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Red Lines

Seventy glorious years



WELCOME TO THE first edition of *Enzo*, an independent Ferrari magazine that sets out to entertain and inform with the best features about the cars, the people and the history of the world's most iconic car company as it celebrates its 70th birthday.

The first car bearing the Ferrari name was completed in March 1947 and, in this issue, world-

renowned car historian Doug Nye explores the formative years of Enzo Ferrari, the man whose passion and vision led to the creation of some of the most successful competition cars and most desirable road cars ever built.

Seventy years on, Ferrari is stronger than ever, still competing and winning in the highest echelons of motorsport and launching road cars that set new standards. Our cover car is the latest, the 812 Superfast, whose rear wheels have the task of deploying a massive 800PS (789bhp). That's a prospect that would have seemed spectacularly over-ambitious just a couple of decades ago, yet in 2017 it is entirely possible to exploit and enjoy such a potent machine, as seasoned road tester Andrew Frankel describes.

All of our contributors are experienced enthusiasts and they will report candidly, but equally they will convey the joy and the thrill of driving great cars in great situations. These come no better than the Goodwood Festival of Speed. If you want to know what it feels like to drive a 250 LM up the hill and then be a part of the Ferrari family gathered on Lord March's lawn as the Italian anthem plays, you'll love Henry Catchpole's story.

We hope you love all of *Enzo* and that we'll see you here for more of the best Ferrari content every quarter.

John Barker editor

The next issue of *Enzo* will be on sale on October 26, 2017. **To subscribe** go to www.enzo-magazine.co.uk

Enzo

AN INDEPENDENT FERRARI MAGAZINE

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BULLETIN

News, analysis and events



Cavallino cavalcade

WORDS ROBERT COUCHER | PHOTOGRAPHY FERRARI

Ferrari's 70th
birthday celebrations
began in fine style
with a cavalcade
for 70 classics





SEVENTY VERY SPECIAL FERRARIS from over 20 countries descended on northern Italy in May to take part in the *Cavalcade Classiche* regularity rally – an exclusive event to mark the start of Ferrari’s 70th birthday celebrations.

The cars and their owners, all there by special invitation, met at the luxurious Augustus Hotel in the picturesque seaside town of Forte dei Marmi for three days of touring in the Tuscany countryside. As the cars assembled in the gardens of the hotel, *Rosso Corsa* was the predominant colour but cars in silver, blue and Giallo Fly looked equally stunning in the evening light.

On Saturday morning, the Cavalcade crossed the start line in central Forte dei Marmi en route to the ancient walled city of Lucca. The run to the first coffee stop at the magnificent Villa Reale was beautiful and the roads challenging, especially as heavy rain started to fall, which made map-reading for the open *barchetta* navigators interesting. Lunch at the impressive Piazza Lucca Pfanner was the reward. With the rain easing, the cars then returned to Forte dei Marmi via a suitably winding and scenic route.

‘The cars looked stunning in the evening light’



This page, from the top
The normally hard-raced 250 SWB Competizione threads its way through the crowds. Cavalcade visited the Maranello factory and the Enzo Ferrari Museum, as well as Lerici (opposite, top right) and Pisa (opposite, bottom right), the first time the square had been closed off for such an event





‘The roads were challenging, especially as rain fell’

On Sunday, the Ferraris headed along the coast to the seaside town of Lerichi on the spectacular Gulf of La Spezia, where the sun shone and the coastal road was perfection. They then headed into Pisa and lined up for a formal display right under the famous Pisa Cathedral and Leaning Tower.

The final day included an unforgettable drive across the Apennines to Modena. Along the high-speed *Via Abetone*, which Ferrari used as its test track before Fiorano existed, the motorcycle *Carabinieri* cleared the route to the private lunch at the Enzo Ferrari Museum. Then another fast run to Ferrari’s Circuito di Fiorano and on to the finish at the Maranello factory.

The *Cavalcade Classiche* combined superb roads in the most scenic part of Italy with unique access to Fiorano and the factory – the finale was the black-tie gala dinner on the actual production line within the Ferrari works. Here the winners of the regularity rally stages, Edoardo and Emanuele Maria Tabacchi with their Ferrari 750 Monza, received their trophy. It was a fitting climax to a very ‘Ferrari’ celebration of 70 great years. 🏆

From the top
The winding Italian mountain roads provided miles of motoring pleasure for the drivers, while a visit to the fabled Fiorano circuit added track-time. The earliest Ferrari, a 125 S, poses with a Daytona at the famous factory entrance





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RM sold in 2015 for \$28,050,000



