GTS

Ford 5673cc V8 350bhp @ 5400rpm 345lb ft @ 4000rpm 5-speed manual transaxle, Double wishbones, coil springs, telescopic dampers & anti-roll bars all round

Ventilated discs all round 4270mm (L), 1830mm (W), 1100mm (H)

1383kg

170mph 5.7sec



Both Pantera and Mangusta feel genuinely quick. Both also look amazing today and are an ultra-rare sight

with iron heads – and you're greeted with a gruff, purposeful throb, all very muscle car. The exhaust exits via four chromed pipes, as per original spec, and the sound emerging from them is just perfect.

The gearbox is a ZF unit but it's inverted to gain ground clearance, and is just lovely to use. Engage first by moving the aluminium knob over and down to the left, dogleg style. You instantly feel the 35ohp at your disposal. For the early 1970s, this was huge power, and it still feels quick today, helped by the Pantera's low kerb weight (Johnny's car actually tips the scales at 1300kg with half a tank of fuel – around 100kg lighter than a standard Pantera).

As with the Mangusta, you approach driving the Pantera with respect. In my head is a fervent wish to avoid the ignominy suffered by Quentin Willson, who managed to crash a Pantera GT5 at Silverstone while filming an episode of *Top Gear*. Like the Mangusta, the Pantera has much larger wheels than the 10x15 items originally fitted. They're Campagnolo alloys all round: the fronts are 16-inchers, the rears 11x17, fitted with 245/45 ZR16 front and Ferrari F40-sized 335/35 ZR17 rear rubber.

It feels very surefooted at the sort of pace I'm taking

the car – unsurprising given that the chassis was engineered by the legendary racing car designer Gian Paolo Dallara. The rack-and-pinion steering is communicative, with no kickback to mention. The brakes have been upgraded from the original Girling set-up – which Johnny describes as "appalling" – to Wilwood six-piston callipers and they feel very strong.

LAST WORD

Given the reputations that precede the Mangusta and Pantera – namely that they were rushed to market without proper development – it's fascinating to discover that, in fact, these early Italian supercars are so impressive. No, they may not be the last word in finesse and refinement, but they are both truly lovely things to drive: genuinely quick, effortless V8 torque, lovely gearchanges and, after a few tweaks, effective around corners.

Also in their arsenal of appeal lie crisp design and extreme rarity. Very few Ferraris or Lamborghinis are as esoteric as these De Tomasos. Misunderstood? I think so. The Mangusta and Pantera genuinely deserve a place in the same supercar pantheon as the Dino, Urraco and Bora.





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RETURN OF THE PANTHER

Modena-based ARES
Design has revived
the spirit of the De
Tomaso Pantera in a
new Lamborghini
Huracán-based creation.
We visit the factory to
witness its birth

Story by Elvio Deganello Photography by ARES Design

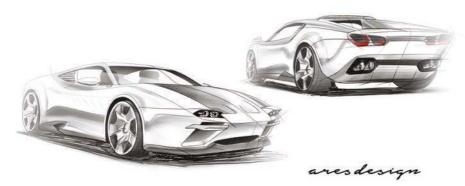
e Tomaso stopped making the Pantera in 1993. Almost three decades on, it's now possible to buy a car that evokes the memory of Tom Tjaarda's brilliant creation: the Panther ProgettoUno. This tailor-made creation is the product of ARES Design, which is neither a manufacturer nor a tuner but rather a coachbuilder in the traditional sense: one that knows how to work aesthetic magic in the same vein as Allemano, Fissore and Motto, or perhaps more like Medardo Fantuzzi, Piero Drogo, Neri & Bonacini and other artisan coachbuilders who worked in Modena in the 1950s and 1960s.

The main difference between now and then is that today no manufacturer offers chassis to be fitted with fresh bodywork, so it is necessary to start from complete production cars. Another important difference is that, in the past, forms came out of the mind of the designer through his pencil and was fixed in metal to the rhythm of thousands of hammer blows. Today, however, it's the mathematical magic of software that helps create the shape, which takes form in the silence of a Swiss clinic-like environment.

What have not changed are the imagination, creativity and mastery of tools and materials needed to turn dreams into reality. ARES's customers are people who already have a collection of cars and want















something truly exclusive. These connoisseurs value being able to take an active part in the creation of their vehicles and follow every phase of the process.

Today, just like yesterday, the work of the coachbuilder centres on customisation, changing an existing car to improve the aesthetics and/or usability. But in the Panther's case, customisation is extreme, and the intervention concerns the entire bodywork, which no longer has any element in common with the original car.

Each project from ARES Design represents a challenge that goes way further than just styling; it also involves engineering. For example, for the Panther ProgettoUno that you see here was ordered by the customer to evoke the lines of the iconic De Tomaso Pantera. ARES designers firstly made an analysis of the style and layout of the Pantera to identify a modern car with compatible proportions. There was one obvious choice: the Lamborghini Huracán. At this point, the designers and technicians decided how to apply the emotions of the original Pantera both aesthetically and in technical terms.

Generally speaking, ARES Design's customers are successful people who know exactly what they want. Many of them love the retro look of a particular car that they have in their heart, but at the same time they want to have the advantages of modern cars in terms of performance, comfort, safety, handling and connectivity. That's why ARES Design is dedicated to creating new projects under the 'Legends Reborn' banner.

We had the chance to visit the factory where ARES Design gives birth to these custom cars. You can see it clearly on your right-hand side on the ring road from the Modena Nord motorway exit going towards the city centre. The first thing that strikes you are the large glass walls that allow you to see right inside the factory, including cars in build and the people working on them. The absence of visual obstacles between



PANTHER PROGETTOUNO

the outside and the inside perhaps expresses the idea that the coachbuilder will be able to read signals coming from the outside world and to understand the evolution of tastes and anticipate customers' needs before they even occur. At the entrance of the factory, we are greeted enthusiastically by our guides, who are all very young and make us extremely welcome. It's clear that the ARES team is living the same passion for cars that we are.

The visit starts with the so-called 'Atelier' on the second floor. This is a vast space that looks a bit like a living room, with large sofas and bookshelves, but also

such as a laser machine that identifies imperfections in leather and instructs the operator on how and where to cut pieces of leather for the cabin. Then the work passes on to the sewing machines, guided by the skilful hand of craftsmen. For certain processes, an amazing machine intervenes to do embroidery work, such as the company's logo with the ARES helmet – the Greek god of war – which appears on the seats.

On the same floor is the painting department, where the processes are very traditional: namely spray guns and drying ovens. After painting, the cars go down a ramp to the ground floor, where assembly takes place

ARES looked at the layout of the original Pantera to find a modern donor. The obvious choice was the Huracán

part-cinema because there's a big screen where you can watch videos about past and present ARES Design projects, as well as virtual animations of new models that are still in the design stage.

Also on the second floor is the office of ARES CEO, Dany Bahar, full of objects and trophies that recall his passion for cars – and his past at Ferrari, Lotus and Red Bull. Born in Turkey and raised in Switzerland, Bahar explained to us why he set up his headquarters here: "Modena is the place where the world's most famous supercars are born. For this reason there are many small artisan companies here, which you can ask to supply what we cannot create at home. As a matter of fact, Modena is a microcosm that makes a system. It also attracts the best workers in the sector, so it is easy to find engineers, technicians and the skilled workforce that are needed to build excellence."

Going down to the first floor, we find the upholstery department, equipped with very modern equipment,

on a production line that very much recalls traditional coachbuilding. Very different cars are all built in the same space. The most numerous are Land Rover Defenders waiting to be transformed into 'dune supercars'. Then there is a Porsche g11 Targa being fitted with the mechanicals of a Porsche g11 GT3 RS, and a Bentley Mulsanne waiting for carbon parts to transform it into a coupe. Oh, and a Tesla with its rear end cut away to turn it into an estate.

Then we follow a corridor leading to another wing of the factory where we find all the carbonfibre and composite autoclave machines. Because of the processing requirements of these materials, the environment resembles a Swiss clinic more than ever. For now, there are only two autoclaves, but soon another larger one will arrive.

Next comes the prototype workshop, which is perhaps the most lively and pulsating sector of the company. We are overwhelmed by the noise here, but

Integrated rear spoiler and slatted rear deck boost downforce. Many De Tomaso design cues in evidence



TECHNICAL SPECIFICATIONS

PANTHER PROGETTOUNO

ENGINE: 5204cc V10
POWER: 650hp at 8250rpm
TORQUE: 600Nm at 6500rpm
TRANSMISSION: 7-speed dual-clutch auto, all-wheel drive

BRAKES: Carbon ceramic discs all round

TYRES: 255/30 ZR20 (front) 325/25 ZR21 (rear)

DIMENSIONS: 4668mm (L), 1977mm (W), 1185mm (H)

WEIGHT: 1423kg (dry)
MAX SPEED: 201mph
0-62MPH: 3.1sec





we can clearly see the skill of the men working, the precision they have in their eyes to see small imperfections in the shapes, the dexterity in their hands to correct them in as short a time as machines could ever do.

The final part of our visit is to the technical office where the scene is perhaps not as spectacular. Instead of the tools of the past – like drawing boards with drafting machines, paints and brushes – you see a dozen young men in front of as many computers, seemingly playing video games. To see the 'show', you have to get up close and appreciate how real a car can be that's currently only in the designer's mind: you can spin it around and look at it from all points of view; put it in a virtual wind tunnel to see the aerodynamic flows; even test-drive the car on a virtual road to verify that everything works. It's incredible what you can do with a computer. Yes, it's much less romantic than a drawing board and pens, but also far more effective.

As for the end result, the ProgettoUno is beautifully resolved. Aesthetically, the designers have successfully reproduced the elements of the De Tomaso Pantera that made it unmistakable. For example, the black panels behind the side windows have been modernising to make them fully functional, directly cooling the Huracán engine. Likewise the pop-up headlights, which are made of aluminium with a carbon coating, the lamps being bi-LEDs that are controlled by a special new unit. Other elements reminiscent of the original Pantera are the small trapezoidal bumperettes and bulging wings (recalling the Pantera GTS).

One of the biggest practical challenges was the need to move the Lamborghini's A-pillars backwards, an extremely difficult technical task. That in turn means the windscreen, rear and side windows all have to be specially made.

Perhaps an even more serious issue was that the De Tomaso Pantera, like many cars from the 1970s, was aerodynamically load-bearing, which means the front end tends to lift off the ground at high speeds. It was not easy to solve this problem without using modern aerodynamic appendages, which would have spoilt the Panther ProgettoUno's purity of line, but ARES was up to this not insignificant challenge. One example is the subtle spoiler above the rear window, inspired by the original Pantera. Then there are the rear engine lid vents, which not only dissipate engine heat but also act like multiple winglets to generate aerodynamic load. ARES has measured the car's coefficient of drag at 155mph at 0.324.

Mechanically, the donor Lamborghini Huracán is largely unchanged. The ProgettoUno weighs precisely one kilo more but performance is boosted by the fact that ARES fits its own Engine Control Unit and stainless steel exhaust, so power goes up from 610hp to 650hp, while torque peaks at over 600Nm (442lb ft).

Compared to the donor Lambo, the ProgettoUno is a little taller (1185mm versus 1170mm) and a little wider (1977mm versus 1930mm). The extra height has benefits for cabin space – speaking of which, the interior is completely transformed. It's covered in unique carbonfibre panels, with fresh upholstery in Nappa leather and Alcantara. ARES has designed its own carbonfibre seat shells, and the customer can choose whether to emphasise comfort or sportiness, both in terms of upholstery and the shape of the seat.

ARES will be making just 21 examples of the ProgettoUno. If you want one, be prepared to spend around 600,000 euros on top of the cost of the donor vehicle, and for the transformation to take around 12 weeks. For customers looking for the perfect synthesis of classic style and modern performance, that will be a price worth paying.



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CUTE CUBE

Exactly 40 years ago,
Fiat launched a whole
dynasty with the Panda.
Giugiaro's brilliantly
minimalist design and a
rigidly practical ethos
created a classless,
affordable car for the
world. Are we correct to
say the Panda is one of
Fiat's greatest ever cars?

Story by Andy Heywood Photography by Michael Ward

orget your exotica. The real motoring icons are some of our most simple, everyday cars.

Of course, there must be some basic ingredients, like intelligent design, friendly styling, driver appeal and low cost, but the cars that achieve true iconic status go the extra mile, appealing to all classes, ages and genders. Basically, if they become the sort of cars to which people give names, they've made it.

Unsurprisingly, there haven't been that many over the years; Mini, VW Beetle, Fiat 500. But I think there is now another emerging icon, albeit one that is yet to truly achieve its rightful status. It's the Fiat Panda, which this year turns 40.

Although the official debut was at the Geneva Motor Show in March 1980, the gestation period for the Panda began four years earlier. Fiat was in a period of turmoil, with out-of-date models requiring huge investment to replace and unions strangling an already fragile senior management. It took the unusual decision of outsourcing the design of its new base model to Italdesign, where they hoped there would be more peace and freedom of inspiration than was possible inside Mirafiori at that time.

Italdesign, the company set up by Giorgetto Giugiaro



and Aldo Mantovani, was flying high. Giugiaro had built his reputation on a number of high-profile supercars but also the more accessible Alfasud and VW Golf. In the spring of 1976, Giugiaro began Project 141, as the then-to-be-named Panda was known by Fiat. Italdesign initially referred to it as 'Rustica' but quickly moved on to calling it 'Zero'. The implication was that it was below base model. By February 1977, a plaster model, looking remarkably like the finished article, had been completed. However, it would be a further three years before the new car was launched.

Giugiaro surpassed himself. He was quoted in *La Stampa* in February 1980 saying, "Panda is like a pair of jeans, a simple, practical, no-frills piece of clothing". Yet this was a car brimming with fascinating styling touches, from the two-tone body with plasticised side panels to an interior with deck chairs, multiple seat permutations and – the one that always amuses me – an ashtray that slid left to right on the dash, depending on who was smoking! OK, maybe that last one was a gimmick, but it was fresh at the time. Sadly, the Panda came second in the 1981 Car of the Year awards (behind the Ford Escort Mk3!) but Giugiaro was awarded the *Compasso d'Oro*, a premier Italian award for industrial design.

Mechanically, the Panda was launched with two main engine options, both from Fiat's existing arsenal. The Panda 30 used the 652cc two-cylinder air-cooled engine from the 126 Personal, albeit with a few upgrades to add a heady 6hp, taking it up to 30hp. The Panda 45 used the 903cc in-line pushrod four from the Fiat 127, developing 45hp. In some markets, a version called Panda 34 was also offered using the 843cc engine from the old Fiat 850, developing – yes, you guessed it – 34hp. At launch, all models used a four-speed gearbox, although with lower overall gearing on the 30.

Externally there was little to distinguish the two main models, apart from the metal grille slats, which

were to the left on the twin-cylinder cars and to the right on the four-cylinder ones. It was an eccentric touch but anchored in practicality: the large fan for air cooling was on the left of the engine bay, whereas the radiator for water cooling was to the right.

Then there was the name – Panda – chosen simply to make it easily readable and pronounceable in a variety of languages. It might just have been called Fiat 141, after its project number, but Fiat had recently changed its policy to favour names over numbers, the first being Ritmo.

Fiat priced the Panda very competitively, undercutting all rivals. It worked, and the car was an immediate success. Not a company to rest on its laurels, Fiat immediately started a programme of revisions to keep the car at the forefront of buyers' minds for the next 23 years.

The first significant new version was the Panda 45 Super, launched in October 1982. There were two main differences: a five-speed gearbox and the deletion of the metal grille in favour of Fiat's new corporate face with five inclined bars. For a while, the 30 could still be bought with the metal grille, but it too succumbed a year later. New trim packages arrived as well: L, CL and S.

The next big news was the introduction of the 4x4 in 1983. An all-wheel drive version had been planned from the beginning, with a prototype from Italdesign being displayed at the 1980 Turin Show. The all-wheel drive system came from Steyr-Puch in Austria and the engine from the Autobianchi A112 Elite. This 965cc four-cylinder pushrod engine offered more torque than the 903cc engine. At just under 10 million lire in Italy, the Panda 4x4 was more than twice the price of a 45 Super, but owners of traditional 4x4s were amazed at its off-road capabilities and it became a best seller in mountainous areas.

Probably the largest single revision took place in 1986, with the introduction of what the Italians called

Two-cylinder Panda 30 is now extremely rare. It may not be quick to drive but it has bags of character









Panda Supernova, driven by the introduction of the new FIRE engine, then being rolled out across the Fiat range. The 'Fully Integrated Robotised Engine' was a fourcylinder unit with a single overhead camshaft and timing belt. In emissions terms, it was light years ahead of the old pushrod units. In the Panda, it was offered with 77occ for the new 750 model and 999cc for the 1000 and (in modified form) 4x4. It signalled the end for the air-cooled twin but there were still two special editions available at knockdown prices using up the old engines - the Panda Young with 769cc and a fourspeed gearbox and the Panda Dance with the 903cc engine and a five-speed gearbox. Adding in the diesel version, which was also launched in 1986, this meant that Fiat offered six engine options in the Panda range, including a 769cc and a 77occ, even though these were completely different power units! In 1990, for the first time, the manual gearboxes were joined by an automatic, in the form of the Selecta, using CVT technology (of which more later).

Other changes for the Supernova range included a larger instrument panel and higher quality interior fixtures and fittings. On the outside, the rear wheelarches gained extensions pressed into the metal of the wings to accommodate a wider rear track.

Having given the Panda a new lease of life, Fiat then proceeded to offer a bewildering number of special editions. Probably the most notable were the Sisley version of the 4x4 and the Italia '90 World Cup edition, complete with 'football' hubcaps.

There was a final facelift in 1991, externally recognisable by a new front grille, aligning the family resemblance to the new Tipo. There remained a base Panda Young with the old pushrod engine for a while, but it would be the final hurrah. As the 1990s progressed, new versions were launched with catalytic converters and single-point fuel injection. The engine for catalysed versions was upgraded to the 1108cc unit that was also going into Puntos and Cinquecentos, five-speed gearboxes had become

1990 saw the arrival of a super-smooth Selecta CVT automatic. This example is a real time-warp with only 12,000 miles on the clock



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standard throughout, and final versions had Weber Marelli multipoint injection.

The constant development, tireless marketing and competitive list prices (which made sure that on the home market, it was the cheapest new car) ensured success for the Panda. But as the new millennium dawned, safety and emissions concerns made it clear that a complete replacement was necessary.

On 5 September 2003, the last Panda Mk1 came off the production line at Mirafiori – a Panda Young 1100, burgundy in colour. Total Mk1 production was an incredible 4,491,000 cars. The Mk2 version had already been launched at that stage and would last until 2012, when it was replaced by the current Mk3.

Unlike some motoring icons, the Panda has remained a consistent model in Fiat's line-up since 1980. The true worth of the Panda may not be realised until the model has finally died but its stock as a classic is certainly increasing. Even some of the lowlier models are now being restored and pop up at classic car shows. You can read about some of the more unusual Panda variants overleaf but before that, we took two of the rarest Mk1 models out to our test track.

PANDA 30

The air-cooled Panda was never officially imported into the UK. I bought this particular example a few years ago in Italy. I was drawn not only by its condition but also by the fact that, being from the first series, it represented the purity of Giugiaro's original shape. I couldn't remember the last time I had seen a metal grille model and I fell in love with it.

What I didn't expect was much of a driving experience. It is true that the two-cylinder engine doesn't exactly erupt into life. If anything, the starter motor appears more powerful, but once warmed, it chugs away quite smoothly, especially considering that this engine can trace its lineage back to the mid-1950s. All of the controls are very analogue but with only slender 145-section tyres to move, the steering is light and communicative. The four-speed gearbox works well, although that 'looking for a cog

in treacle' feel that rear-engined small Fiats have is still present to an extent.

Out onto the test track and the acceleration is surprisingly willing and a relaxed cruising speed of 50mph is easily attained. Mind you, I don't think I've ever driven round our track with so much time to look at the scenery before – it needs a track like a microlite does a runway at Heathrow – but imagining myself driving around a medieval Italian town puts things in better perspective. Officially Panda 30 has a maximum speed of 71mph, which considering it only has 30hp isn't bad, helped by weighing only 650kg. With the whole family, including grandma plus a dog in the boot, it may struggle a bit, but solo, it's actually good fun.

PANDA SELECTA

If the way the Panda 30 drives comes as a something of a surprise, then the Selecta is a revelation. My expectations were low, based on the memory of a traumatic outing in a Punto Selecta, the engine of which seemed to be permanently on the rev limiter.

Officially called ECVT ('Electronic Continuous Variation Transmission') and produced in conjunction with Fuji, this belt-driven automatic transmission uses variable-size pulleys to change the gear ratio, with drive being disconnected using an electromagnetic clutch. It's a clever idea, relying on very few moving parts and is therefore cheap to manufacture, but I still felt worried.

The key is fastidious maintenance, according to the owner of our featured car, a Fiat aficionado of the highest order, who told us: "Just select drive, squeeze the throttle and wait for a gentle jolt as drive is taken up before accelerating." In truth, I found the jolt almost imperceptible and with no fuss, the Panda just accelerated away. The FIRE engine sounded relaxed with a turbine-like noise and none of the strain of my previous Punto. Out on the track, a cruising speed of 60mph felt very comfortable and the whole car was very civilised. This is an exceedingly low-mileage and original example, and I instantly understood why Fiat had persevered with such an eccentric choice.

Early metal-grille Mk1 contrasts with later plastic grille version. Utility is first and foremost but they're both good fun to drive, too

30 THINGS YOU NEVER KNEW ABOUT THE PANDA

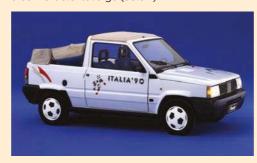
- 1. Early prototypes lacked window winders; instead the glass dropped down via ultra-simple vertical handles.
- 2. It took more than a year for the Panda to be launched in right-hand drive form in the UK (May 1981). The launch price was £2860, slightly more than a Mini City.
- 3. Everyone agreed that the name suited the cheeky nature of the car apart from the World Wildlife Fund, which complained that Fiat had stolen its symbol. So Fiat struck a deal to enrol all new Panda buyers as members of the WWF for one year.



- 4. The Panda got a big sales boost with Italy's scrappage scheme of the 1990s, effectively halving the baby Fiat's list price.
- 5. The coverings for seats and parcel shelf on early Pandas were removable so they could be easily washed.
- 6. From 1981, a *Tetto Apribile* version of the Panda was offered with twin folding fabric sunroofs for open air motoring. The all-white Bianca special edition also had this feature.
- 7. When the 4x4 was first launched, it was only available in two colours: Verdi Alpi Pastello (drab green) and Grigio Metallizato (metallic grey), emphasising its utilitarian intentions.
- 8. Special editions proliferated: in the UK alone, we got the Dance, VIP, Madagascar, Fantasia, Solar, Bella, Sergio Tacchini, Mania, Sky, Pink, Parade, Fizz and Bianca.
- g. Fiat's first full-electric production model car was a Panda: the Panda Elettra of 1990-1998. The rear seats were ditched to make room for batteries, which bumped weight up by 450kg to 1150kg. Initially it had a 14kW (19hp) motor, rising in 1992 to 17.7kW (24hp). Despite having a top speed of just 43mph and range of 62 miles, it was three times the price of an entry-level petrol Panda; unsurprisingly it sold very poorly.
- 10. In Spain, Seat made its own Panda from 1980 to 1986, and with a facelift, the Seat Marbella was made until 1998. When the pope visited Spain in 1982, he was paraded in a special open-roof Panda. Seat also made a tall-sided commercial Panda called the Trans.



- 11. Coachbuilder Moretti started offering its Panda Rock from 1983: a lovely soft-top conversion of the Panda 4x4 (above). Gianni Agnelli was a celebrated customer.
- 12. Italdesign proposed two 'concept' 4x4 versions of the Panda at the 1980 Turin Show, both with raised suspension, four-wheel drive and body cladding. The Offroader was a hatchback, while the Strip was a funky soft-top with longitudinal seating for four in the rear.
- 13. Italy still teems with Panda light commercials, whose rear load area was cleverly extended using add-on plastic bodywork.
- 14. The football-themed Panda Italia go special edition was created for the 1990 World Cup in Italy. Coachbuilder Maggiora also offered a convertible Italia 90 (below).



- 15. Coachbuilder Stola built the Panda Destriero in 1992 as a tender for the crew of a record-breaking boat of the same name. A second, dark blue example was made for Gianni Agnelli.
- 16. From 1981, Rome-based tuner Giannini offered 'GT' versions of both the Panda 30 and 45, upping power to 36hp and 58hp respectively. Giannini later tuned the Panda 4x4, too, ultimately producing a turbocharged version.
- 17. An Abarth-badged Panda was offered in the early 1980s by Apsica, the Abarth importer for Spain. It sold an Abarth-branded kit using the same 70hp engine as the Autobianchi A112, allied to a five-speed gearbox (pic right).
- 18. Pandas really weren't meant to be luxurious, but that didn't stop coachbuilder Scioneri offering a plush special called the Valentina, with such accoutrements as leather trim and alloy wheels.

- 1g. Scioneri created of one of the most bizarre Pandas of all, the 'Pazza Panda di Pezza', or 'Crazy Rag Panda'. This unique car was made for the 1ggo Turin Show with not only the interior but also the exterior covered in that well-known waterproof material, Alcantara.
- 20. Little-known coachbuilding firm, Repetti & Montiglio of Alessandria, specialised in armoured vehicles and built armour-plated Panda 4x4s for, ahem, unnamed clients.
- 21. In 1987 there was a special luxury edition of the 4x4 called Panda Val d'Isere, named after the upmarket ski resort and only available in France.
- 22. The Panda Top Ten was a special edition of 1000 numbered units to commemorate the tenth anniversary of the Panda.
- 23. The 1987 Shopping FM model, based on the 1000CL, unsurprisingly came with a radio as standard but also featured special wheel covers and sides covered in 'Paglia di Vienna', a woven straw effect. It was sold in France and Germany, but curiously not Austria.
- 24. Only in 2002 did the Panda 4x4 get free-wheel rear hubs in a model designated the Climbing.
- 25. The Climbing was the very last model of Mk1 Panda 4x4 but the College was the final version of all, being launched at the end of 2002.
- 26. The early Panda's seats could famously be rearranged to form a bed.
- 27. A British-made off-road kit car called the NCF Road Rat was based on the Panda.
- 28. The Panda Raid, an epic run to Africa open to Mk1 Pandas, has been established for many years.
- 29. A special Panda 4x4 meeting took place last winter in St Moritz.
- 30. A big international meeting of Pandas has been run since 2017, called Panda at Pandino (a town in the north of Italy).



Racing the Road

We travel to Portugal to meet a real rarity: a road-going Alfa GTA Stradale with a racing history. What's more, its provenance is fully known right from day one

Story by Richard Heseltine Photography by Manuel Portugal





ts arrival is trumpeted from a mile away, perhaps more if you take wind conditions into account. The snap, crackle and pop-pop-pop that fills the air can only be a classic twin-cam Alfa Romeo four-banger on the overrun. The Circuito do Estoril – hallowed ground here in Portugal – is an appropriate backdrop for our photo shoot. Strictly speaking, we're in the car park, but this is equally germane given that this is the road-going version of a track legend; a homologation special from a period before the term had even been coined. This particular Alfa Romeo Giulia Sprint GTA Stradale also saw active service in motor sport, and in more than one discipline. Confused? Don't be.

The 'Portuguese GTA', as some people call this particular example, is that rarest of things: a genuine Alleggerita ('Lightweight') without any holes in its back story. Its history is known from day one, and it's quite a yarn. But then so is the narrative behind how and why Alfa's GTA came into being in the first place, and its place in marque lore. Alfa Romeo bowed out of Grand Prix racing at the end of 1951 and halted its sports car programme two seasons later. The nationalised firm didn't return seriously to frontline competition until late 1964, when the once independent Autodelta (né Auto-Delta), run by Carlo Chiti and fellow ex-Ferrari man Ludovico Chizzola, became the official competition department.

The Giulia Ti Super maintained Alfa's relevance ontrack, playing the plucky underdog to the Lotus Cortina during Ford's mega-budget Total Performance campaign. There were wins, but a new weapon was needed if Alfa was to take the fight to the Blue Oval consistently in the European Touring Car Championship and elsewhere.

Enter the GTA, itself based on the Giulia Sprint GT coupe presented to the world at the September 1963 Frankfurt Motor Show. Originally conceived by studio head Nuccio Bertone as a small-series halo model, the suits in Arese decided the Sprint GT should be a mainstream production car instead. The GTA variant, by contrast, was that bit more purposeful. The perfectly-proportioned, Giorgetto Giugiaro-penned outline remained much the same, but 273.5kg (603lb) was saved by means of replacing the outer steel skin – aside from the sills and filler cap – with aluminium (panels were stamped out of the original dies). The side glazing, meanwhile, made

way for Plexiglas, while the cabin lost all superfluous addenda including sound deadening.

Mechanically, the existing 1570cc twin-cam 'four' gained a twin-plug cylinder head with bigger valves, the angle for which was altered from 90 degrees to 80. The cam covers, bellhousing and sump, meanwhile, were cast in magnesium. The 'new' engine produced a relatively tame 115hp with a compression ratio of 9.7:1, although as much as 170hp was purportedly available. That wasn't the end of the mechanical makeover, either: the five-speed gearbox now incorporated lighter, drilled cogs and closer ratios (first extended to 42mph, second to 63mph, third to 85mph, fourth to 100mph, and fifth to 125mph). This was heady stuff for the period.

The GTA would go on to enjoy stellar success in the ETCC, and the Trans-Am series in North America, with the likes of Andrea de Adamich, Toine Hezemans and Jochen Rindt to the fore. The GTA family would in time encompass a substratum of models of differing displacements, including the 1300 GTA Junior, the fat-arched GTAm and the blown, Group 5-spec GTA-SA (Sovralimentata). As for the vexed question of how many cars were made, it rather depends on whose estimates you credit. Most history books claim 493 of the 1600 version plus 494 1300s of varying kinds, but some marque experts claim to have seen chassis numbers as high as 900 for the bigger-engined GTA. Whatever, the truth, Alfa's sainted road-racer is a rare beast.

'Our' car, chassis #613338, was dispatched from Portello to the Portuguese Alfa Romeo concessionaire Mocar Lda in Lisbon and registered FG-35-68 on 2 March 1966. On 1 July of that year, ownership passed to Luiz Passanha, one of the firm's managers. Anecdotal evidence suggests that gentle pressure was applied by younger members of his family; given that he was close to pensionable age, and not someone immersed in motor racing, this would figure. It replaced a Giulia Super which, it seems, was more his style of car. Passanha did not get on with the peaky, strung-out GTA, which would explain why he sold it 12 months later.

The car's second owner, Jorge Soares Mendes, was four decades his junior. The engineering student's father, businessman José Soares Mendes, had campaigned an Alfa Romeo 8C 2300 during the 1930s,

and the second-generation racer picked up from where he left off, competing aboard a Giulietta Spider from 1964. The Portuguese motor sport calendar comprised a handful of temporary circuits, the sort delineated by hay bales and oil drums, plus hillclimbs and rallies. Soares Mendes was an amateur driver from a time before the term became a slur, and participated at Montes Claros, near Lisbon, and Cascais where

local rallies, some of them organised by the Instituto Superior Técnico where he was studying. Then, in 1968, our hero graduated to the big leagues.

The Granja do Marquês circuit was located at the Sintra airbase and was first used for racing in 1967. A year later, two clubs organised circuit weekends at the venue: the ACP (Automóvel Club de Portugal) and the local Sport União Sintrense. The ACP event took

Having thrashed the GTA for almost an hour at the Sintra circuit, he then drove the car home

competition in Grand Touring events ranged from Mini-Coopers to Ferrari 250 GTOs. As was once customary, he would drive to the venue, unscrew the bumpers and other brightwork, apply some race numbers, and go hell for leather. After each meeting, he would reverse the process before returning home.

In 1966, Portuguese superstar Carlos Gaspar claimed the Portuguese Touring Car Championship aboard an Alfa GTA. Inspired by his exploits, Soares Mendes chopped in his Giulietta for Passanha's GTA on 28 July 1967, before pressing it into service as his daily driver. Just as night follows day, he soon began entering it in place on 1-2 June 1968, the second meeting a week later with Soares Mendes among the entry list. As with most airfield-based tracks, the 3200-metre venue was flat, long and driven clockwise. There were nine bends and two straights, those responsible for devising the layout taking advantage of most of the main runway plus the apron. Soares Mendes was down to compete in a round of the national touring car series where he was up against an army of fast Fords (twin-cam Cortinas and Escorts), Mini-Coopers and Renault 8 1300 Gordinis. Cortina ace Ernesto Neves won the 50-lap race, with Soares placing a

To drive, the GTA Stradale is extremely loud but highly rewarding, with superb throttle response



ALFA ROMEO GIULIA SPRINT GTA

respectable eighth overall, averaging 63mph (101km/h). Having thrashed the car for almost an hour, he then drove it home.

It was the car's first and last major circuit outing. Inspired by Gaspar's racer, he painted his GTA's 14-inch Campagnolo wheels white, but otherwise the Alfa remained stock. In later years, he was happy merely using the car as his everyday transport, the GTA by chance appearing in a postcard depicting Saldanha Square in Lisbon. He just happened to be driving along when the photographer snapped him. Soares Mendes retained the car until 1971 when it was sold to airline pilot Vasco André Lopes, although it wasn't registered under its new keeper until 1976. Eight years later, the Alfa was acquired by marque enthusiast, mechanic and racer, Xavier Moreira, who kept it until 1994 when the car was sold to Manuel Ferrão.

Ferrão then initiated a full-blown restoration before it was moved on to José Carlos Abreu Barros, who kept it for five years. Ferrão then bought the car back again and returned it to the same specification as when Soares Mendes raced it. The GTA is one of the jewels among the publishing magnate's stellar collection of road and competition cars that stretches to an exworks Lancia 037 and a Ferrari 275 GTB/4. It's no trailer queen, however, the veteran racer using the cars in his Lisbon cache on rotation.

Which brings us to today and an overcast afternoon











Twin Weber 45 carbs ensure plenty of urge and charisma from the all-alloy 1570cc twin-cam engine





on the Iberian Peninsula. This historic Alfa offers all the correct motor sport reference points, from the wire mesh grille to the bent tube door handles, not to mention the multitude of exposed pop rivets. Inside, the cloying embrace of the figure-hugging bucket seat is instantly racer-like, your legs forced akimbo to work the floor-hinged pedals. The slender wood-rim wheel fronts a minimalist dashboard, the mushroom-top gear lever sprouting out of the bulkhead.