1967 Ferrari 275 GTB/4 N.A.R.T. Spider
RM sold in 2013 for \$25,000,000



1964 Ferrari 275 GTB/C Speciale
RM sold in 2014 for \$24,000,000



1964 Ferrari 250 LM
RM sold in 2014 for \$11,550,000



1953 Ferrari 340/375 MM Berlinetta Competizione
RM sold in 2014 for \$9,856,000



1964 Ferrari 250 LM
RM sold in 2014 for \$9,625,000



1961 Ferrari 250 GT SWB Berlinetta
RM sold in 2017 for \$8,950,000



1958 Ferrari 250 GT LWB California Spider
RM sold in 2014 for \$8,800,000



1962 Ferrari 250 GT SWB California Spider
RM sold in 2015 for \$8,580,000



1960 Ferrari 250 GT SWB Berlinetta Competizione
RM sold in 2013 for \$7,400,000



1950 Ferrari 275S/340 America Barchetta
RM sold in 2015 for \$7,250,000



1959 Ferrari 250 GT SWB Berlinetta Speciale
RM sold in 2013 for \$7,040,000



1956 Ferrari 250 GT Berlinetta Competizione 'Tour de France'
RM sold in 2012 for \$6,710,000



1960 Ferrari 400 Superamerica SWB Cabriolet
RM sold in 2015 for \$6,380,000



1956 Ferrari 250 GT Berlinetta Competizione 'Tour de France'
RM sold in 2016 for \$6,000,000



2005 Ferrari Enzo
RM sold in 2015 for \$5,500,000



1960 Ferrari 250 GT SWB Berlinetta Competizione
RM sold in 2011 for \$5,280,000



1955 Ferrari 750 Monza
RM sold in 2016 for \$5,225,000



1959 Ferrari 250 GT Cabriolet Series I
RM sold in 2014 for \$4,704,000



1954 Ferrari 375 MM Berlinetta
RM sold in 2010 for \$4,620,000



1964 Ferrari 250 LM
RM sold in 2008 for \$4,510,000



1956 Ferrari 250 GT Berlinetta Competizione 'Tour de France'
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1952 Ferrari 340 Mexico Coupe
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1956 Ferrari 250 GT Berlinetta Competizione
'Tour de France' RM sold in 2015 for \$12,000,000



1967 Ferrari 275 GTB/4
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1953 Ferrari 375 MM Spider
RM sold in 2013 for \$9,075,000



1957 Ferrari 250 Testa Rossa
RM sold in 2009 for \$9,020,000



1959 Ferrari 250 GT LWB California Spider
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1955 Ferrari 410 S Berlinetta
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1962 Ferrari 400 Superamerica SWB Cabriolet
RM sold in 2015 for \$7,645,000