Fire it up and there's an almighty cacophony, which only gets louder. This isn't a car that responds to tactility. You dial more revs in than seems appropriate and then dump the clutch. The twin Weber 45s gurgle, spit and cough before the GTA reluctantly bunny-hops off the line. Few cars are more entertaining than this, the ultimate incarnation of the 105-series Bertone series but not necessarily on the pockmarked roads around the circuit. Slaloming around potholes isn't fun at the best of times, and the GTA thrives on revs. Without them, it gets bogged down and more than a little truculent with it. That said, our time spent in the environs of this celebrated track is over almost as soon as it begins: the sheds behind the circuit are in regular use, and not for the reasons you might imagine. The colourful sorts who frequent them are not at all happy by the commotion. Neither are their clients. It's time to move on.

Out on the open road, the GTA comes to life. The controls are beautifully weighted, the steering

wonderfully light, tightening the moment the suspension is loaded. There is body roll – you would be surprised were it otherwise – but it never threatens to spill. It's just so communicative. Pitch the car into a corner and the nose tucks in cleanly. Exit a bend, plant the throttle and the tail squirms a touch before gluing itself to the asphalt. And the noise! The deep induction throb is overlaid with the faint whirring of the chain drive for the twin camshafts. Without anything so sissy as sound deadening, the backbeat is piped into the cabin unfiltered. It's intoxicating.

Fortunately, the all-alloy four-pot is allied to a gem of a transmission. The gate has stiff spring-loading towards the middle plane, where third is up and fourth is down. Moving the lever into second from first involves a conscious effort against the spring-loading and the same again from fourth to fifth, but you're never left in any doubt about which gear you're in.

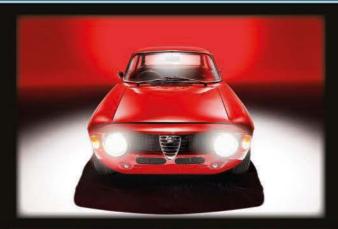
When given sufficient room, the GTA astounds. Sure, it isn't particularly fast by modern standards, but it feels nervily alive. It's the way the Alfa deploys its power that makes it so special. Throttle response is instant past 300orpm. It will pull to 600orpm – not that high for a 'screamer' – with no faltering or flat spots, just an unbridled release of energy.

This is a car canonised by marque types, and with good reason. Born for the race track, it doubles up as a handy road car, albeit not one for city dwellers. Just bring your earplugs.

Like all Giulias, the GTA rolls its way through corners but the chassis communicates wonderfully

















Alfa Romeo Giulia Sprint GTA Stradale RHD 1966 - 1 of 50 Production cars



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hile some car makers churn out one concept after another, Ferrari has never built any itself; at least not inhouse. Instead the company has worked with an array of coachbuilders to produce concepts like Bertone's 308 GT Rainbow of 1976 and Pininfarina's Rossa, which was unveiled at the turn of the new millennium.

Two decades earlier, Pininfarina took the wraps off something that many wish Ferrari had gone on to build in quantity: the Pinin four-door saloon. Unveiled at the 1980 Turin salon to celebrate the carrozzeria's 50th birthday, the Pinin took its name from the founder of Ferrari's favourite styling house. Battista 'Pinin' Farina had done his first work on a Ferrari in 1952: the 212

Inter cabriolet based on chassis #0177 E.

Over the coming decades, a raft of Pininfarina-designed landmark Ferraris would reach production. Tipos such as the 250 GT SWB, 275 GTB, Daytona, Dino and Boxer were undoubtedly all-time greats. While Ferrari never put into production anything quite so dull as a saloon, it did offer several four-seater (or 2+2) coupes, including the 330 GT, 365 GTC/4 and 365 GT 2+2, which evolved into the 400i and then the 412.

Ferrari had never publicly offered – and still hasn't to this day – a four-door saloon, a concept that's apparently at odds with Ferrari's ethos. That said, before long Ferrari will have an SUV (or FUV in Maranello's parlance) in its range, in the shape of the Purosangue.

FOURPLAY

On the 40th anniversary of the unveiling of the Ferrari Pinin, we celebrate a car that so nearly became the very first production four-door Ferrari

Story by Richard Dredge Photography by Tom Wood/Magic Car Pics



In 1980, when the automotive landscape was very different from now, Pininfarina had other ideas. Its Pinin concept would be no ordinary four-door saloon. If Ferrari had ever been tempted to build a car for plutocrats to be chauffeured around in, the Pinin would surely have been deserving of the Prancing Horse badge. While high performance was the order of the day, there was also luxury; this was a car designed to take on the very best that companies like Maserati, Rolls-Royce, Aston Martin and Mercedes had to offer.

At the time, the world was on the cusp of an automotive design and technology revolution. With electronics becoming increasingly important, it was possible to incorporate ever more luxury features. The hard-edged wedge shapes that had proliferated

throughout the 1970s were also being replaced by softer lines, and it was the Pinin's exterior design that got potential buyers salivating, as it was somehow futuristic yet discreet at the same time. The lack of any Ferrari saloon heritage meant it wasn't easy to incorporate traditional marque styling cues, although the Pinin was intended to be a concept that looked forward rather than back.

Only two things really gave away the fact that this car was badged as a Prancing Horse. One was Ferrari's familiar egg-crate grille. The other was the choice of five-spoke alloy wheels, a nod to Ferrari's production cars, but for the Pinin there was a twist – literally. Each spoke was twisted to turn it into a blade, which was more eye-catching while also being functional, as the







blades fed cooling air to the brake discs.

Leonardo Fioravanti was responsible for the Pinin's lauded design, working in conjunction with Diego Ottina, who came up with the initial silhouette. Fioravanti had joined Pininfarina in 1964 and in the 26 years that he worked for the styling house he produced landmark designs such as the Dino 206/246 GT, 308 GTB, 288 GTO and Testarossa, as well as the F40. He maintains that Sergio Pininfarina had always dreamt of Ferrari putting a four-door saloon into production.

The most striking thing about the Pinin was its flush glazing. It would be another couple of years before Audi famously introduced its ultra-slippery 100 saloon, with an advertising campaign constructed around the fact that its drag co-efficient was just 0.30; the Pinin's Cd was closer to 0.35. To accentuate its slippery shape, the glass was heavily tinted so that the pillars could be disguised; it was meant to look as though there was one continuous sheet of glass all round, achieved by bonding the glass to black-painted pillars. The effect was certainly striking, if rather flawed, as there was no way of opening any of the windows. The windscreen wipers were hidden behind a retracting flap at the base of the windscreen when not in use, while the door handles were flush, too, secreted within a recessed belt line that ran the length of the body.

The striking grille was flanked by 'Homofocal' headlights developed by Lucas, incorporating multi-reflectors to produce much brighter light at night. Narrow, sleek headlights were possible, providing the ideal substitute for pop-up lights that were usually seen when a low bonnet line was required. Meanwhile, the Carello-made rear lamps were also much brighter than usual, yet when they weren't illuminated it was hard to tell that they were light units at all. Known as High Contrast illumination, the



TECHNICAL SPECIFICATIONS

FERRARI PININ

ENGINE: **4942cc flat-12**POWER: **360hp**TORQUE: **332lb ft**

TRANSMISSION: 5-speed manual transaxle, rear-wheel drive

SUSPENSION: Double wishbones with coil springs
BRAKES: Ventilated discs

DIMENSIONS: 4830mm (L), 1820mm (W), 1310mm (H)
MAX SPEED: 160mph (est)
0-62MPH: 6.0sec (est)



whole of the Pinin's back panel could light up, but otherwise everything remained body colour.

The interior looked just as high-tech as the exterior, thanks to the extensive use of LED instrumentation. Until the engine was fired up, the displays all remained gloss black, then they'd light up like a Christmas tree. A computer provided information on fuel consumption, average speed and distance, along with a countdown in miles and time for a pre-programmed destination. There was plenty of luxury, too: rear seat passengers got a telephone and their own radio complete with headsets, while climate control ensured the cabin temperature could be maintained regardless of how hot or cold it was outside. The two individual rear seats could be reclined independently, while the two front seats had a memory function for presets to be stored.

Pininfarina's vision to create an ultimate luxury express led it to choose a 12-cylinder engine – but not the Ferrari 400's V12. Instead, it went with the 4943cc flat-12 from Ferrari's Berlinetta Boxer, chosen because it could be mounted low in the nose to ensure a low bonnet line. In the Boxer, the engine was mounted above the gearbox and the Pinin's low bonnet line didn't allow for this, so the 400's transaxle was used instead. Not only was the five-speed manual borrowed from the 400, but also the rest of the running gear – brakes, steering and suspension.

The Pinin needed to be capable of at least 150mph. Key rivals such as the Mercedes 500SE, Jaguar XJ12, BMW 735i, Bentley Mulsanne, Aston Martin Lagonda and Maserati Quattroporte were all capable of around 140mph and the Ferrari would need superior speed – and at a mooted 160mph it certainly had that.

But it wasn't hitting performance targets that scared Maranello – it was getting the quality right. Ferrari's two-door cars focused on performance, with ultimate quality perhaps less of a priority. Buyers of four-door





luxury cars were more interested in quality than outright pace. Competing with sports cars from Maserati, Aston Martin and Lamborghini was one thing, but taking on brands such as Mercedes and Bentley meant a whole new level of fit and finish.

The Pinin prototype certainly aroused a lot of interest at the Turin show, and when it was shipped over to the US for customer clinics, it performed well. Two years after its unveiling, there was still talk of the Pinin making production at a rate of 360 cars per year, with rumours persisting that it would be on sale by 1984, priced at £40,000. That would have made it more

some of his cars. He entrusted RM Sotheby's to sell the Pinin, which at this stage was still a non-running mockup – but it still achieved €176,000. The buyer was Gabrielle Candrini, manager of Maranello Purosangue, a historic Ferrari dealer based near the Ferrari factory.

While Swaters was happy merely to own a piece of history, Candrini wanted much more. His mission was to turn the Pinin into a fully driveable road car – and he had the contacts, cash and knowledge to do just that. He enlisted legendary Ferrari engineer Mauro Forghieri to turn the Pinin into a runner, which would prove to be a lengthy and costly exercise.

Had the Pinin made production, it would have needed a longer wheelbase and a higher roofline ***

costly than any Jaguar or Mercedes, but cheaper than an Aston Martin or Rolls-Royce.

The Pinin was presented to Enzo Ferrari at Maranello but ultimately he shied away from adopting it as an official model. Had the Pinin made production, a few changes would have been required; extra ground clearance, a longer wheelbase and a higher roofline being just some. It would also have needed a lot of mechanical development, since the concept merely used a mock-up engine and gearbox.

After the Pinin had returned from its customer clinics in the US, it returned to Pininfarina to be displayed in its museum. By the late 1980s, it was just another old concept that had served its time. However, in 1993 the car got a new lease of life when it was bought by Belgian Ferrari importer and collector, Jacques Swaters. Even though the car didn't have functioning mechanicals, he registered it on the island of Guernsey, where it was allocated the plate '20263'.

By 2008 Swaters had reached the ripe old age of 82, and he decided it was time for someone else to enjoy

Forghieri started by acquiring a Testarossa engine which was adapted to work with the transmission, before the electrical and cooling systems were sorted out and a fuel tank fitted. When the car had initially been unveiled there was talk of self-levelling suspension being fitted. Candrini was insistent that self-levelling suspension should operate as originally intended. Getting this to work properly proved the biggest challenge in converting the Pinin from show star to road runner.

By March 2010, the Pinin was at last driveable under its own power, a full three decades after it had first been unveiled. But having turned the concept into a fully-fledged car, Candrini decided to consign the car to auction in a Bonhams sale held in Dubai in October 2010. With a reserve set at €1 million, the Pinin was priced far too optimistically to garner any interest. Even at RM Sotheby's auction one year later, the guide price of €480,000-€550,000 was still too rich. The Pinin eventually found a home with an enthusiast in the USA. ■

Clever design made glass look like one single flush piece, but also prevented any window from opening



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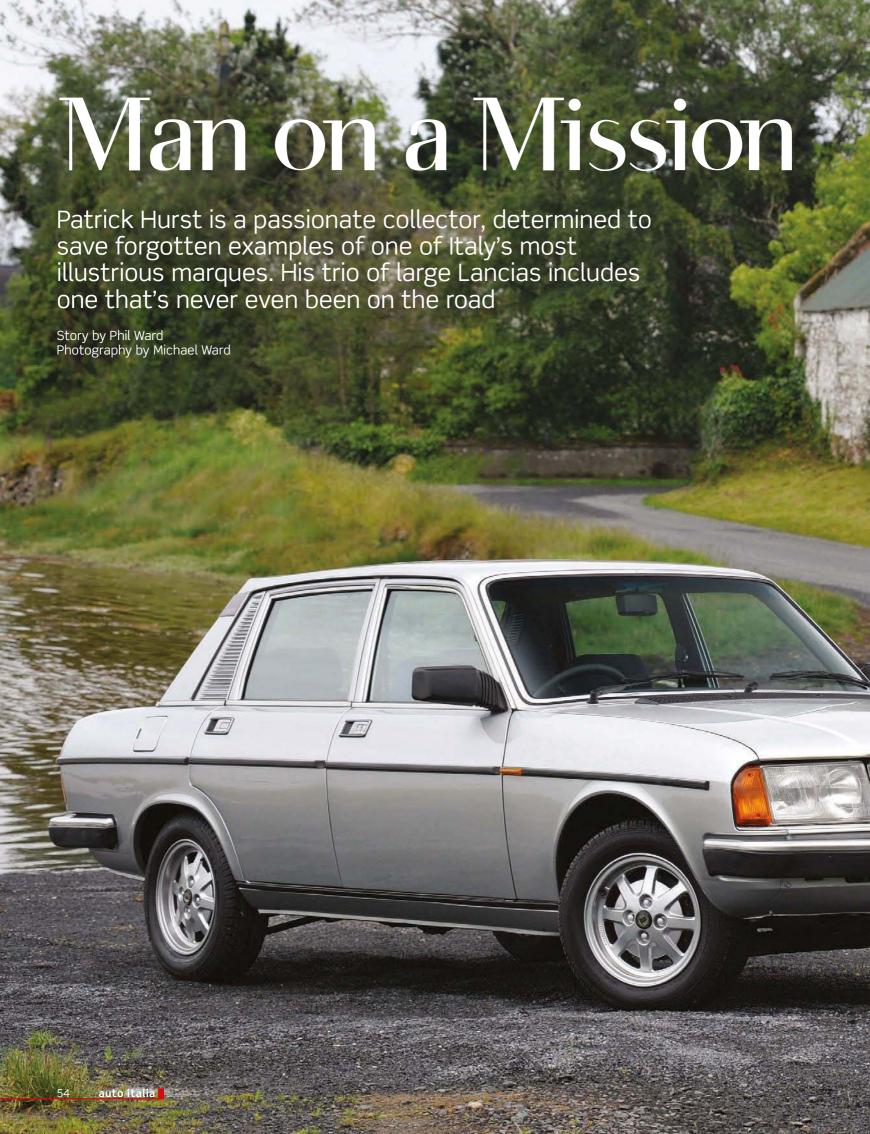


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LANCIA TREVI

In the early 1970s, Fiat's range of 124 saloons and coupes was getting long in the tooth, while the conservative 132 saloon looked dated from the outset. Having acquired Lancia in 1969, Fiat chose the brand to develop a new range of sporting coupes and saloons. The Lancia badge added an upmarket cachet to the range, boasting an edge over Fiat.

Former Lancia engineers were tasked to develop the Beta, and in 1972 the Beta saloon was launched. Fiat's highly successful twin-cam engine was redeveloped and, for the first time, installed transversely to drive the front wheels. The new model was designed as a medium-size five-seater in two-box configuration. It looked like a hatchback, but it wasn't.

About 195,000 Beta berlinas were built in three series. In 1979 the final series was introduced with the signature corporate front grille of the period (as adopted by the whole Beta range and the new Delta). The interior was dramatically revised and the Mario Bellini-designed controversial 'gruyere' cheese dash was introduced. Bellini was a prominent Italian designer noted for his work with chairs, tables, electronic office

TFH 272X

machinery and hi-fi equipment. He also attached his name to an upmarket limited edition all-black Fiat 132 saloon. Bellini's Trevi dashboard is a clear case of form over function. Most of the 29 holes are dedicated to superfluous warning lights, while Lancia's electrical department must have run out of ideas because two recesses are unused. The main instruments are where they should be, directly in front of the driver, nestling behind the oh-so-spindly lighting and washer stalks. The gauges have colours rather than graduations and, typical of Betas, are pretty optimistic.

It is said that Lancia recognised that the hatchback appearance of the Beta saloon met with some resistance among more conservative car buyers. As a result, in 1980 radical changes were made to the Beta with the introduction of the booted Trevi notchback version. Trevi is a contraction of 'tre volumi' (three box), rather than referring to the famous fountain in Rome.

The Trevi's styling was carried out in association with Pininfarina. Quite what involvement Pininfarina had is uncertain, but there is a numbered plate in the engine compartment of Patrick's example that records it as 'Pininfarina 693 06168'.