1961 Ferrari 250 GT SWB California Spider
RM sold in 2008 for \$7,040,000



1962 Ferrari 330 TRI/LM
RM sold in 2007 for \$6,875,000



1952 Ferrari 212 Export Barchetta
RM sold in 2015 for \$6,720,000



1958 Ferrari 250 GT Cabriolet Series I
RM sold in 2015 for \$5,720,000



1966 Ferrari 275 GTB/C
RM sold in 2014 for \$5,712,000



1958 Ferrari 412 S
RM sold in 2006 for \$5,610,000



1957 Ferrari 625 TRC
RM sold in 2012 for \$5,040,000



1959 Ferrari 250 GT LWB California Spider
Competizione RM sold in 2007 for \$4,950,000



1958 Ferrari 250 GT Berlinetta Competizione
'Tour de France' RM sold in 2015 for \$4,760,000



1961 Ferrari 250 GT SWB Berlinetta
RM sold in 2002 for \$4,510,000

LEGGENDA E PASSIONE
FERRARI



1962 Ferrari 400 Superamerica LWB Coupe
Aerodinamico RM sold in 2016 for \$4,400,000

9 SEPTEMBER • MARANELLO, ITALY

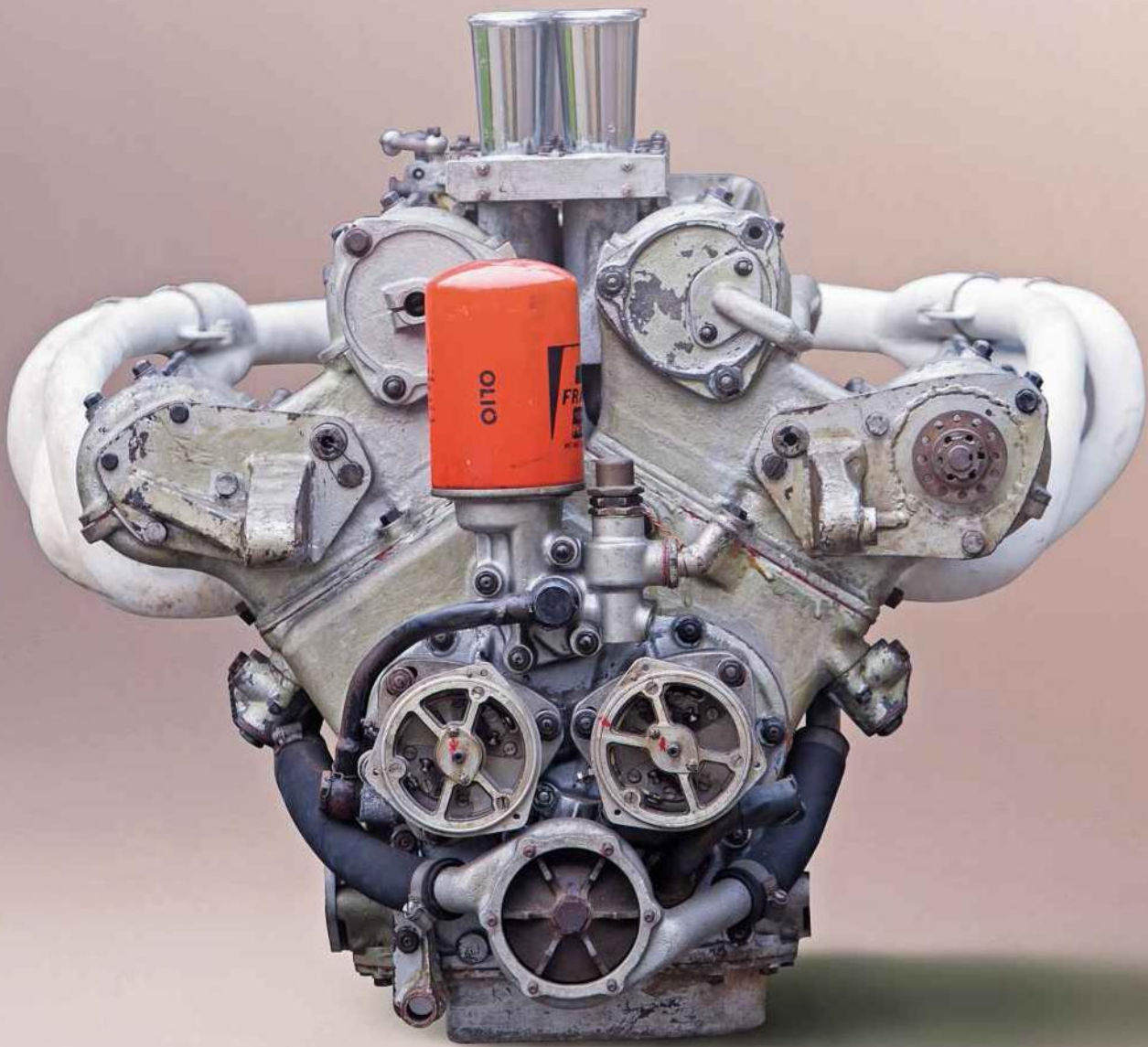


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Dino F1 engine emerges

WORDS JOHN BARKER

PHOTOGRAPHY WILLIAMIANSON.COM

Raced in 1966 by Bandini, driven by a recovering Surtees, and now offered for sale in timewarp condition

IT'S NOT OFTEN a piece of Ferrari Formula 1 history from the '60s comes up for sale. This 2.4-litre Dino V6 engine, a Tipo 228, bearing the engine number 228 N1, was fitted to the 246 F1-66 that scored strong results in early 1966 in the hands of Lorenzo Bandini and was also driven extensively by John Surtees.

In fact, the V6 car was built to be raced by Surtees in early '66 in the Tasman series with its 2.5-litre ceiling, but a crash in his Lola Can-Am car put him out of action. He did, however, 'convalesce' by practising in the V6-engined car, but when the F1 season started he was obliged as team leader to take on the 3-litre V12 car that Ferrari had been developing,

even though it was at that stage slower than the V6. Bandini got to use it instead and made good use of its superior nimbleness and stronger low-down torque, definite advantages on tighter circuits.

Today the engine is a remarkable survivor, apparently unrestored since it was removed from the beautiful little 246-F1 66, chassis 158-006, some 36 years ago. Back then, the car was part of the Setton Collection of Ferraris put together by Jacques Setton and for some time kept at his château, which usefully had its own racetrack. Then abruptly Setton decided to break up the collection.

The Tipo 228 engine was removed because 158-006 was being put back

to 1965, 1.5-litre V8 specification, and that's when this engine was acquired by its current owner.

Meanwhile, the car found its way into the collection of American George Barber, who had it restored. Back in 2004, *Motor Sport* magazine was there when Surtees and car were reunited. 'The last time I drove it was in early 1966 as my "convalescence" car,' he recalled. 'I pounded round Modena in it and was 2.5sec faster than the new 3-litre - that's why I wanted to race it at Monaco that year because at that stage it was faster and more nimble, but I was overruled.'