The Beta title was dropped when the Trevi was



Gloriously wacky dashboard looks amazing but is pretty tricky for the driver to navigate





TECHNICAL SPECIFICATIONS

LANCIA TREVI 2000

ENGINE: 1995cc 4-cyl DOHC BORE X STROKE: 84mm x 90mm POWER: 115hp @ 5500rpm TORQUE: 129lb ft @ 2800rpm INDUCTION: Weber 34 carb TRANSMISSION: 5-speed manual WEIGHT: 1165kg MAX SPEED: 110mph 0-62MPH: 11.0sec



launched in the UK in 1981. Two versions were available: 1.6 and 2.0-litre carburettor petrol. Eventually the 2000ie with the excellent Bosch fuel injection became available. A supercharged Volumex version was available in mainland Europe from 1982 (3844 built). The VX was not available in the UK although it is known that at least one right-hand drive version was built for the Italian Embassy in Pakistan and was imported into the UK. Does anyone know if it still exists? In 1984 Trevi production ended, some 40,628 examples having been built in all.

Partick's 1982 Trevi 2000 was advertised by its Aberdeen then-owner on eBay with just 58,000 miles on the clock. Even though the car was in remarkable condition, it was still subjected to a complete Originale Italiano nut-and-bolt restoration, which included a bare shell repaint and a full engine rebuild. New parts were used throughout – hard to enough to locate even when the Beta was still in production, let alone today.

Like all of Patrick's cars, the Trevi drives very well and its lusty 2.0-litre carburettor-fed twin-cam has that attractive, characteristic burble. The Trevi has an air of elegance and quality about it and perhaps its styling has matured over time. Often overlooked, this Trevi was well worth preserving as a usable, extremely rare modern classic.

LANCIA GAMMA BERLINA

The Lancia Gamma is something of an enigma. The model was intended to be a replacement for the Flavia 2000 and was a long time in gestation, following an abortive attempt at a co-operative arrangement with Citroën.

The Gamma is 100% a Lancia but it was not launched until 1976, seven years after Fiat took control of the company and four years after the all-new Fiat/Lancia Beta saloon arrived. The Gamma Berlina was designed by Aldo Bravarone (of Dino 206 fame) and built by Pininfarina, its fastback styling bearing a certain resemblance to the Centro Stile-designed Beta saloon.

The Gamma range would also replace Fiat's logopenalised 130 as a luxury product, and indeed the 130's Lampredi-designed V6 was a likely candidate as the power unit. However, the bizarre decision was taken to build a Lancia Flavia-derived flat-four engine in two sizes (2.0 and 2.5 litres). The flat-four definitely felt out of context as a form of propulsion for a luxury car. Remarkably, 15,272 buyers were found for the Gamma Berlina and just 6790 for the better-looking Gamma Coupe.

Despite the Gamma being something of a curiosity, Patrick Hurst's attention was drawn to the discovery of an unused and unregistered example in northern Italy. This Berlina is one of those mysterious cars that has been stored out of sight for many years, in fact in this case since it was new in 1976.

The story goes that it was allegedly ordered for a British diplomat in Milan, hence why it's right-hand drive. For whatever reason – and who knows, it might even have been sinister, given Italy's politics in the 1970s – the diplomat never collected the car. It eventually surfaced when the car dealership in Cuneo, where the Gamma had been stored, went into receivership. The untouched car was discovered in the back of the workshop covered in 40 years of dust. Because the ownership title could not be verified, the car was put up for auction by the official receiver. Partick's 'man' in Italy was immediately put on the case and eventually the car found its way to Northern Ireland.

Finding a dry-stored classic car with just 16 miles on the clock is an enthusiast's dream. However, this Lancia was holding a secret – no, not a body in the













Although Gamma has zero mileage, Patrick's team has still restored it, complete with replacement engine

boot, but something very surprising under the bonnet. UK-spec Gammas were all fitted with 2.5-litre engines, while the Italian market got 'tax-break' 2.0-litre. During Patrick's recommissioning, it was discovered that the engine number had been tampered with in an attempt to disguise the fact that a 2.0-litre engine had been substituted, and a clapped-out one at that!

A replacement 2.5-litre engine was duly sourced and rebuilt. Not content with just a new engine, Patrick elected to strip down the whole Gamma to a bare shell and have it repainted. The result is almost without doubt the best Gamma Berlina in the world.

We love the typical Lancia engineering touches, in particular the window in the bootlid to aid reversing, complete with a hinged louvre to assist in cleaning the glass. Another nice touch is the fuel filler hidden behind the air vent, just aft of the rear passenger's window. And why would you need five bulbs in the interior light fitting?

Patrick's Gamma has never knowingly been out in the rain since it was incarcerated in 1976. Ironically, we managed to pick one of the worst possible days for our photo shoot in weather terms – not untypical for Northern Ireland but possibly the first rain the Gamma had ever witnessed. Not only that, but the Gamma had not been driven on the road since restoration. But none of this seemed to phase Patrick who was quite happy to drive the car to the lakeside location in between showers.

TECHNICAL SPECIFICATIONS

LANCIA GAMMA 2500 BERLINA

ENGINE: 2484cc 4-cyl boxer SOHC BORE X STROKE: 102mm x 76mm 140hp @ 5400rpm 153lb ft @ 3000rpm POWER: TOROUF: INDUCTION: Weber 38 carb TRANSMISSION: 5-speed manual WEIGHT: 1320kg MAX SPEED 122mph 0-62MPH: 9.2sec

LANCIA KAPPA

The Kappa replaced the Thema as Lancia's executive product in 1994, with production running up until 2001. While the Thema had been popular in the UK, the Kappa never made it to Britain officially; 1994 was the year that the Lancia marque departed Britain for good. The Fiat Group instead concentrated on Alfa Romeo with the 164 and later the 156.

During its seven-year production span, the Kappa was fitted with no fewer than seven different power units, five petrols and two diesels, almost as if Lancia couldn't make up its mind what to use. The 2.0 16V turbo was inherited from the Thema, while the 3.0 was Alfa Romeo's Busso V6. Then there were the 2.0-litre five-cylinder 20V and 20V turbo units, as later adopted by Fiat for its Coupe, while the five-cylinder 2.4 20V was shared with the Stilo Abarth. Kappa body styles included a two-door coupe (designed by Centro Stile), a four-door saloon (by Ercole Spada at Idea) and an estate (by Pininfarina). Kappa production reached 117,216 units, with Italy its most important market.

The Lancia Kappa is a without doubt a 'Marmite' car, dividing opinion among the cognoscenti. That's especially true of the Coupe, which does look rather top-heavy, making the wheels seem undersized. I had never warmed to the Kappa but Patrick was convinced I would change my mind after I had driven his. "But then he would say that wouldn't he," I thought.

Patrick's car is designated Lancia K 2.ot, which has the same 220hp 2.o five-cylinder turbo engine as the Fiat Coupe but with the benefit of an overboost facility,



TECHNICAL SPECIFICATIONS

LANCIA KAPPA COUPE 2.0T

ENGINE: 1998cc 5-cyl DOHC turbo
BORE X STROKE: 82mm x 75.65mm
POWER: 220hp @ 6000rpm
TORQUE: 220lb ft @ 2750rpm
INDUCTION: Bosch Motronic M2.10.4
TRANSMISSION: 5-speed manual

WEIGHT: 1480kg
MAX SPEED: 144mph
0-62MPH: 7.3sec

and is good for 154mph. The performance is impressive with the turbo overboost just adding that extra bit of whoosh at the top end.

I was super impressed by the Kappa's ride quality. The body was reported as having twice the torsional rigidity of the outgoing Thema and was, said Lancia, 15% stiffer than any of its rivals – and you can tell. The chassis is well damped and body roll is minimal. Build



quality is outstanding and the interior is beautifully appointed, with excellent sound insulation. If I was being uncharitable, I would say that the best thing about sitting in the plush interior is that you can't see the exterior. This is a true GT car and you could cover continents with ease and style, which is exactly what Patrick does with it. Well, I have to admit Patrick was right – I do like it.



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Small Wonder

With Maserati's Grand Prix successes fading in the 1930s, the new 'junior' 1.5-litre 6CM of 1936 saved the Trident's pride. We track-test Count Trossi's championship-winning car

Story by Ed McDonough Images by Michael Ward





oiturette. I have always loved the term.
The modern equivalent is probably
Formula 2 but that doesn't really
encapsulate what voiturette means. For
me, it conjures up images of vintage
dusty roads with small cars fighting to stay on
terms with bigger ones.

The term voiturette was probably coined by Frenchman Léon Bollée, who was responsible for constructing the first really small racing car, and it became more widely known when a trophy was first presented for voiturette class cars in 1905. These were generally built to a less powerful standard than full Grand Prix cars, and for most of the history of motor racing, there has been this 'second' junior class, which has taken many forms. For the purposes of this story, we'll focus on the period when it was run to 1.5-litre rules, and racing was ultra-competitive.

As with Grand Prix cars, the rules about engine size, maximum and minimum weight, and body width changed for voiturettes. Much effort went into making these smaller cars quick, interesting and economically viable. The popularity of the class, especially in France, reached its height in the 1930s. By 1937, the 'titans' – Mercedes, Alfa Romeo and Auto Union – were dominating in Grand Prix racing, but voiturette grids were populated by large numbers of 1.5-litre Maserati 6CMs.

Maserati was seriously involved in competition from its beginning, starting in 1926 with the Type 26 with eight cylinders in-line, through the 1932M and the six-cylinder 6C34, the V8R1, and then the 1493cc 6CM which appeared in 1936 and would be produced until 1939. By 1935, the factory was having less and less success in Grand Prix events, the Maserati name all but vanishing from the leader boards and only a few privateers getting any results (and no wins). With Alfieri Maserati gone, his brothers struggled to maintain his design standards. The Trident marque backed off from full involvement in major Grand Prix races, and instead concentrated on the voiturette class.

Ernesto Maserati used the company's experience with the 4CM to develop something new. The 6CM would have a supercharged, in-line, six-cylinder engine of 1493cc with a Scintilla ignition system, single Roots-type supercharger and 55ASL Weber carburettor. With a four-speed gearbox, the new car produced 155hp at 620orpm in the initial state of development, increasing to 175hp at 660orpm by 1939. This engine was particularly well designed and efficient. The six cylinders were formed of three pairs, mounted on a common crankcase, with fixed heads and cam carriers for twin overhead camshafts. The supercharger was mounted on the front of the engine and was driven directly by the crankshaft.

The chassis used modern longitudinal torsion bar independent front suspension but the rear had semi-elliptic springs and a live axle derived from the 4CM's. Ernesto Maserati simplified the gearbox behind the engine by using Fiat internal parts. He also improved the steering and had the engine located lower in the chassis. With an overall weight of 65okg, the top speed was close to 140mph – almost as quick as the 4CM. The plan was to beat the English ERAs and keep wealthy Italian amateurs driving Maseratis.





THE RACERS

It is thought that 27 examples of the 6CM were built, although some claim 28. As the chassis was based on the 4CM ladder frame, it's possible that one of the 4CMs was later converted to a 6CM. Chassis 1531 and 1532 were the best known of the factory cars, especially in the car's debut year, 1936, and a total of 11 chassis were kept as factory cars over the four years that they competed.

Many 6CMs were sold to private owners. Englishman Austin Dobson had three, while Lord Howe, Johnny Wakefield and Reggie Tongue were other English owners. The Italian Scuderia Ambrosiana ran cars for Lurani, Villorese, Cortese and Minetti. Ecurie Helvetia ran a team for Baron de Graffenreid and Armand Hug. 6CMs raced in the hands of René Dreyfus and Achille Varzi, as well as one Count Trossi – we'll come to that one shortly.

For 1936, Scuderia Torino (formerly Subalpina) ran the works cars in the voiturette classes at Grand Prix and non-championship meetings, the two drivers being mainly Omobono Tenni and Count Carlo Felice Trossi (pronounced 'troshee', according to Bruno Giacomelli, the well-known Alfa Romeo team driver with a passion for journalistic accuracy, who has overseen the writing of this piece).

When the 1936 season started, Trossi and Tenni were still driving 4CMs. The first 6CM was entered at Monte Carlo on 11 April for Scuderia Torino president Gino Rovere, who handed the car over to Zehender in the race (which it failed to finish). Then two works cars were entered for Trossi and Laszlo Hartmann in the Eifelrennen on 14 June. Dick Seaman was there in his GP Delage and there were ERAs for Raymond Mays and Marcel Lehoux, as well as Prince Bira in ER2A Romulus.

It was pouring with rain at the Nürburgring when the race started. From row two, Trossi was soon on Seaman's tail, with Tenni in a 4CM in third and Bira fourth. Trossi took the lead on lap two and dominated the race in fierce conditions, with Tenni second and Hartmann sixth in the other 6CM. It was a fine debut win for chassis 1532, and the beginning of a very good year for Maserati.

On 21 June, the Picardie GP was run in two heats and a final, with half the field in each heat. The first was won by Trossi and the second by Seaman in his Delage. Seaman crashed in the final and Trossi was having mechanical problems and did not finish, which gave the win to Bira's ERA. On 28 June, the Milan GP saw newcomer Emilio Villoresi put his Fiat 508 on pole ahead of Trossi, but the latter soon took the lead and again made the 6CM look like the car to beat. Trossi missed the Albi GP on 12 July, while the 6CMs of Hartmann and Australian Frederick McEvoy did not figure in the results.

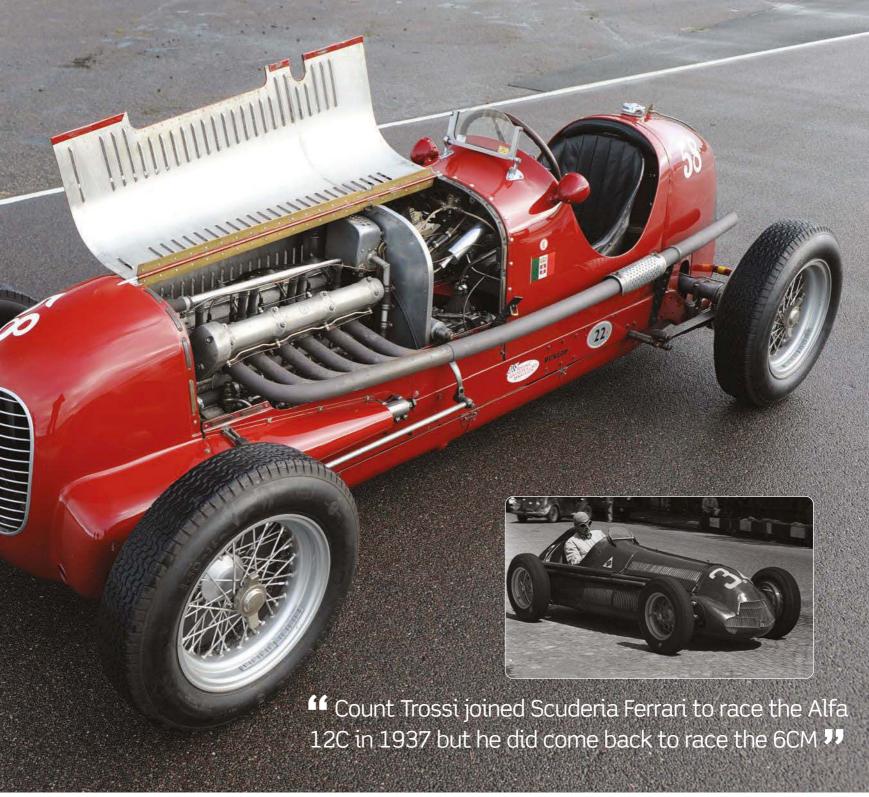
The Coppa Ciano race at Livorno on 2 August saw Trossi back at the wheel of 1532. He was leading by lap four and was never headed. Luigi Villoresi's 4CM came third, with Hartmann's 6CM fourth. Seaman won the Coppa Acerbo at Pescara on 15 August, where he and Bira were quicker than Trossi on the long straights, but when Bira caught fire, Trossi overtook to finish second.

Maserati withdrew Trossi and Tenni from the Bern GP at Bremgarten on 23 August, saying the cars were not ready, but it seems that the team had been humiliated by the Pescara defeat. Nor did Maseratis attend the Donington race on 29 August. But on 7 September, Bianco's Maserati 4CM briefly led the Coppa Edda Ciano race at Lucca until Trossi whistled past and won easily. 13 of the 16 entries for the Modena GP were Maseratis, although only one was a 6CM. Maserati sent Trossi to replace Tenni, so it is likely that this was chassis 1531. Clemente Biondetti was in good form in a 4CM but Trossi moved away from him pretty quickly and went on to win yet again, a very good finish to the season for Maserati and the new car. Trossi duly won the Italian national championship for 1500cc cars.

Sure enough, in 1937 many 6CMs appeared on the voiturette grids, but some notable personalities had changed. Count Trossi had joined Scuderia Ferrari to race an Alfa Romeo 12C but he did come back to the Maserati fold for one final voiturette race, the Coppa Principessa Di Piemonte at the Posilipo circuit near Naples. Trossi was quickest in practice but shared the front row with two other works Maserati drivers in 6CMs, Ettore Bianco and Franco Cortese. After being held too long at the start, Bianco got away first but













was soon caught by Cortese, who stopped to try and fix his gearbox on lap five. Trossi and Bira got past Bianco, then Bira led in his ERA until Trossi forced his way past and won by a full minute. The 6CM had a good 1937 and did well in the next few years as well, although it continued to face strong opposition from the ERAs on several occasions.

However, early in 1937 the Maserati brothers sold their company to Adolfo Orsi. The brothers stayed with the company, and with financial support, went back to planning a new Grand Prix car, while the 6CM carried the company colours for the season.

DRIVING CHASSIS 1532

The car you see here, chassis 1532, had numerous wins in its first year in the hands of Count Trossi. It subsequently passed to Italian Edoardo Teagno, who had campaigned a 4CM in 1937, and then seems to have owned two 6CMs, 1543 and 1532. Shortly after, this car was exported to South America, before coming to the UK in the 1960s. After a variety of owners, it was restored and passed to Irvine Laidlaw and looked after by Sean Danaher. More recently it was acquired by Nigel Griffiths, who brought it to race at Goodwood in 2019.

So 84 years after its grand debut, 1532 is alive and running. Nigel Griffith's team brought it along to Blyton Park circuit in Lincolnshire for a photo shoot "and maybe a run". I was on board for the possible run just in case – fortuitous as I had won a sprint event at Blyton only a week before in my old Dulon Formula Ford. Blyton has fast straights, high-speed bends and a few very tight corners.

Seeing the car sitting majestically gave me plenty of time to ogle over the shape and take in all the details. It surely is a perfect example of the period: a car with all the serious bits exposed, the cockpit open and roomy, and the sides low so you hang out through the corners. The beautiful lines carry through to the tail, the exhaust on the left curving with the bodywork. A proper car.

Behind the four-spoke steering wheel are the basic gauges: rev counter to the right (reading to gooorpm but red-lined at 6200rpm), oil pressure, water temperature and so on. Then there's the chassis plate bearing the writing, Automobili Maserati Bologna Tipo 6CM Chassis No 1532. The seat, in black leather, shows wear from moving backsides, and is supported on both sides so you are reasonably well anchored. Down in the footwell, the clutch is on the left, and the brake and throttle on the right – no central throttle on this one. The gearbox and driveshaft are, basically, adjacent to your crotch, the driveshaft going under the seat. Best not to think about it breaking... The gear lever is directly behind the wheel, canted slightly to the left – I'll need to think about that!

The puddles have mostly dried our and Nigel Griffith's regular driver Ewen has given the car a few warm-up laps. Nigel himself has arrived and tells me, "You know your way around, so do some laps, drive it a bit, but watch it." I finally climb on board but it's more 'on' than 'in' – not like being horizontal in a modern. In spite of its age, everything about this car is efficient. Starting is by turning on the switch and pressing the button, after a few pumps to get some fuel up. Ewen warns me that it might need a few pumps if we run











slowly, which we need to do for a few laps behind when accelerating out of the slower corners, as it our camera car. In fact, there's never a problem and should, but all is manageable. it just runs smoothly. The standard H-pattern We get the photos done and a wave from the side gearbox is extraordinarily easy to use, just a few revs says 'keep on driving'. It's time for a few 'real' laps, to get it moving, left hand to shift and just stay letting the car go a bit more. It's stunning up through aware of where the lever is. the gears, that straight-six humming smoothly - very 1532 is a place where I feel immediately at home. I smoothly - up through third for the medium bends on love being able to hang out the side going into and the East circuit, a bit of braking into the right/left and harder acceleration up to top, then easing off for the out of corners. You know exactly where the line is, you see exactly what the wheels are doing. Don't medium slow left at the end of the straight. There's a lean too far left, though: that exhaust is out there. little twitch or two going down to third and then Ewen was puzzled when I asked what the brakes hard on the throttle, and another little were like. "Just fine. I don't notice, they are that twitch. The fuel pressure is good". And so they are, although I don't use them too staying up and the much in the first few laps. I try to imagine Trossi's presence in this car; would he be smoking his pipe? But attention needs to be kept on the line, and where the wet tarmac is. The tail slides slightly

temperatures are fine, so it's hard through the swerve and then fourth gear again. Traction, even in the damp, is superb. Ease onto the brake for the tight right at the end of the straight, down to third, then second for the corner. There's the sweet smell of the 85% methanol-plus-fuel and a bit of acetone mix.

I'm using the revs now, carefully, and it is eating up this circuit, dipping a bit on entry to the corners, lifting the nose on exit and settling into the run to the next corner. There is nothing like the fresh air you get when hanging on to a stunner like this. A wave from the 'pit' says do another lap and all the joy of driving a pre-war champion comes to the surface. The car is predictable, and behaves well on its Dunlop Racing tyres (it originally ran on Pirellis), both in the damp and dry, and the wiggling from the back end is all part of the fun.



At our Autumn Motorsport
Day at Brooklands, Ewen
Sergison had plenty of tailout fun in very damp



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Seven Concours

We were in Riyadh for a major new international concours event dominated by Ferraris

Story by Phil Ward Photography by Michael Ward 70 auto italia









uto Italia was invited to arrange the judging of the new Seven Concours event, held as part of the Riyadh Car Show. The organisers' determination to develop the Seven Concours into a world-class event on the level of Pebble Beach and Villa d'Este attracted some sensational machinery. Leading Ferrari specialist Talacrest was the main provider, sourcing 25 out of the 36 concours entrants to be airfreighted over. Located in a purpose-built pavilion, the Seven Concours featured seven class awards plus trophies for Best of Show, Judges' Choice and a special Uniques Award.

Maranello was a major contributor to the overall show with its current range of Ferraris on show and on-track action from the fabulous FXX Programmes cars and GT3 racers. A highlight was the screaming pair of 2009 V12 F1 cars driven by Charles Leclerc and Antonio Giovinazzi. Another treat was a world exclusive by stunt driver Terry Grant who drifted the actual Ferrari 250 GT SWB/C that won the Kinrara Trophy race at last year's Goodwood Revival



(driven by Joe Macari and Tom Kristensen). Simply sensational!

Class 1: The Pioneers

This class for early cars was dominated by Ferraris, but other entries included the unique 1939 Alfa Romeo 6C 2500 built by Italian Umberto De Mola in Belgium and a 1937 Mercedes-Benz 540K Cabriolet. Voted First in Class and Judges' Choice, this glamorous Mercedes was owned by the Maharajah of Indore for 41 years. It's a multiple concours winner, including Pebble Peach. Second in class was the superb 1949 Ferrari 166 Inter, chassis 017, only the ninth Ferrari ever built and the oldest Ferrari in the UK.

Class 2: Eleganza

This group of cars featured the best of the best, taking several awards. The Ferrari 250 GT PF Cabriolet Series 1 took not only the Class 2 award but also Best of Show. Chassis 0735 is the 1957 Frankfurt Motor Show car, whose first owner was the young socialite, Angela Muenemann of Munich. This car has enjoyed a successful concours career under



German ownership, finished in its original delivery colours of white with dark tan trim and the ultra-desirable closed-headlight configuration. This is a really special example which has been cherished throughout its life.

The Uniques Award for extra-special cars of outstanding beauty went to the Ferrari 250 GT Competition Berlinetta Sport Speciale 0403GT. This was rumoured to have been commissioned by film director Roberto Rossellini for his wife, Ingrid Bergmann, although she never took delivery of the car. 0403GT had previously appeared in the Cartier Style et Luxe concours at the 2013 Goodwood Festival of Speed, where it was awarded Coup de Grace for 'Sublime Grand Tourer of the 1950s'. Four years ago, it was also awarded 'Best Gulf Classic' in Dubai.

Class 3: Forza Ferrari

The superb 1954 Ferrari 500 Mondial was the winner in this class. Chassis 0448 MD is one of only five Pininfarina Spiders with covered-headlight bodywork. It was sold to Scuderia Parravano and enjoyed two years of success in Californian sports car racing,





of t

in particular at Willow Springs where the car was always on the podium. 0448 MD has had just three long-term custodians over the past 60 years. Earlier this year, the car returned to the Ferrari factory, where it was inspected by Ferrari Classiche and underwent a comprehensive cosmetic restoration as part of the process in granting red-book certification.

Class 4: Formula 1

Among the four F1 cars entered in the concours, it was highly appropriate that the





winner should be the actual Saudia Williams FWo7B in which Alan Jones won the 1980 World F1 Drivers' Championship and Constructors' Championship. This well-maintained, fully operational example is part of the Williams Heritage Collection.

Class 5: The Green Collection

Veteran racing driver David Piper is well known for his extensive career racing Ferraris and Porsches. He has maintained a private collection of historic cars since the 1960s and raced them in countless events in Europe and South Africa ever since. At 90 years of age, Piper still demonstrates his cars today.

The Seven Concours is possibly the first time that all of Piper's current collection has been seen together at the same event. Given the massive amount of racing miles covered by these cars, it is not surprising that they are not in pristine condition. The concours judges agreed that the top award should go





to the car that has the most significant history – the Ferrari 275/330 P2.

Chassis 0836 began its life as a 275 P2. Entered by Scuderia Filipinetti, it won the Monza 1000km in May 1965 driven by Mike Parkes and Jean Guichet. In June the same year, it ran at Le Mans with the same drivers, but cruelly retired after 23 hours. Later in 1965 the car was converted to 365 P specification and sold to David Piper who raced it at Daytona, Sebring, Kyalami, Angola, Nürburgring, Monza and UK circuits. That the car has survived intact after a hard-working career is a tribute to Piper's driving and engineering expertise.

Class 6: Supercars

The winner in this highly contested class was a faultless 1985 Porsche 959. Second place went to a prototype Ferrari F40, which was one of only eight produced. Chassis 75052 has many rare features, including





SEVEN CONCOURS





different wing mirrors, five rear side vents as opposed to four, different Kevlar weave to the tub and quilted headlining. Another rare car in this class was the 1972 Lamborghini Miura SV chassis 5076, one of just two to have front aero canards.

Class 7: Future Classics

This eclectic class was populated by a number of modern cars, many of which were unique, and many suited to 'specialist' tastes. The Mercedes-Benz 300SL/AMG might not have appealed to purists but it was interesting as an engineering exercise. Based on a 1954 300 SL Gullwing, the Mercedes-Benz AMG tuning division installed a modern 380hp 6.0-litre AMG V8 engine and W4A four-speed automatic transmission. However, the class winner was the Ferrari F12 TDF-based SP3 JC, one of two cars commissioned at the request of Talacrest supremo John Collins.











Seven Concours Awards

Best of Show Ferrari 250 Cabriolet Series 1

Judges' Choice Mercedes-Benz 540K

Uniques Award Ferrari 250 GT Berlinetta 'Bergman'

Class 1: The Pioneers First: Mercedes-Benz 540K Second: Ferrari 166 Inter

Class 2: Eleganza First: Ferrari 250 Cabriolet Series 1 Second: Mercedes 600 Pullman

Class 3: Forza Ferrari First: Ferrari 500 Mondial Second: Ferrari 250 SWB Class 4: Formula 1 First: Saudia Williams FW07B Second: McLaren MP4 2b/5

Class 5: Green Collection First: Ferrari 365 P2 Second: Porsche 917

Class 6: Supercars First: Porsche 959 Second: Ferrari F40

Class 7: Future Classics First: Ferrari SP3 JC Second: Ferrari 599 GT0

Thanks to event organisers Talal and Adel Alrajab of Seven Car Lounge, John Collins of Talacrest, Abdulrahman Al Yemni, Martin Barrow of Renovatio and the GTO Engineering team for their help with this feature.





erhaps perceiving a gap in the litany of quality historic car events in Italy, MM, the organiser of the Mille Miglia since 2013, decided to turn its hand to running a winter rally in December. This was no ordinary event, as it was to travel through no fewer than four countries during four days.

This ambitious schedule involved a long counter-clockwise route starting in Brescia and heading north-east towards Trentino with the first night-stop at Bressanone/Brixen. There was then a brief doubling-back before turning east to pass through Cortina d'Ampezzo, then over the Passo Del Brennero into Austria and through Innsbruck, to finish the second day at Seefeld in the Tirol. Day three headed north through Germany before eventually turning south back into Austria and later Switzerland for the third night in glitzy St Moritz. A much shorter final fourth day saw the cars travel through Livigno and Bormio to finish the rally in Italy again at Ponte di Legno, 60 miles from the start point in Brescia. A run up Passo del Tonale to a gala dinner at the top was the final highlight of this strenuous event.

Ultimately, an entry of 50 cars was received, of which 45 took the start. Their ages ranged from the 1930s to the 1970s (the cut-off date was 1976) and included Alfa Romeos (such as Ron van Gerwen's 1931 vintage 1750), Fiats, Lancias and a pre-war Lagonda, to an eclectic mix of Volvos, Jaguars and Porsches, with an Escort Mk1 RS 1600 of 1973 being the newest entrant and a Ferrari 250 GT Lusso underlining the variety. In Mille Miglia fashion, scrutineering took place in the Mussolini-style architecture of

Piazza Vittoria in Brescia on the Tuesday.

After a prolonged period of very wet weather, the skies cleared and the whole event was run in brilliant sunshine. Anything on the eastern side of the mountains was completely clear of snow and, in general, the roads were dry.

Travelling via Lake Garda and Gardesana, then Alto Adige, the first car left Brescia, with around 300km to cover, at 9.30am on Wednesday and headed for Salo, where Mussolini made his last stand in 1944. A very early and considerable reroute was necessary as the intended rally route had been closed at a key point on a mountain road; with few alternatives in these regions, the cars were forced to travel via Trento to the first rest halt and regularities at Fai della Paganella before heading over the Passo Mendola to Bolzano then up the Val d'Adige to the overnight halt at Brixen/Bressanone.

An early and convincing lead was taken by Giovanni Moceri, a paediatrician from Palermo and winner of the Mille Miglia earlier in the year. This time he was driving a 1964 Alfa Romeo Giulia GT, co-driven by Daniele Bonetti. By the end of the day, second place was occupied by Massimo Zanasi and Barbara Bertini from Bologna in their 1958 Volvo Amazon B20, the latter also taking the Brixen Trophy, awarded at the overnight halt.

The second day, heading into Germany, was led once again by Moceri/Bonetti, who also won the end-of-day trophy at Seefeld but up into second had come Mario Passanante and his wife Anna Maria Pisciotta, in their 1955 Fiat 1100/103 TV. Taking third place were Ezio Sala and Romano Bacci in their 1937 Lancia Aprilia

Berlina. It was a tough day with no fewer than seven Alpine passes to be topped – Sella, Campagnolo, Pordoi, Valparola, Falzarego, Tre Croci and Brennero – during a 320km route which ran past the famous Tre Cime peaks.

From Germany, the field passed the Schwangau lakes and drove into the South Tyrol, still being led by Moceri/Bonneti. Meanwhile, changes had taken place below them, with the Zanasi Amazon back up to second and the winner of the St Moritz trophy at the end of the day. Into third place had come Antonino Margiotta and Guido Urbino in the 1947 Volvo PV444, followed by Gianmaria Fontanella and Annamaria Covelli in their 1955 Porsche 356 A 1500.

The fourth and final day saw the end of Moceri's run in the lead as he slipped down the order to sixth but even so, he won overall the 2019 Italian Grande Eventi Championship, of which the Coppa delle Alpi was the last qualifying round. Meanwhile, as the field headed back into Italy, Margiotta and his Volvo, now in first place, was pressed closely by the Fontanella Porsche 356. Into third place at the end came the Volvo Amazon of Zanasi and Bertini. The first Italians home (fourth overall) were Andrea Luigi Belometti and Doriano Vavassori in their 1937 Fiat 508 C Balilla, whilst in fifth came the Lancia Aprilia crew of Ezio Sala and Romano Bacci.

Over 1200 strenuous and mountainous kilometres the 45 entries enjoyed plenty of sunshine and a fabulous route. It will be interesting to see if the event returns in 2020 – and what it might be like in poor weather – but MM can consider this year's debut a cautious success.









ZAGATO CENTENARY

100 years of Zagato celebrated at Brussels Autoworld

Story and images by Gary Axon



he year-long celebrations for Zagato's first 100 years drew to a close in 2019 with an excellent display in Brussels. The Autoworld motor museum staged a special one-off exhibition of the Milanese coachbuilder's works.

Some 14 Zagato-bodied cars where gathered together in the Belgian capital in the closing weeks of 2019 to mark this centenary. Five iconic Alfa Romeo Zagatos were joined by five Zagato Lancias, plus a handful of other marques.

The Alfa Romeo Zagatos included a 1930s 6C 1750 GS, plus post-war coachbuilt models such as a Giulietta SZ, TZ1, Junior Zagato and ES30 SZ, as well as a stunning black 2600 SZ on permanent display within the museum.

Coachbuilt Lancia Zagatos included an Appia Sport, Flavia Sport, Flaminia Sport,

Fulvia Sport and the original Delta integralebased Hyena prototype of 1992.

On another special Zagato display plinth, a Phase III continuation Aston Martin DB4 GT Zagato shared space with a 1957 Abarth 750 GT 'Double Bubble', a highly unusual 1988 Autech Stelvio, plus the one-off Audi A3-based Zuma prototype coupe, first revealed at the Brussels Motor Show in January 1998.