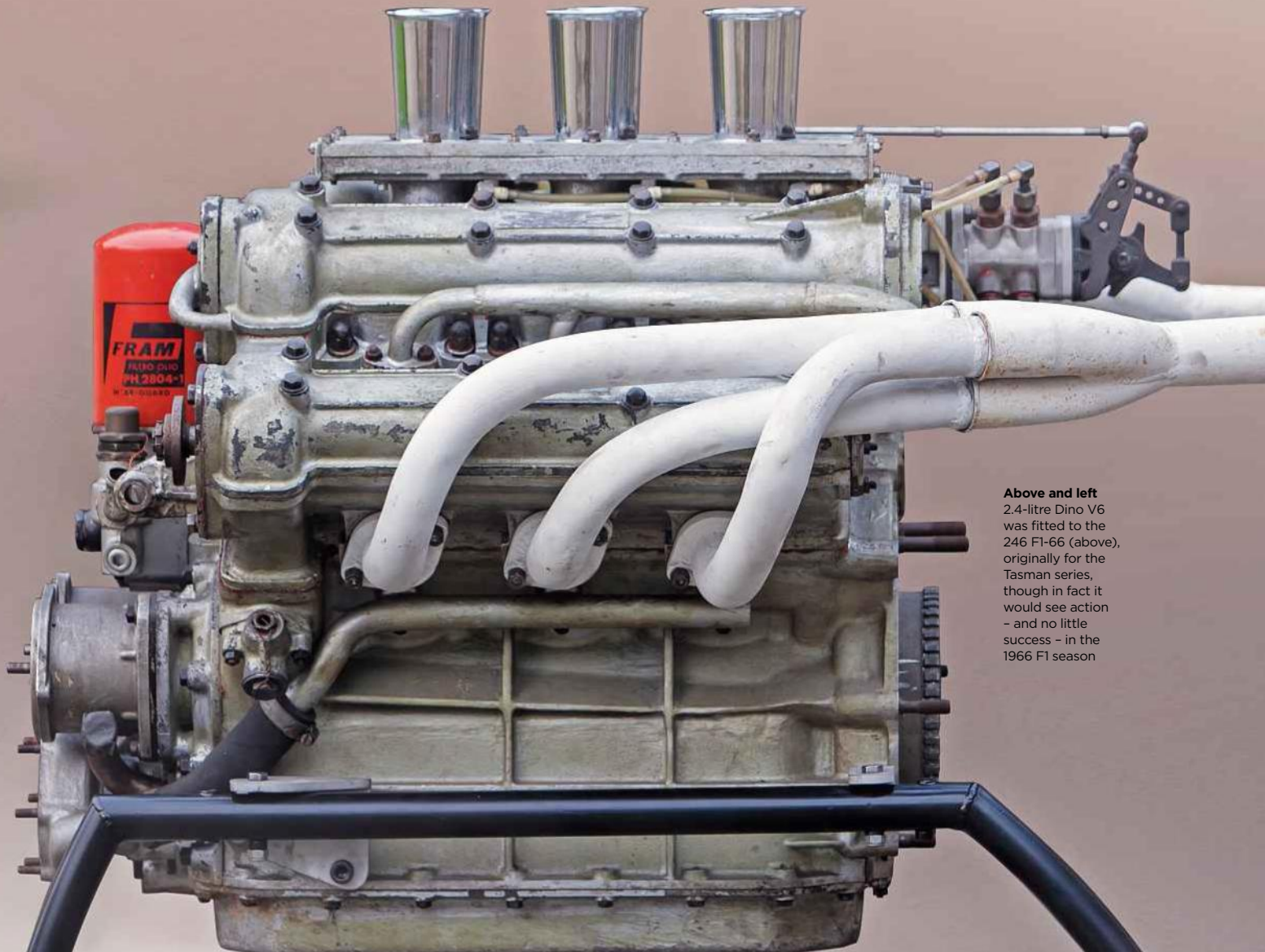
Bandini enjoyed the benefits and drove the V6-engined 158 to second place at the non-championship season opener in Syracuse, claimed fastest lap on the way to second at Monaco and came third at Spa. Later in the season, when Bandini joined Surtees in the V12-engined 312, 158-006 was qualified on the front row for the GP at the Nürburgring by Ludovico Scarfiotti.

The 2417cc, 65deg V6 was reckoned to make 280bhp



but hasn't been run in the 36 years since it was acquired. How much is it worth? It's difficult to put a price on any motorsport engine. The V6 was Ferrari's transitional car and didn't compete in the series for which it was originally created, but it acquitted itself well in F1 in early '66. William l'Anson Limited, which is selling '288 N1' on behalf of the owner, is inviting offers. Call 01285 831488 or email cars@williamianson.com if you'd like to know more. **B**

'The V6 car was built to be raced by John Surtees'



Above and left 2.4-litre Dino V6 was fitted to the 246 F1-66 (above), originally for the Tasman series, though in fact it would see action - and no little success - in the 1966 F1 season

Sights at the museum

Recently expanded Ferrari Museum hosts two new shows to mark anniversary year

WORDS JOHN BARKER | PHOTOGRAPHY FERRARI



THE FERRARI MUSEUM in Maranello has been revamped and grown in size and this year hosts two new shows that celebrate the company's 70 years. 'Under the Skin' recalls the career of Enzo himself and examines trends in innovation and style, while 'Infinite Red' charts the company's history through its models.

Under the Skin has been created in partnership with the London Design Museum and recounts the creative and engineering development of Ferrari down the years through a series of exceptional cars, beginning with Ferrari's first, the 125 S. Technical drawings from the company archives and a selection of engines give insight into the design process through the years. There are also scale models showing the evolution of styles and technologies and they are linked to the life and times of Enzo Ferrari. The exhibition moves to the London Design Museum from November.

'Some of the rarest and most significant Ferraris...'

Infinite Red gathers some of the rarest, most iconic and significant Ferrari road and competition cars together in one exhibition, from the 500 F2 that Alberto Ascari drove to Ferrari's first world drivers' title in 1952, to the F2004 that won 15 Grands Prix and gave Michael Schumacher his fifth title. There are legendary GT cars, including the 250 GT Berlinetta TdF and 250 GTO, and modern supercars, too, in the shape of the F50, Enzo and LaFerrari, plus the track-only FXX K. Infinite Red is open until the end of the year.

In brief



J50 HONOURED

The Ferrari J50, a limited-series model built to mark the 50th anniversary of Ferrari in Japan, has been presented with a prestigious Red Dot: Best of the Best award for ground-breaking design. The J50 is a radical re-working of the 488 Spider by the Ferrari Design team, and just ten will be built.



LE MANS RETRO

Peter Auto, organiser of the Le Mans Classic, is putting on an exceptional display of 30 historic Le Mans Ferraris as part of the Chantilly Arts & Elegance Richard Mille festival at Chantilly near Paris on Sunday, September 10. The cars displayed on the château lawns will include the stunning 250 GT 'Breadvan' (above).

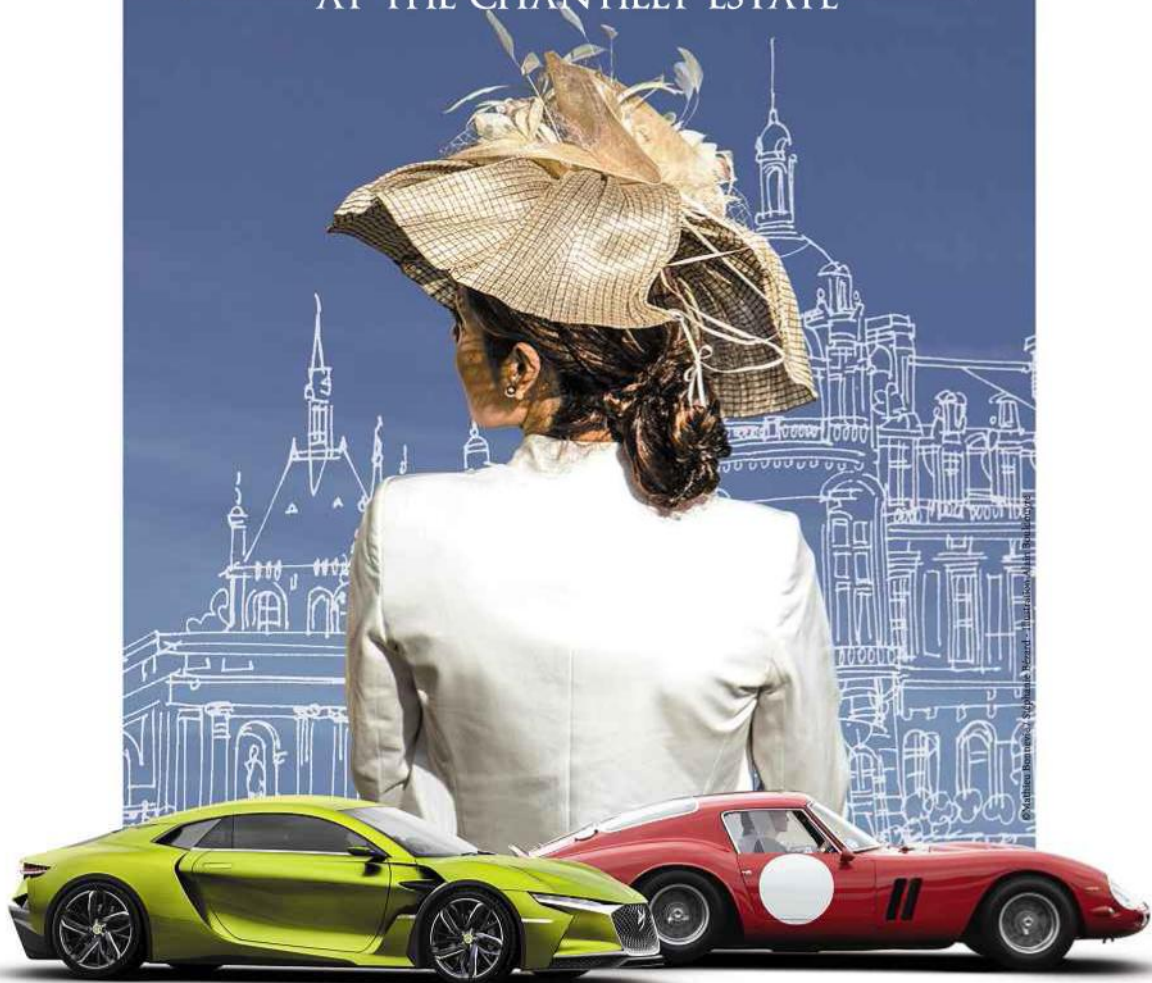


TOUR DE HORSE

Supercar tours are two-a-penny, but those organised by Happy Few Racing tend to be a cut above. The French company is currently taking bookings for a three-day exclusively Ferrari tour aimed at father-and-son teams, starting in Monte Carlo on October 19, 2018. For more, go to RadunoPadreFiglio.com

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Less is more

A cooling market is good news for the long-term health of the Ferrari scene

WORDS CHRIS BIETZK

PHOTOGRAPHY RM SOTHEBY'S; GOODING & CO



IN THIS CONFUSING time of change and 'FAKE NEWS. SAD!!!', it is fitting that messages about the strength of the Ferrari brand should be mixed.

Analysts at UBS recently suggested that Ferrari shares could hit \$100, their optimism based in part on an assumption that Maranello is secretly developing that long-rumoured SUV. On July 6, the price was \$85.70 a share. On July 12, when this column was written, it stood at \$92.88.

That's good news for those invested – financially or otherwise – in the health of the company, and, we suppose, for those who can't wait to invest in a shopping trolley with a Ferrari badge.

Counterintuitively, though, the appetite for classic Ferraris (and we should note that the term is being used more loosely than ever) appears to have diminished in recent months. In June, the HAGI Ferrari index, which charts the prices of key collectable models, was down 4.54% year-to-date.

Auctions big and small over the last few months have seen good Ferraris struggle. At Artcurial's sale on July 2 (held in Monaco, home to some of the world's least price-sensitive buyers), eight of 15 Ferraris went unsold, among them a stunning 1962 250 GT Cabriolet Series 2. At Bonhams' Festival of Speed sale, five of 11 cars failed to find a new home, including,



notably, a 1988 F40 and a 599 GTO.

The F40 is clearly trending downwards: at RM Sotheby's (generally successful) Villa Erba event in May, a 1990 example passed. Bonhams hammered another 1990 car at its Greenwich auction for just over the low estimate of \$875,000. Broadly speaking, values are back to 2014 levels – which, it is worth saying, seemed astronomical at the time.

Whether these sorts of results are cause for concern depends on your interest in the market. Those who have bought recently expecting to turn a quick profit will no doubt be disappointed but, frankly, we could do with far fewer of those people.