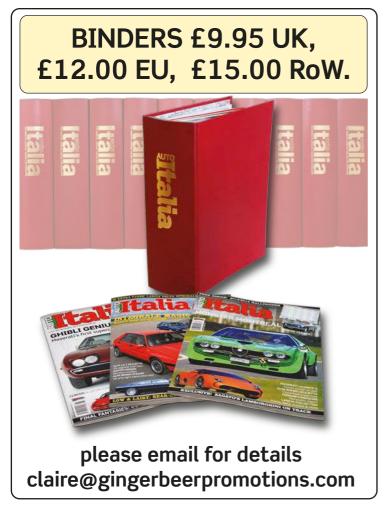














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GTA FAN

In October I bought the supercharged Alfa Romeo 156 GTA featured in your July 2019 issue of *Auto Italia* from Jamie Porter. So far I am enjoying it very much. The reason for buying was that I needed four doors for my growing family – it seemed a good excuse at the time!

This is my third Bussoengined car. Previously I had a Phase 1 GTV, followed by a GT. I have known Jamie since 2004 when I bought the GTV and he has always looked after my Alfas very well. I am going to have the GTA properly rustproofed in the spring, as I intend to enjoy it and keep it as long as possible.

David Pepper

RESPECT FOR MASERATI

Over many years, I have subscribed to all sorts of auto magazines, eclectic as my taste is in vehicles, which have included three Triumphs and three Porsches. I got a touch of the crazies a few months ago and bought a Maserati Gran Turismo, which is the best of all my cars to drive and by far the most beautiful. I've always loved Italian cars but have stayed away

from them as they have bad reputations here in Oz, but on reflection neither my Triumphs nor Porsches were very reliable, so what the hell!

I'm totally besotted with the Maz and since its purchase have been reading everything I can get my hands on about the marque and Italian cars generally. Enter your magazine, which I bought in December. What a revelation it is: really interesting and wellwritten articles without denigrating one make over another, but treating all auto-lovers with the same respect. I love your magazine and read it from cover to cover. I really wish I could have been at the auto shows described in your articles and pored over so many beautiful cars.

Thank you for a really great magazine with such

interesting articles. Keep them coming – especially about Maseratis.

David Burnell Perth. Western Australia

SAFARI SNAPPED

By coincidence I have recently been scanning some of my 35mm transparencies from my early 1970s visits to the Geneva and Turin Motor Shows. Your two Fulvia comparison article by Peter Nunn (December 2019 issue) was particularly interesting 45 years on, as I'd pictured a brand new Fulvia Safari 'fresh out of the box' at the November 1974 Turin Motor Show.

My photo shows the show car without matt black bonnet but with black painted wheels. BMC Mini and Ford Escort works rally cars had the sensible/cool matt black look at least five years previous. For its special goo-off edition, was Lancia trailing behind the fashion of the day? Or was there a long (and expensive) optional extras list featuring matt black bonnet/boot finish to earn the company a few more lire? Ian Hunt





RACY GIULIA

Love the magazine. With the reference to the feature on the revised Giulia and Stelvio (January 2020 issue), you can have Race mode sound in any of the four DNA modes of the Quadrifoglio. I have had one new since April 2017 and got AHM of Hartley Wintney (01252 845717) to allow me the pleasure of Race mode sound in all of the three non-Race modes. The cost was £300 and it only took an hour. Highly recommended. I have it on all the time! AHM also offers other Quadrifoglio upgrades.

Roger Sampson

IT'S MY MONTREAL

My son gave the new Chris Rees/Auto Italia book, Alfa Romeo Coupes and Spiders in Detail, for Christmas and I was surprised and delighted to see my Montreal (MOH 35) featured on the back cover and in the photographs illustrating the Montreal section. I have owned the car for 27 years, during which time it has won numerous concours events, including many class wins at AROC National Day and it was once overall runner-up. It also won Best Car twice and was runner-up once at the Italian Car Day at Brooklands over its many years of being on display in the paddock. Phil Ward once said that it was probably the best Montreal in the country but I think that it has now been overtaken by one or two more recently restored cars. My car has been a bit out of sorts for a couple of years and has been out of circulation but is now away being sorted for next season.

Congratulations on your excellent book, which is a very valuable addition to the Alfa library. I look forward to seeing everybody in the new season.

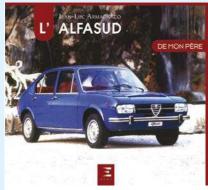
Charles Lumby





L'Alfasud de Mon Pere By Jean-Luc Armagnacq ETAI £25

Italian car enthusiasts will doubtless be aware of the excellent series on Fiat models by Alessandro



Sannia, as well as those by Giorgio Nada in its series, *Le Vetture Che Hanno Fatto la Storia* ('Cars That Made History'). Well, the French have their own counterpart, published by ETAI, in the deservedly popular 'De

Mon Pere' series. While most titles are about French cars, Italian models covered include the Fiat 500 and 850, as well as the Autobianchi A112.

Now ETAI has released L'Alfasud de Mon Pere. Always researched extremely thoroughly, photographs are not rehashed from previous books but show many from other sources, and the Alfasud edition features numerous ones from the Alfa Romeo Museum, as well as period advertisements, thus giving a wide-ranging perspective, as well as covering extensively the sporting career of the Alfasud. Likewise the technical specifications even include chassis number sequences and colour lists. It covers saloons, the Giardinetta

estate and even the Autodelta-assisted Bimotore, plus special editions, some of which many readers will not have previously heard about. It is a fascinating read and the printing of the photographs on nice glossy paper is to ETAI's usual high standard.

There is one small 'but' – this 120-page Frenchtext hardback book omits the Sprint variations, whereas the Giorgio Nada book on the Alfasud offers a full description of the whole range. The two books are therefore quite similar, the ETAI edition being more 'packed' with information whereas the Nada version is arguably a more polished production, albeit softbacked. However, it is not unknown for ETAI to reprint later with extra chapters, so it's entirely possible that the Sprint models will be included at a later date. This omission does not detract in any way from this new book which will be a worthwhile addition to any enthusiast's library.

As a codicil, ETAI will soon publish a new book on the Fiat Panda 'Classic' to coincide with the 40th anniversary of the car's launch. – Stefano Coprimozzo

Giovanni Michelotti -A Free Stylist By Edgardo Michelotti & Giancarlo Cavallini Fondazione Negri £55

We have been waiting a long time for a book on Giovanni Michelotti, who is probably the world's most prolific car designer. We understand that the



Michelotti family wanted his story to be definitive and completely accurate, and waited until the family archive was properly organised. This book, co-written by the designer's son, Edgardo Michelotti, delivers precisely that.

So – prolific, you say? Indeed. Between the 1930s and the end of the 1970s, Michelotti designed in excess of 1200 cars – not just prototypes but a huge number of models that



came to market. Most enthusiasts can reel off the designs he did for Triumph, including the TR4, Spitfire, Stag, 1300 and 2000. Many will also know he did a lot of work for BMW and DAF, as well as designing countless coachbuilt specials.

So how come a man who worked so tirelessly is so little known? Simply because he chose to work freelance for most of his life, rather than setting up his own studio. He was commissioned, usually anonymously, by the likes of Farina, Vignale, Allemano, Moretti and Cisitalia, and his coachwork graced marques as diverse as Bugatti, Ferrari, Maserati, Saab and Abarth.

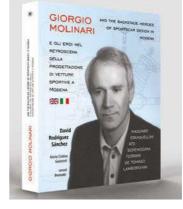
This gem of a hardback comes with its own slipcase. It is not only big (288 pages long) but also gloriously produced. It draws heavily on the Michelotti Historical Archive of over 10,000 images and 6000 drawings. That's quite some back catalogue of material, and unsurprisingly only a tiny fraction makes it into the book – some 433 images in total – but what images they are! We guarantee that you'll find dozens of projects in here that you never even knew existed.

The text is not so much about the cars themselves as the man who designed them. Through his son, we hear wonderful anecdotes and historical notes, making the book easily readable.

You can order it from the Negri Foundation online at www.negri.it or by emailing info@negri.it – but make sure you order the correct edition, as two are available: one in English, the other in Italian.

Giorgio Molinari & The Backstage Heroes of Sportscar Design in Modena By David Rodriguez Sanchez DRS €45

Never heard of Giorgio Molinari? Don't worry: nor have many people



outside the industry. But you absolutely should know more about this prodigious Modena-born engineer whose stellar career blazed through the hearts of brands like Maserati, Ferrari, Lamborghini, De Tomaso and ATS.

Molinari was a mechanical genius whose talents led to dozens of iconic Italian sports and racing cars. At Maserati, for instance, he was pivotal to the 250F, Birdcage, 3500GT, Quattroporte, Indy and Bora. At ATS, he helped develop the 2500GT and Tipo 100F1, and then Serenissima's 308V.

He next moved to Ferrari, where he was one of the men behind the Dino. Then came De Tomaso, where he worked on the Pantera, Deauville and Longchamp. Back at Ferrari again, he played a major role in the development of the Mondial and Testarossa, while at Lamborghini he was involved with the Countach, LM and Diablo, plus BMW's M1. Many previously

unknown projects are described in this book – notably some incredible Lamborghini prototypes (four-door Espada and Countach 4x4, anyone?).

Although written by a Spanish author, the text is in English and Italian. and is mostly very easy to read. Quite a lot of the text takes the form of fascinating personal letters about Molinari from his contemporaries, such as Ermanno Cozza, Mauro Forghieri and Giampaolo Dallara. Among the 270 illustrations are some absolutely amazing, never-before-seen images, notably of Maserati, Lamborghini, De Tomaso and ATS. Overall, this is a splendid addition to the enthusiast's bookshelf.



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Lancia Motor Club GB

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International Association of Lancia

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Stoneleigh Park, Warks www.raceretro.com

March 25-29

Techno-Classica Essen

Essen, Germany www.siha.de

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Departure Lounge, Alton GU34 4BH thedepartureloungecafe.co.uk

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II April 16-19

Terre di Canossa Rally

Salsomaggiore Terme (Parma) www.canossa.com

April 17

Lancia Motor Club

Ireland Annual Rally www.lancia.myzen.co.uk

April 24-26

Lancia Motor Club GNW 2020

Lancashire

www.lancia.myzen.co.uk

May 2

Auto Italia, Italian Car Day Brooklands Museum, Surrey

www.auto-italia.co.uk

Мау з

AROC Scottish Italian Car Day

Hopetoun House. Sth Oueensferry www.aroc-uk.com

II May 13-16

1000 Miglia Brescia, Italy

www.1000miglia.it May 16-17

Beaulieu Spring Autojumble

National Motor Museum www.beaulieu.co.uk

May 21-24

3ma20 - International Fiat 131

Owners Meeting The Netherlands 131mirafiori.com May 21-26

Sliding Pillar Rally (Lancia Motor Club)

Scottish Islands and Lochs www.lancia.myzen.co.uk

II May 22-24

Concorso d'Eleganza Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com www.auto-italia.co.uk

May 24

AROC South West Alfa Day

Helicopter Museum, Weston-super-Mare www.aroc-uk.com

Мау зо

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clublanciasport.wixsite.com/