The general dip in values reflects that being experienced by the 'collector' car market more broadly after a period of unsustainable growth, and a regression to a place of (relative) affordability for classic Ferraris would be a fine thing for

From top

The mad, jet-inspired 1950 'Uovo', a Mille Miglia veteran, will be among the stars of RM Sotheby's Monterey sale; RM will also offer a 13-strong collection of Ferraris; and Gooding & Co is bringing to the party a 1966 275 GTB/C, one of only 12 built

the future of the Ferrari scene. Sky-high entry costs only keep away the enthusiasts of the next generation.

Weirdly, then, given the madness of world events, this year's Pebble Beach auction bonanza will take place in a market that is looking saner by the day. Exceptional sums of money will change hands, but only for exceptional cars – and there are several to covet.

Gooding & Co is set to offer a rare 1966 275 GTB/C, a magical concoction of a car with a 250 LM-type engine and beautiful, paper-thin Scaglietti bodywork. Gooding expects it to fetch a whopping \$12-16 million.

RM Sotheby's, meanwhile, will arrive



in Monterey with an embarrassment of riches, having secured a 13-car collection of Ferraris including a 1961 250 GT SWB (\$8.5-10 million) and a '69 Dino 206 GT (\$650,000-750,000). The latter would be close to the top of our shopping list if money were no object, just behind one of the most fantastical Ferraris ever built: the 1950 'Uovo' ('Egg'), also offered by RM.

A 166 MM bodied in extraordinary fashion by Fontana for the wealthy Marzotto brothers and raced in the Mille Miglia, it is often called 'unique' by sneering philistines, but it is among our very favourite Ferraris and we will be deeply jealous of the person who bags it for \$5-7 million.

There's only one Uovo, but bidders will have another chance to score a special Ferrari soon after Monterey: RM has announced a Ferrari-only sale at Maranello on September 9. Details are scarce as we go to press, but we'll bring you a full report next time...



Club's half century

The Ferrari Owners' Club has been celebrating a big birthday of its own this year – and in suitably fine style

WORDS & PICTURES RICHARD DREDGE

THIS YEAR MAY mark a very significant milestone for Ferrari with its 70th birthday, but for the Ferrari Owners' Club of Great Britain it's an equally momentous year. The club, headquartered a stone's throw from Silverstone, is celebrating half a century since it was formed.

One of the most active of car clubs, the FOC puts on a raft of events for its members each year and it also operates two race series: the circuit-based Pirelli Ferrari *formula classic* and the Pirelli Ferrari Hillclimb Championship, both enthusiastically supported with a dozen or so rounds across the UK each season.

Throughout the year, the FOC puts on numerous trackdays at venues such as Donington Park, Silverstone, Oulton Park and Goodwood. Open only to members, these provide the perfect opportunity to exercise seriously fast and valuable cars in safety. With professional instruction available, they're also the ideal chance for less experienced owners to get the measure of their Ferrari.

However, while these track-focused events are popular, it's the more social gatherings that are the biggest. Throughout the season, an array of picnics and other gatherings see hundreds of members congregate; 1100 of them attended the FOC's national concours in July, at Danesfield House in Buckinghamshire.

This annual event is the highlight of the club's calendar and for 2017 all stops were pulled out to make it something to remember. Alongside a number of ultra-special Ferraris, such as the ex-Agnelli Testarossa Spider and one of just three 550 Barchettas bodied by Zagato, was the UK's oldest Prancing Horse: a 166 Inter from 1949, the ninth road car built by Ferrari. Elsewhere on display were LaFerraris open and closed, along with their hypercar predecessors, including F40, F50 and Enzo.

Car of the Show was awarded to a truly magnificent 250 GT TdF, but it wasn't an easy decision to make when alongside it were such legends as a 250 LM, a pair of 250 GT SWBs, the

Clockwise from above left

Action from the Pirelli Ferrari race series; superb TdF won Car of Show at national concours; kicking back and enjoying the view

'Car of the show was a 250 TdF, but it wasn't an easy decision...'

unique 250 GT 'Breadvan' and a raft of other achingly desirable tipos.

Open to current and previous owners of Maranello's finest, FOC membership costs £115 per year. Recognising the fact that not everyone can afford to buy and run a Ferrari, the club set up the Prancing Horse Register 40 years ago for marque enthusiasts to get involved. Membership costs just £60 per year but PHR members still get a copy of the bi-monthly magazine and access to all club events – they're just not allowed to take part in any trackdays as they don't own a suitable steed.

For more information about the club, log on to ferrariownersclub.co.uk or give its HQ a call on 01327 855430.

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DESIRABLES

Ferrari-related objects of desire, including a bargain 250 GTO...



1964 Tour de France-winning 250 GTO model by CMC

\$520 | racingheroes.com

We're hardly in a position to be choosy, but there's one 250 GTO that we've always coveted above all others: chassis 4153GT, which, in the hands of the wily Lucien Bianchi and Georges Berger, claimed victory in the 1964 Tour de France. The car's brilliantly minimalist TdF livery has been accurately rendered on this 1:18-scale model, the beautiful sum of 1863 individual parts.



Mr Motor Racing by Tim Layzell

£POA | timlayzell.com

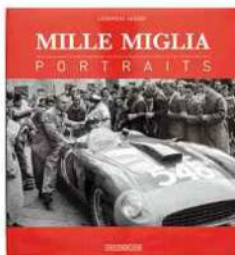
Graham Hill mounted a serious challenge for the Formula 1 Drivers' Championship in 1964, ultimately finishing second to John Surtees, but he found time to moonlight in sports cars, steering a 330 P to first place in the Tourist Trophy at Goodwood. Tim Layzell's new painting captures 'Mr Motor Racing' bearing down irresistibly on the Shelby Daytona Coupe of Dan Gurney.



Ray-Ban Scuderia Ferrari Wayfarer glasses

£215 | ray-ban.com

Ray-Ban's classic Wayfarer design gets a Maranello makeover, with the Ferrari shield engraved onto the glare-reducing Silver Flash lens, and the arm tips finished in red leather.



Mille Miglia Portraits by Leonardo Acerbi

£60 | giorgionadaeditore.it

Ferrari is most closely associated with F1, but the history of the company is intertwined with that of road racing - the Mille Miglia in particular. This is a treasure trove of period images, and includes Enzo's memories of a race like no other.

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SPACE ROCKET

WORDS JOHN BARKER | PHOTOGRAPHY DEAN SMITH

The four-seater four-wheel-drive GTC4 Lusso combines SUV levels of useability with ballistic performance





‘The Lusso is a subtle but masterful reworking of the FF in so many ways’



You set yourself a difficult task if you decide you're going to build a luxury four-seater but not follow the SUV trend that's sweeping through the luxury, high-performance market like an avalanche. With big power and increasingly impressive dynamics, modern SUVs are fast and good to drive, as well as being roomy and having 365-day useability thanks to four-wheel drive. And you ramp up the challenge even more if you also rule out making a four-door car. But that's what Ferrari has been doing for years.

The Modenese company's four-seaters have been mostly stylish, sometimes gorgeous: from the 330 GT 2+2 to the sleek and elegant 500 Superfast to the razor-edged 365/400 GT series, now becoming cool again. The firm's more recent four-seaters have been a bit more controversial. The 456 was rather plump-looking but had some great angles and drove well, while the 612 Scaglietti drove even better but had challenging styling, its full four-seat accommodation wrapped in a bulbous, scale-disguising coupé shape. Then came the FF, which embraced the shooting brake approach, delivering the required rear headroom by simply carrying the roofline all the way to the rear and finishing things off with a hatchback. The FF was also Ferrari's first four-wheel-drive car, further enhancing its everyday credentials.

Distinctive it most certainly was but it never going to join the list of most gorgeous Ferraris. The greater miss, however, was

that it wasn't a very relaxed or relaxing car: its steering was fast and direct and its ride was resilient and detailed, as if it had been developed by the sports car team instead of the GT team. It was a big car, too, and hefty, so you had to feel confident winding up the nape-prickling V12 and testing the 4wd grip, an exercise made that bit more tense by the overly bright steering. The FF did some odd things on track, too, thanks to the occasionally inconsistent response from the all-wheel-drive system. Overall, then, a somewhat confused proposition.

Enter the GTC4 Lusso, successor to the FF and, as is soon clear, a subtle but masterful reworking in so many ways. Not least of these is the styling: there's a crispness and purpose to the GTC4's looks effected by quite minor revisions, including a better resolved, more positive 'face' that also helps cooling, and a rear end that is sleeker, thanks to a slightly lower rear roofline, a line-extending tailgate-cum-roof-spoiler, and smaller twin tail-lights either side. The rear three-quarter view is now properly handsome. Side-on it still looks like a clown's shoe but that's partly because every inch of the 6.3-litre V12 sits behind the front axle line, and not just for weight distribution...

It feels more special from the inside, too, and one reason is the optional full-length glass roof, which is a must as it lends an airiness, a sense of space, that is especially valuable to rear-seat passengers. The rear is a good place to be anyhow, the view forward maximised by narrow front seat-backs, while the rear seats themselves cup

Left and below

Compared with its FF predecessor, the GTC4 Lusso looks sharper and more cohesive. Below: just in case you thought that four seats and the Lusso badge meant this was any less of a Ferrari...



most sizes well with good head- and leg-room even for the tall, but the roof transforms the experience. Yes, it adds weight where chassis dynamicists don't want it, but this is a car for four, not one.

Up front, the seats are well-shaped and comfortable and the driving position good. The prominent new infotainment screen gives access to systems, including sat-nav, that are a great advance over the previous offerings – a further indication that, with the Lusso, Ferrari is taking everyday useability seriously. The steering wheel is a little smaller now, thanks to the use of a more compact airbag, and there are revised switches embedded in it, the main change being that the wipers are now activated by a more intuitive thumbwheel. It's still a busy-looking set-up that takes some getting used to if you're new to recent Ferraris. Oh, and you can now show front-seat passengers just what gear and revs and speed they're experiencing thanks to a mini dashboard of hidden-till-lit instruments in the strip between the glovebox and upper fascia.

Another indication that the Lusso is much better targeted than the FF is the ride, which is truly something special. Even after just a handful of miles, you

know that the balance between control and comfort is beautifully struck because the car feels poised and connected but calm and compliant, too. It's a big, long-wheelbase car so it ought to ride well, and it does. Better still, there's refinement to complement this suppleness and enhance the luxury feel; the suspension is quiet over lumps, bumps and coarse surfaces, and wind noise levels are low, too.