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11 June 2-7

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Modena, Italy

www.modenacentooreclassic.it

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June 13

Classic Alfa Trackday

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June 19

MiTo 12 Trackday

Curborough Sprint Course www.aroc-uk.com

II June 26-28 Stella Alpina Rally

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AROC National Alfa Day

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Brooklands Museum, Surrey

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F430 Spider 106 F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125	FIAT Mephistopheles 1 1899-1999 4hp 4 1905 60hp 2 1906 Fiat Heavyweights	.86 42 226 16	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward.	45 109 110 227 280 209	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT	30 44 56 70 6/21 56 82	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174
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F430 Spider (Phil Ward) 119 F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 6 509 1 510S 1 521C 5 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1	.86 42 226 16 44 86 .88 46 40 .73 99 8773 33 39 .15 .20 .95 .17	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward.) 128 S car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 Flares by Michelotti The Collectors 124/500/128	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto MK2 - Turin launch Punto LS design Punto - Sicily launch Punto HGT/HGT (Jtd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Bluyers' Guide Punto HGT Fleet report (M.Ward) Punto Speedgear Launch 4: Punto JTD Punto 1.9 JTD	30 444 56 70 6/21 56 82 120 31 9/64 37 46 46 46 46 104 166 1210 7/60 51 67	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY'14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x MY2018 233 500x MY2018 273
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F430 Spider (Phil Ward) 119 F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 3 501 8 503 Spider 1 505 2 509 1 510S 1 521C 525SS 2 514 Spider 3 180 37/157/22 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 2	.86 42 226 16 44 86 .88 46 40 .73 99 8773 33 39 .15 .20 .95 .17	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 1X1/9 Best Buy	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Fleet report (M.Ward) Punto Speedgear Launch Punto 1.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth	30 444 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 5/98 104 166 1210 7/60 51 67 59 60	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500x My2018 273 500 MY2015 236/237
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 Drive Story 156	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 3 501 6 503 Spider 1 505 6 509 1 510S 1 521C 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300 2 Balilla 508S	.86 42 226 16 44 86 .88 46 40 .73 99 .15 .20 .95 .17	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto JTD Punto JTD Punto 1.9 JTD Punto Sporting Turbo R&A	30 444 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 5/98 104 166 1210 7/60 51 67 59	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY'14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x WS Port 258 500 Anniversario 260
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec) 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson 165 F430 Vicki Butler Henderson 165 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 HGTE 159/166	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 6 509 1 510S 1 521C 9 525SS 2 514 Spider 1 8V 37/157/23 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 2 Baltilla 508S 8 Balilla Taxi 1	86 42 426 116 44 44 88 88 88 46 40 40 47 33 33 33 39 115 220 95 117 235 26	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 1X1/9 Best Buy	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Fleet report (M.Ward) Punto Speedgear Launch Punto 1.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth	30 444 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 5/98 104 166 1210 7/60 51 67 59 60	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500x My2018 273 500 MY2015 236/237
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 HGTE 159/166 599 Hybrid 172 599 GTO 178	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 6 509 1 510S 1 521C 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 2 Balilla 508S 8 Balilla Taxi 1 Topolino (Hotrod)	.86 42 226 116 44 86 .88 46 .40 .73 .73 .98 .77 .33 .33 .15 .20 .95 .17 .33 .55 .65 .65 .65 .75 .75 .75 .75 .75 .75 .75 .75 .75 .7	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward.) 128 Saloon (Michael Ward.) 128 S car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 X1/9 Best Buy X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto MK2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Bleet report (M.Ward) Punto JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto Facelifted	30 44 56 70 6/21 56 82 1120 31 9/64 40 6/78 55/104 166 210 7/60 51 67 59 60 83 85	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 268 500 + 500L MY'14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x Vs Renegade 249 500x MY2018 273 500x Sport 285 500 MY2015 236/237 500 Collezione 275
F430 Spider (Phil Ward) 119 F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 VS Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 Drive Story 156 599 Hybrid 172 599 GTO 178 599 Tribute Mille Miglia 188	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 3 501 6 503 Spider 1 505 6 509 1 510S 1 521C 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 800 1 1900 Granluce 1 1900 Granluce 2 Balilla Taxi 1 Topolino (Hotrod) 1 Topolino (Hotrod) 1 Topolino Variations (Sparrow) 1	.86 42 226 16 44 86 .88 44 40 .73 98 .73 33 31 5 20 95 17 35 69	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 X1/9 Beyters' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287 157	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto JTD Punto JTD Punto J.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto GT/ HGT/ Scorpione	30 44 56 70 6/21 56 82 1120 31 9/64 37 46 40 6/78 5/98 1104 1166 210 7/60 51 67 59 60 83 85 276	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY'14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500 XSport 285 500 MY2015 236/237 500 Anniversario 260 500 collezione 275 500 on the North Coast 500 286
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec) 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430 Scuderia 16M. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 S99 GTB Fiorano 120/142 S99 vs Daytona 150 S99 Drive Story 156 S99 HGTE 159/166 S99 Hybrid 172 S99 GTO 178 S99 Tribute Mille Miglia 188 S99 XX 217	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 3 501 503 Spider 1 505 6 509 1 510S 1 521C 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300 2 Balilla Taxi 1 Topolino (Hotrod) 5 Topolino Variations (Sparrow) 6 Topolinos	.86 42 226 16 44 86 .88 46 40 .73 98 273 .33 39 1.17 335 26 31 31 56 69 80	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 + Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 (Modified)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287 157 41	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto JTD Punto 1.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto Facelifted Driven (Berry) Punto GT/ HGT/ Scorpione Grande Punto Launch	30 44 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 104 166 2210 7/60 51 67 67 83 85 82 276 112	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 233 500x MY2018 235 500 MY2015 236/237 500 Anniversario 260 500 Collezione 275 500 on the North Coast 500 286 Multipla + Vignale Gamine 130
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Bi-Kompressor (Novitec). 132 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430 Scuderia 16M. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 S99 GTB Fiorano 120/142 S99 vs Daytona 150 S99 Drive Story 156 S99 HgTE 159/166 S99 Hybrid 172 S99 GTO 178 S99 Tribute Mille Miglia 188 S99 XX 217 S99 Buyers' Guide 245	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 5 509 1 510S 1 521C 525SS 2 514 Spider 1 8V 37/157/23 2800 State Phaeton 1 1800 1 1900 Granluce 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 2 Balilla Taxi 1 Topolino (Hotrod) 1 Topolino (Hotrod) 7 Topolinos 1 Topolinos 500B 1	86 42 226 16 44 86 88 440 .73 98 87 33 39 15 20 95 17 33 35 69 80 06	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 (Modified) X1/9 x 2 (Modified)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287 157 41	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto MK2 - Turin launch Punto LS design Punto - Sicily launch Punto HGT/HGT (Jtd) 42/5 Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Fleet report (M.Ward) Punto Speedgear Launch Punto JTD Punto 1.9 JTD Punto 1.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto GT/ HGT/ Scorpione Grande Punto Launch Grande Punto UK Launch	30 44 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 104 5/98 104 166 2210 7/60 51 67 83 85 276 1112	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500 MY2015 236/237 500 Anniversario 260 500 Collezione 275 500 on the North Coast 500 286 Multipla + Vignale Gamine 130 Multipla 36/44
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec) 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430 Scuderia 16M. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 S99 GTB Fiorano 120/142 S99 vs Daytona 150 S99 Drive Story 156 S99 HGTE 159/166 S99 Hybrid 172 S99 GTO 178 S99 Tribute Mille Miglia 188 S99 XX 217	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 5 509 1 510S 1 521C 525SS 2 514 Spider 1 8V 37/157/23 2800 State Phaeton 1 1800 1 1900 Granluce 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 2 Balilla Taxi 1 Topolino (Hotrod) 1 Topolino (Hotrod) 7 Topolinos 1 Topolinos 500B 1	.86 42 226 16 44 86 .88 46 40 .73 98 273 .33 39 1.17 335 26 31 31 56 69 80	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 + Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 (Modified)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287 157 41	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto JTD Punto 1.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto Facelifted Driven (Berry) Punto GT/ HGT/ Scorpione Grande Punto Launch	30 44 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 104 166 2210 7/60 51 67 67 83 85 82 276 112	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 233 500x MY2018 235 500 MY2015 236/237 500 Anniversario 260 500 Collezione 275 500 on the North Coast 500 286 Multipla + Vignale Gamine 130
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430 Scuderia 16M. 205 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 HGTE 159/166 599 Hybrid 172 599 GTO 178 599 Tribute Mille Miglia 188 599 XX 217 599 Buyers' Guide 245 Ferrari Technology (Dron) 139	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 6 509 1 510S 1 521C 5 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 2 Balilla 508S Balilla Taxi 1 Topolino (Hotrod) 1 Topolino Variations (Sparrow) 7 Topolino 500B 1 Topolino 500B 1 Topolino Mare 2	86 42 226 16 44 86 88 46 40 .73 98 33 91 52 20 95 31 75 69 80 80 60 60 60 60 60 60 60 60 60 60 60 60 60	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward.) 128 Saloon (Michael Ward.) 128 S car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 11/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 (Modified) X1/9 X 2 (Modified) X1/9 Dallara (Val Saviore)	45 109 110 227 280 209 163 248 177 195 108 151 18 227 282 15 118 227 288 127 81 39 2/23 33 106 287 157 41 150 103	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto MK2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Pleet report (M.Ward) Punto JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto GT/ HGT/ Scorpione Grande Punto UK Launch Grande Punto UK Launch Grande Punto UK Launch Grande Punto Sporting (1.9).	30 44 56 70 6/21 56 82 1120 31 9/64 40 6/78 55/104 166 210 7/60 51 67 59 60 83 85 276 112 116 117	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500 MY2015 236/237 500 Anniversario 260 500 Collezione 275 500 on the North Coast 500 286 Multipla + Vignale Gamine 130 Multipla 36/44
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 by Sollardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430/360/355/348/328. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 HGTE 159/166 599 Hybrid 172 599 GTO 178 599 Tribute Mille Miglia 188 599 XX 217 599 Buyers' Guide 245 Ferrari Technology (Dron) 139 California GT 2008 151	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1905 67 1 1905 Fiat Heavyweights 3 501 8 503 Spider 1 505 9 1 510S 1 521C 9 525SS 2 514 Spider 1 8V 37/157/22 2800 State Phaeton 1 800 1 1900 Granluce 1 1900 Granluce 1 2300 1 2300S Coupe 2 Balilla Taxi 1 Topolino (Hotrod) 7 Topolino Variations (Sparrow) 7 Topolino S00B 1 Topolino 500B 1 Topolino Mare 2 500 (Modified) 3	.86 42 226 16 44 88 88 46 40 73 33 98 15 22 20 95 17 35 69 80 60 60 60 60 60 60 60 60 60 60 60 60 60	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 (Modified) X1/9 x 2 (Modified) X1/9 Abarth Prototipo (Rep)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287 157 41 150 103 104	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto MK2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto JTD Punto JTD Punto J.9 JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto GT/ HGT/ Scorpione Grande Punto Launch Grande Punto Sporting (1.9). Grande Punto Sporting (1.9). Grande Punto Sporting Novitec	30 44 56 70 6/21 56 82 1120 31 9/64 37 46 40 6/78 5/98 1104 166 210 7/60 83 85 276 112 116 117 129 116	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY'14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500 XSport 285 500 MY2015 236/237 500 Anniversario 260 500 Collezione 275 500 on the North Coast 500 286 Multipla + Vignale Gamine 130 Multipla Eco versions 45 Multipla 1
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F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430 F430 Vicki Butler	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6505 7 509 1 510S 7 521C 9 525SS 2 514 Spider 1 8V 37/157/23 2800 State Phaeton 1 1800 1 1900 Granluce 1 12300 1 12900 Granluce 1 1200	86 42 16 44 48 88 88 46 40 79 87 33 39 11 5 20 95 17 32 6 95 80 60 60 60 60 60 60 60 60 60 60 60 60 60	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward. 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 + Argenta VX 132 + Argenta VX 132 + Flares by Michelotti The Collectors 124/500/128 X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 (Modified) X1/9 Abarth Prototipo (Rep) X1/9 Ballara (Val Saviore) X1/9 Club Racer X1/9 (Time Machine)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 33 106 287 157 41 150 103 104 115 115	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto Mk2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT 2005 Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto JPD Punto Speedgear Launch 4: Punto JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto Facelifted Driven (Berry) Punto GT/ HGT/ Scorpione Grande Punto UK Launch Grande Punto Sporting (1.9). Grande Punto Sporting Novitec Grande Punto Sporting Novitec Grande Punto 1-Jet	30 44 56 70 6/21 56 82 120 31 9/64 37 46 40 6/78 104 5/98 104 166 2210 7/60 51 67 60 83 85 85 112 116 117 125 1125 1125 1125 1125 1126 1126 1127 1126 1127 1126 1127 1127	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 207 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x UK 233 500x MY2018 273 500 Anniversario 260 500 Collezione 275 500 Anniversario 286 Multipla + Vignale Gamine 130 Multipla Eco versions 45 Multipla 1.9 JTD (Modified) 79 Multipla Facelift 2004/2006 96/127
F430 Spider (Phil Ward) 119 F430 by Novitec 116 F430 Vs Gallardo SE 122 F430 Challenge Corse Clienti 125 F430 Whisky Trail 128 F430 Bi-Kompressor (Novitec). 132 F430 Scuderia 138/153 F430 GTC Team Modena. 156 F430 Scuderia 16M. 164 F430 Vicki Butler Henderson. 165 F430 Scuderia 16M. 205 F430 Buyers' Guide. 242 Enzo 83/101 Enzo vs Maserati MC12 158 Ferrari/FIA GT Championship 03 87 Ferrari Club Racers 208/355/360 94 599 GTB Fiorano 120/142 599 vs Daytona 150 599 HgTE 159/166 599 Hybrid 172 599 GTO 178 599 Tribute Mille Miglia 188 599 XX 217 599 Buyers' Guide 245 Ferrari Technology (Dron) 139 California GT 2008 151 California GT 2010 177 California HS 197 California T 223/242	FIAT Mephistopheles 1 1899-1999 4hp 2 1905 60hp 2 1906 Fiat Heavyweights 803 Corsa 501 6 503 Spider 1 505 6 509 1 510S 1 521C 9 525SS 2 514 Spider 1 8V 37/157/2: 2800 State Phaeton 1 1800 1 1900 Granluce 1 2300 1 2300S Coupe 8 Balilla Taxi 1 Topolino (Hotrod) 7 Topolino Sous 1 Topolino Mare 2 500 (Modified) 500 (Sparrow) 500 (Sparrow) 500 Jolly (Sparrow) 500	86 42 226 116 44 88 88 46 40 73 33 33 39 15 220 95 17 75 69 80 60 62 66 66	128 1100 CL Fleet report 128 Golden Oldie 128 Rally (Michael Ward) 128 Rally 128 Rally, Estate, Coupe, Turbo 128 Saloon (Michael Ward.) 128 5 car test 128 MK1 4 door Restoration 128 3P Buyers' Guide 128 3P Montecarlo Historic 130 (Steve Berry) 130 vs Gamma 130 Saloon (Buckley) 131 Mirafiori 131 Sport (Golden Oldie) 131 Mirafiori (Abarth by RSD) 131 Volumetrico V Argenta VX 132 Flares by Michelotti The Collectors 124/500/128 X1/9 X1/9 Buyers' Guide (Soper) X1/9 Buyers' Guide (Dredge) X1/9 Buyers' Guide X1/9 X 2 (Modified) X1/9 X 2 (Modified) X1/9 Abarth Prototipo (Rep) X1/9 Club Racer X1/9 (Time Machine) X1/9 VX (Modified)	45 109 110 227 280 209 163 248 177 195 108 151 282 15 118 227 288 127 81 39 2/23 33 106 287 157 41 150 103 104 115 181 202	Seicento Turbo (Novitec) Seicento Sporting Seicento Sporting and S Seicento (UAD Motorsport) Punto Sporting MK1 (Launch 1 Punto (Buyers' Guide) Punto 1.2, 1.9 JTD, HGT Punto MK2 Group test Maggiore - Puntograle Modified Punto GT Turbos 3 Punto MK2 - Turin launch Punto LS design Punto - Sicily launch Punto Rally Super 1600 42/5 Punto HGT/HGT (Itd) 4: Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Buyers' Guide Punto HGT Fleet report (M.Ward) Punto Spoedgear Launch 4: Punto JTD Punto Sporting Turbo R&A Punto/Seicento Abarth Punto Facelifted Punto Facelifted Punto Facelifted Driven (Berry) Punto GT/ HGT/ Scorpione Grande Punto Uaunch Grande Punto Sporting (1.9). Grande Punto Sporting Novitec Grande Punto TJet	30 44 56 70 6/21 56 82 120 31 9/64 40 6/78 5/98 60 7/60 51 67 59 60 83 85 276 112 116 117 125 123 141 146	500 2007 1.3 Diesel (remap) 144 500 2008 1.4 Lounge 140 500 2008 UK launch 142 500 2008 1.4 Sport 159 500C 161 500 TwinAir 174/178 500 3 car test 174 500 3 car test 214 500 4 car test 192 500 Buyers' Guide 181 500L Launch (Turin) 198 500L Launch (Turin) 297 500L Trekking 211/212 500L MY2017 258 500L MY2018 265 500 + 500L MY'14 Range Test 219 500x Vs Renegade on Snow 232 500x Vs Renegade 249 500x Sport 285 500 MY2018 273 500 Sport 285 500 MY2015 236/237 500 Collezione 275 500 on the North Coast 500 286 Multipla + Vignale Gamine 130 Multipla Eco versions 45 Multtipla Facelift 2004/2006 96/127
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RABY CASTLE
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ALFA ROMEO



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Alfa Romeo S4 Spider. 1990, Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/garaged, £9995. Tel: 020 8997 2039. Email: donegantony38@gmail.com. A289/037



Alfa Romeo Giulia Sprint 1600 Tipo 101.12. 14,946 miles, blue, 1963. 7107 made, this is a UK car with official conversion to RHD by Ruddspeed and a Webasto sunroof. It was restored and renovated to a high standard, however it still required some work to finish when the restorer passed away. Subsequent dry stored 10 years in West Yorkshire, currently on SORN and without MOT but will take little to finish it off. Inspections welcome and serious offers only please, more photos, details and some history available. Tel: Paul, 01535 274320. A28g/024



Alfa Romeo 147 2.0 TS Lusso. 2004, 92,600 miles, black. MOT May 2020, SS Ragazzon exhaust, Wax treatment 2016, cam belt at 82K miles, battery 2018, rear discs and pads in 2018, £875. Tel: 07747 652686. Email: howiejones20@btinternet.com. A289/036



2002 Alfa 147 2.0 TS Lusso manual. 198,310 miles, red, we've owned this from new, used regularly up to 2 years ago, then hardly used. MOT to July 2020, full Bose system, everything done well by local Alfa specialist over years, including engine and gearbox partial rebuilds, and welding to floor pan. Most paperwork. Pirelli tyres, runs fine, current faults: door seals leak so damp carpet; both door locks jammed by central locking system. A project! £500. Tel: 07740 818773 (Herts). A289/027



Alfa Romeo 147. 107,000 miles, Platinum Silver, back interior, GTA wheels. Showing signs of age and wear and tear, so we want to sell him to somebody who will nurture him back to full health!! The interior is still in pretty good nick apart from the odd scuff here and there, with no rips or tears in the leather, the alloys might be a bit kerbed but to be expected from a car of this age. A new crankshaft sensor, the odd dent and scrape here and there, air conditioning temp gauges don't work properly, most of the exhaust needs replacing (it's the original item as we have only ever replaced the back box!!) Email: hughw91@outlook.com. A289/025



Alfa Romeo 156 2.5 V6. 112,000 miles, red, manual, 98 plate, 6 speed, no rust, Waxoyled. In dry storage, run every week, 2 owners in the same family from new with traceable history. New oil, plugs etc, some paint lacquer needs attention, currently SORN, no MOT, car just needs a handbrake cable and a headlight readjustment to get through MOT, new brake pads fitted all round. There is a massive list of spares included, any viewing welcome, car is in store in Northwich, £1950. Tel: Philip, 07555 050121.

2007 Alfa Romeo 159 2.4 diesel.

55,000 miles, silver. Service history, new cambelt and water pump fitted February 2018, 4 new springs, Michelin tyres all round. Air conditioning service June 2019, last service February 2019, MOT until February 2020. Digital radio and CD with Bluetooth, full leather interior, full set of 19-inch Ti alloys refurbed with new badges, new Hancook tyres included in sale, £3250 ovno, private registration plates not for sale. Email: paolopmori@outlook.com. A289/038



Alfa Romeo 156 Selespeed. 84,212 miles, red, first registered on 14th July 2000. Owned by a doctor who meticulously cared for her with no expense spared, during his ownership he spent £8196.46 on care, servicing and maintenance with every receipt with complete comprehensive documentation. This car was bequeathed to his nephew who was unable to insure the car owing to his age, the mileage was then 65,268. I acquired the car on 29th June 2011. Since my ownership I have cherished her with the same love and enthusiasm she so deserved, this included a total strip down and full body restoration at Stocks of Canterbury (taken over 7 months) with comprehensive photos taken at each stage of the restoration, at a cost of £7661.15. Every receipt of servicing and repairs and every MOT all with no advisories, full service and cam belt change at 82,999, last MOT on 21st October 2019 with no advisories. Car has only covered 1161 miles in the last 8 years mostly to Alfa club shows, my expenditure maintaining and servicing to date is £10,807.12. Please telephone to discuss sensible offers on price. Tel: Peter Lampe, 07881 341480. A289/034



Alfa Romeo 159. This car has been lovingly cared for since 2010 when it was purchased, a lot has been spent and replaced on the car in the last year. Cambelt, tensioner and water pump replaced in October 2019, bottom suspension arms, wheel bearing, new rear brake pads, wheel disc. Complete fluid change in October, plus regular servicing by Alfa specialist, two new tyres on the front, MOT until October 2020, £4159. Email: Roy Mottram-Smale, winspa2013@aol.com. A289/033



Alfa Romeo 159 Sportwagon Lusso 1.9 JDTm. 2009, 97,268 miles, grey metallic, MOT to 30 April 2020, current SORN, 2 keys. Clutch, flywheel etc 6oK; glowplugs 70K; front discs 76K; rear springs etc 86K; cambelt etc 91K. Tyres need replacing by new owner, 50mpg+, great car, I have another 159 Sportwagon but no space, £2700. Tel: John, 01635 868518. Email: ajbedford@hotmail.com (Thatcham, Berks). A28g/o2g



2003 Alfa Romeo 166 2.0 Turismo. 72.5K, 6 speed, one private owner since 2004. MOT 08/20, belt changes 2008 and 2017, new clutch 2013, head gasket 2017, replacement centre and rear silencer 2018, FSH (Alfa Romeo and independent), £1495 ono. Tel: 01273 594130 or 07956 347749. Email: npr.smith@virgin.net. A289/010



Alfa GTV for sale. 2001, black with 71,000 miles on the clock. Black leather interior, grey carpets with over carpets in same colour. Rear spoiler plus teledials, new rear tyres 2000 miles ago. Very good condition and probably one of the best for this mileage and age, MOT until 6/03/20, £5000 ono. Tel: 07714 275222 to view (Swindon). A289/003

2005 Alfa Romeo 916 GTV 1970cc JTS Lusso. 49,000 miles, Grigio Chiaro, black leather. Cambelt, pump, variator changed at 48,000 miles, Pirelli tyres, all original keys and code card. MOT to mid June 2020, will need ongoing tlc to underbody per advisories, £1350. Tel: 01460 220211 or text 07543 351060



Lovely Alfa Romeo GT 3.2 for sale. 2004, it has a full service history with a new cam belt in 2018, the car has done 90,000 miles and will come with a year's MOT. We have maintained it regardless of cost for the last two owners and the car's condition reflects that care. The car is also in the lower car tax bracket, more photos are available if you email me, £5250 ono. Tel: Jamie, 01763 244441. Email: jamie@alfaworkshop.co.uk. A28g/o32



Alfa Romeo Mito Cloverleaf TCT. 2015, 35,324 miles, Magnesio Grey, reluctant sale, 1 owner, Safe reliable 210bhp/240lb, £20K build by professional garages, all receipts and FSH, 2 keys, £12,995. Tel: 07912 575755. A289/028



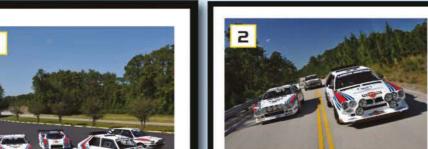
Alfa Romeo 916 Spider 2.0 TS. Phase two. MY 2000, black with tan leather interior, only 60,000 miles, 15,000 in last 5 years during the summer months only. Full service history, mostly by myself for the last 5 years and Alfa specialists when required. Fantastic condition inside and out with numerous additions and preventative maintenance carried out in my ownership. A full list is available on request but includes suspension rebuild, cooling system replacements, full CSC SS exhaust, new original alloys. Cam belts last replaced in October 2017 at 57,380 by Jamie Porter. There has been no expense spared to keep this car in top condition, £4500 ono, only selling as I have two other convertibles and need something more practical so an Alfa GT has just arrived! I am passionate about Alfas and an AROC member. Tel: 07711 732844. A289/031

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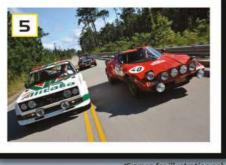














Alfa Romeo Giulietta Lusso 1.4 TB. This immaculate Alfa metallic red manual car has done 35,000 miles (petrol). It has a full Alfa main dealer service history and MOT until January 2021. It was pre-registered and has had one female driver, £5500, price includes new Giulietta mats. Tel: 07925 172866 (Central Belt, Scotland). A289/006



Lovely low mileage and totally original Alfa Spider 2.0 Twin Spark.

Only 3 owners including myself since new (my ownership g years). Low mileage at 69,000, 3 keys including the important brown master key needed in these phase 1 models, manual hood (far less troublesome). The following is a list of work done, may not be exhaustive but covers the main points, all done at Alfa specialists: new rear screen, air intake, radiator, head gasket, 2x cambelt change incl aux belts/water pump in my ownership (despite less than 12K miles in 8 years), variator, cat back stainless steel exhaust (Cybox), polybushed rear suspension, new discs/pads all round, new front suspension arms, clutch less than 8K miles ago, new airbag ECU at last MOT, new quality Yuasa battery. Offers around £3K. Tel: 07736 373898 (Hemel Hempstead). A28g/001



Alfa Romeo 916 Spider 3.0 V6 24v Lusso. 2001, 86,000 miles, rare example of the 916 3.0 (2959) V6 24v spider in Lusso Proteo Red with black leather interior. UK car, RHD, recently MOT'd and serviced, new cambelt @ 83K miles, engine detailed, EBC front brake discs, Q2 differential, GTA clutch/flywheel, Koni Sports shocks, Alfaholics handling kit, Supersprint cat back sports exhaust, Red Dot remap to 250bhp, bodywork in good condition, electric roof, comprehensive service history with many receipts and MOTs back to 2006+, 2 previous owners. £7995 ovno. Tel: Peter, 07740 172173 (Surrey). A289/054

FERRARI



Ferrari 308GT4. December 1975, 11,854, owned since 1997. History file, recent glass out body restoration, very little mileage last 20 years. Heads checked, stainless system and manifolds, 4 pot calipers front, poly bushed, comes with some spares and private plate. Email: graham@ waughandmusgraye.co.uk. A289/015



Ferrari 355 Competition Car. Ready to race in PFFC challenge specification, RHD with spares package, offers to John, 07823 447241. Email: johnshirleyinverroy@gmail.com. A289/019



Ferrari 599 GTB. 2010 Ferrari 599 Factory HGTE pack. Nero Daytona Metallic Crema leather interior, £34,000 of EXTRAS incl Alcantara A and B pillars, rear zone, out of range paint colour, painted 20" Monolitic wheel rims, Diamond style roof lining, Diamond style for rear bench and under door covers in leather. Full service history, original handbooks, service book, leather wallet, tool kit, 2 sets of keys and tracker fobs, car cover, battery charger, file of MOTs, invoices and historical documents. Email: taylor354@msn.com. A289/018



1990 Ferrari Mondial T Cabriolet. Corsa Red and Cream interior, service book fully stamped showing a comprehensive history from new, extensive invoices giving details of work done from new and complementing the service book. Comes complete with full original Ferrari T tool kit, original manual in leather folder, 2 sets of keys, hood cover, Tubi exhaust, smart charger and indoor/outdoor cover, asking just £38,500. Email: lpbedford@btinternet.com. A289/020



Ferrari 348 TS. In Rosso Corsa with Crema hide, 1993. Full service history, delivered upon first registration by HR Owen London. Purchased by me in March 2018 and kept garaged and in a Carcoon throughout this time. Serviced (including cam belts) 2017, MOT till 21 March 2020. For further details please call, sold as seen, no time wasters please, smoke free, 5+ owners, £60,000. Email: sam@westsyke.co.uk. A289/012



Ferrari F430 Challenge - project. Race/track day car, this car is damaged and is sold as a project. Manufactured in 2006, this car was purchased in the USA on the 16 February 2016 and imported into the UK on the 25 April 2016, and all import duties, VAT etc have been paid. It runs and drives (video available), but needs body/panel work. The clutch has 37% wear, £40,000. Tel: Anthony, 07779 726845. A289/021



Ferrari 1989 328GTS. Argento, red and black interior. I bought this car new and driven only occasionally on summer sunny days hence, 9699 miles. Last MOT in 2008 with 9632 miles! Garaged, since, with her big brother, the 355! I could say the price to be negotiated, but I won't. The asking price is £200,000. A Ferrarista for over 50 years and a FOC member for circa 25, 30 years ago a well-known dealership paid £120,000 before passing the deeds to me! Email: orzaben@aol.com. A280/011



2009 Ferrari California 4.3 2+2
Convertible. Bodywork and interior
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service history. Complete with 2 original
keys, all the factory supplied books, tool
kits. I also have genuine Ferrari wind
breaker, red California branded garage
cover and winter trickle charger. For more
information email: dean.ambridgea@
gmail.com. Tel: 07860 255046. A289/013



Ferrari 430 Scuderia LHD. 2008, Rosso Scuderia/Black with Oro wheels, immaculate, 15,636 miles, first registered Switzerland/imported 2014, serviced DK Engineering/Dick Lovett Ferrari Swindon. Full history file, books and keys. Just serviced at Dick Lovett, not tracked, cherished by me, Speciale forces sale, £125,000. Tel: 07738 425331. Email: bob.challis1960@gmail.com. A289/022



TDF Blu manual Ferrari 360 Spider 2002. Dark blue hood, Crema leather interior with blue stitching, Crema roll hoops, carbon fibre racing seats, refurbished 19-inch Challenge Stradale alloys fitted with Bridgestone Potenzas, 360 Tubi factory exhaust, Red calipers, rare spare space saving wheel, fitted trickle charge point. 45,000 miles, cambelt service 2018, recent Brembo brake service- discs, EBC pads, fluid. All tools, books, service records, owned for over 6 years. Email: leightonhockin@gmail.com. A289/014



Ferrari 328 GTB. This car is a very well known Ferrari 328 GTB, successfully campaigned in the Clubs Classic Racing Series over the years. First Registered in the UK in 1987 and has only covered 47,000 miles from new, with its original service book, current MOT, and lots of history. Always maintained to the highest level, including a new windscreen and clutch just fitted, can be used both on the road or track, and a fantastic car to drive, p/x road car considered, £69,950. Please contact for further details. Tel: Robert, 07802 638618. A289/017





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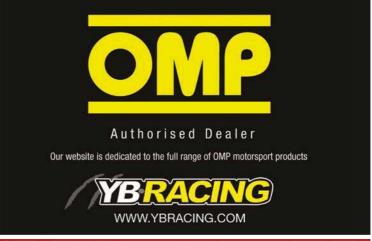






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1989 Ferrari Mondial T. Well known car, fully modified Ferrari Classic Group 4 race car specification, road legal with MOT, ready to race. Complete with original seats, trim and glass to return to road car specification if desired. Spare wheel/tyres, black tailored car cover with Ferrari logo, £39,995. Tel: Nick Taylor 07747 002941. Email: nicktaylor.com@gmail.com. A289/026

FIAT



1998 Fiat Barchetta LE. No.2484, 109,000 miles, silver, red leather interior, good red mohair roof, DTR sports exhaust, new clutch, cambelt, variator, water pump, front tyres, body needs tlc, owned last 4 years, £2250. Tel: 07831 223103. Email: julian@julianphilip.co.uk (Surrey). A289/008



Fiat 124 Spider Lusso Plus. 2017, only 3800 miles, with full luggage pack including 3 designer bags, auto lock, black piano trim, reversing camera, sat nav, Bluetooth with seat speakers and much more. Delivery anywhere in the UK, contact Robin for more information and pictures, £16,995. Tel: 07890 269143. Email: robingeorgepaul@gmail.com. A280/055



2006 Fiat Panda Dynamic Dual Logic. 18,900 miles only, recently serviced and new MOT in Jan 2020, excellent condition inside, bodywork has a few scuffs as this was my late father's car, £1800 ovno. Tel: Joe, 07776 198516 (Hitchin). A289/009



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. A289/002



MASERATI



2014 Maserati Ghibli 410 S. The rare high power model in the classic Emozione Blue/cream leather combination with 20" alloys, 55K miles, full history (serviced at 51K), £24,950, Tel: 07904 114414. Email:

JBailey121@aol.com. A289/023



Maserati Ghibli SS. 1971, right-hand drive 4.9 litre SS manual gearbox, immaculate in Verde Gemma with tan leather. Totally restored by McGrath Maserati to Concours winning condition. As good as they get and fantastic to drive as well, available to view at McGrath Maserati. Please contact Andy Heywood for more details on 01438 832161. Email: andy@mcgrathmaserati.co.uk. A289/060



Maserati GranSport Spyder. 2007, the last GranSport Spyder of only 26 examples in the UK. One owner from new and full Maserati service history, 39,000 miles. Well known Maserati Club car and Auto Italia featured. Lovely specification and great condition, £38,500. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A289/062

PARTS



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition, can post. Tel: 07989 951895 (Canterbury). A289/007



360 Modena Spider carbon fibre rear light grille panel. 1999-2005 Ferrari 360 Modena/Spider/Challenge, equivalent Ferrari part number: 65919000, new, carbon fibre rear light panel/grille cover for your Ferrari 360, 2 x 2 twill carbon fibre pattern, no modifications necessary. Install in approx 20 minutes, £550, cash on collection or PayPal (paypal will incur p&p). Email: charleshodder76@gmail.com. A289/056 Lancia Dedra rear mud flaps. Original genuine Lancia parts, still in Lancia packaging, brand new, £40 plus postage. Email: ianbell24@hotmail.co.uk (Glasgow). A289/040

Alfa Romeo 2.5 V6 engine and gearbox. Complete with some ancillaries, low mileage, no longer required, sensible offers please, delivery possible. Tel: 07774 877976. A289/041 Ferrari 512TR wheels. I am refitting the original wheels to my Testarossa and therefore have four 512 TR wheels for sale. They are in very good condition with Pirelli front tyres 7mm tread dated 2005, and Pirelli rear tyres 6mm tread dated 2012. Also included are the wheel spacers and wheel bolts, serious offers only please. Tel: Douglas 07770 345923. A289/042

Ferrari 348 items. For 348: space saver wheel, full size wheel + tyre, jack + wheelbrace, hill engr gear lever lock, £500. Tel: 07928 602523. Email: ortwojagsaunders@gmail.com. A289/043





Ferrari 599 left-hand drive headlights. Barely used, only used for a few months, price: £1750 open to offers. Tel: 07581 228956. A289/005

Ferrari 348/Mondial T timing cover set. Ferrari 348/Mondial T timing cover set, items are either new or excellent used, £500 for the set. Email: wilcox-s@sky.com. A289/044 Offers for new Forge silicone turbe

Offers for new Forge silicone turbo hose kit. In red for 595 Abarth, fitted gives extra bhp, red matches air filter cover. Tel: 07711 351375 (Leics). A289/045 Lancia Delta HF Turbo parts. From a 44,000 mile car, instrument cluster, PAS, rack, sill covers, lights, f&r mirrors, ECU, foglights, exhaust centre plus some other bits, £150. Tel: 07541 310419 (Lincs). A289/046



F40 towing eye. Offers in excess of £200 plus postage. Email: nicholashart@me.com. A289/057
Ferrari 348 door mirrors. Pr of new still in boxes complete Ferrari 348 door mirrors. Sold as a pair for £1500. Email: wilcox-s@sky.com. A289/047

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system Ferrari 308GT4. System includes two distributors, caps and leads, coils. The leads and coils approx 200 miles, car running perfectly when removed, £1200. Tel: lan, 07875 744694 mobile or 01726 890147 land line. A289/049

MISCELLANEOUS



Officina Ferrarese Car Club badge. Including rear fixing bar, £45, shipping extra. Tel: 07564 637636. A289/004 Auto Italia magazines. Issue 215 Jan 2014 to 272 Oct '18, offers welcome, to collect Leatherhead area. Tel: Rob, 07802 180671 (Surrey). A289/050



Ferrari 308GT4 sales brochure. Original 1974 sales brochure, published by Ferrari Modena Italy. Publication no n.87/74, 8 pages of high gloss colour photographic images. English/Italian/French text, very rare, condition is very good, the covers have light scuffs/creases. Please see attached photographs, size approx 11³/4" x 8²/4", £45. Email: jon.leo@btinternet.com. A28g/o5g



Alfa Romeo Racing 3D hand made sign. Measuring 1010mm long x 255mm wide, all wood construction, £125, shipping extra. Tel: 07564 637636.
A289/061



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OBSCURATI

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Triumph TR3 Speciale

THIS WAS MICHELOTTI'S VERY FIRST WORK FOR TRIUMPH, A BRAND WITH WHICH HE WOULD ENJOY A DECADES-LONG RELATIONSHIP

Story by Richard Heseltine



he 1950s saw Italian styling houses at the height of their powers. They were global influencers, with mainstream car manufacturers the world over beating a path to their doors. British marques weren't exactly slow out of the blocks, either, with Giovanni Michelotti being arguably the most in demand. His work with Standard-Triumph in particular is widely celebrated, but the car pictured here never made the leap from show car to production model.

Strictly speaking, it wasn't fashioned by his eponymous carrozzeria, either. Instead, it was produced in conjunction with his long-time collaborator and foil, Alfredo Vignale. The car was commissioned by Standard-Triumph as a styling study. The Coventry firm's TR2 and TR3 models had sold well and proved efficient in all manner of motorsport disciplines, but they weren't exactly objects of beauty. This new Anglo-Italian project was meant to inject a little glamour into proceedings.

The TR₃ Speciale marked the jumping-off point for Vignale's involvement with Standard-Triumph, which was keen to shake off its dowdy image. This was effectively a test; an assessment of what the Italians were capable of. The TR₃-based one-off broke cover at the 1957 Geneva Motor Show where it was greeted with generally favourable reviews from the specialist media.

Stylistically, it didn't bear even trace elements of the donor car. Instead, Michelotti appeared to derive his influences from Detroit: witness the conspicuous

tailfins, ornate chrome eggcrate grille, gilded bonnet scoop and raked-forward headlight cowls. Inside, there was a new dashboard, wind-up windows (not something you would find in production TRs at the time), a radio paired with an electrically-retractable aerial, and creampiped black leather trim with real leopard skin inserts.

The Autocar borrowed the car for a fortnight in 1958. It reported: "Alfredo Michelotti and Giovanni Vignale [sic] have respectively designed and built a very practical body as well as a very attractive one. It is some 200lb heavier than the standard model, but this weight includes a number of extras and the detachable hardtop, in addition to a hood. It seldom pays to say a car is beautiful or ugly, because opinions differ so much, but there is no doubt that most people find the lines very attractive in this case... This car was lent for sampling, not road testing, and to say much more would be to whet appetites that

cannot be satisfied. But this is not to suggest that Triumph will neglect the lessons to be learned from such a 'special'. In fact, there is no doubt that even now the company is cooking up ideas and developing features to be incorporated progressively into TR3 successors."

It was, too. Several future production TRs were styled by Michelotti, while Vignale crafted a run of Triumph Italia models for the home market. Vignale and Michelotti were rewarded with contracts spanning everything from the Standard Vanguard Phase III to the Triumph Herald.

As for the fate of the TR3 Speciale, therein lies a mystery. After its show appearance at Geneva, and subsequent evaluation, the car was used by Standard's managing director, Alick Dick. We know it escaped the scrap man's torch, unlike many other prototypes of the period, because it was photographed by the roadside in Modena in 1960. It goes dark thereafter...



1954 LANCIA AURELIA B20 GT SERIES 4

After import to England in 2010, this Aurelia was subject to nearly 3,000 hours of meticulous restoration by marque specialist by 2012 Desirable Series 4 with De Dion rear end. Original engine with "Nardi" style twin-carb set-up and "Nardi" style floor-change transmission



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