On start-up and at idle, the 6262cc V12 has a rich, complex burble and then settles to a very muted level for sauntering and cruising. Maximum power is a heady 680bhp at 8000rpm with torque peaking at 514lb ft at 5750rpm, which sounds high up the rev-range but Ferrari says there's over 400lb ft available from 1750rpm. It's not a light car; the better part of 2000kg ready for take-off, but, as with its predecessors, weight distribution is usefully rear-biased at 47:53 front:rear. The added front drive is reckoned to be good for a couple of tenths off the line, with 0-100kph (62mph) coming up in just 3.4sec, while top speed is a rather academic but impressively high 208mph.

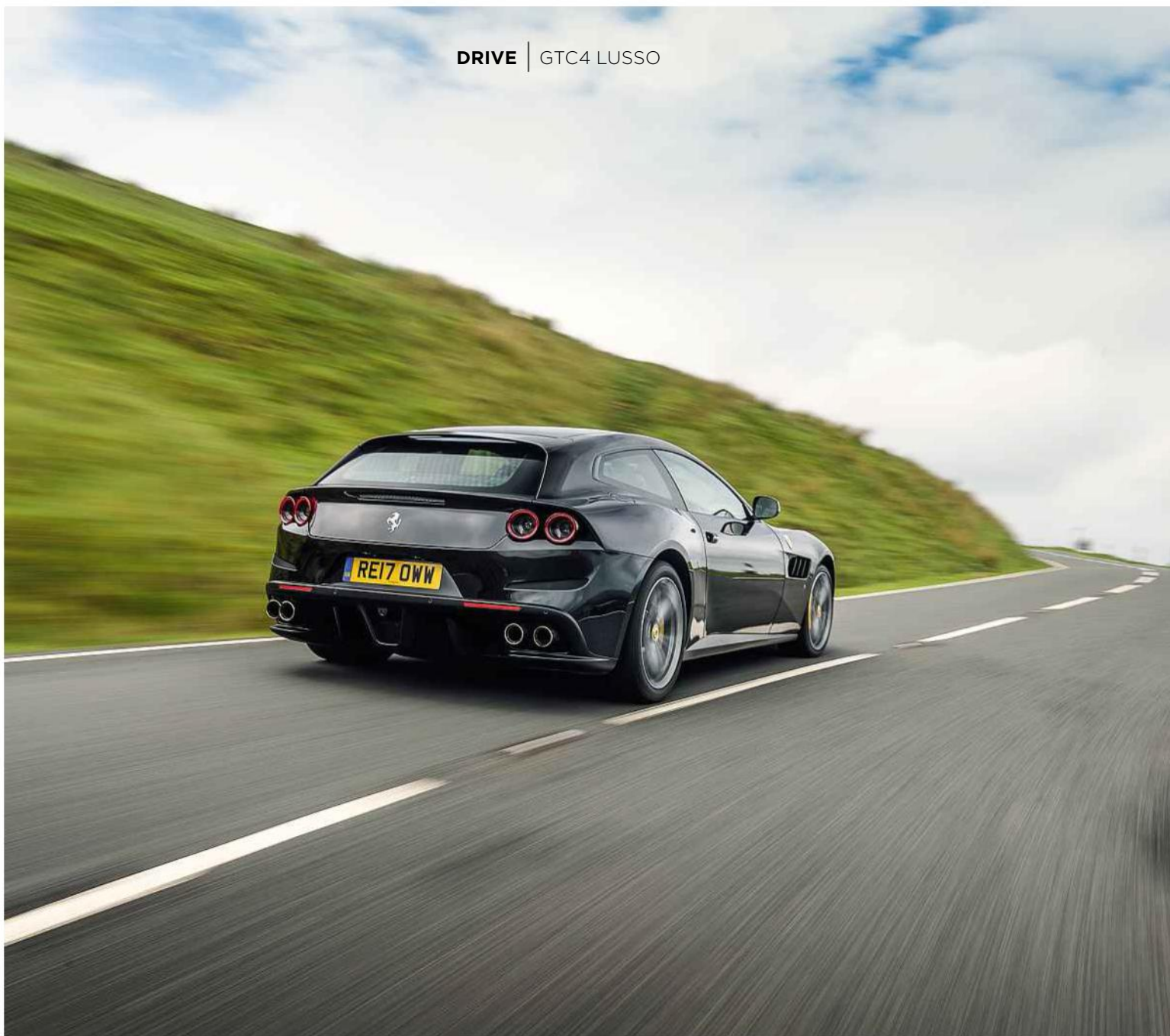
In the early-morning dampness, the traction of the Lusso out of junctions is absolute, the lack of flickering from the traction control tell-tale suggesting that it's

Below and right

Ride on challenging roads is exceptionally good, with terrific control even in default 'Comfort' setting. Change-up lights on steering wheel and 'mini-dash' for front seat passenger are two neat touches







**‘The top end
is utterly
scintillating,
gloriously
symphonic’**

mechanical grip that’s keeping the peace rather than electronic intervention. Adding four-wheel drive to the drivetrain inherited from the 456 and 612 was no simple task. Those cars had advantageous weight distributions thanks to having a transaxle – a combined gearbox and final drive – between the rear wheels. A conventional 4wd system would have a centre differential after the gearbox; had Ferrari gone down that route, there would have been a second propshaft taking drive forward, past the engine to the front wheels via another differential.

Ferrari’s solution was novel, neater and much lighter. It took drive from the

crankshaft at the front of the engine into a small two-speed gearbox that sent drive to each front wheel via independently controlled clutch-packs. Complication and weight were saved but there were a couple of limitations: first, the front gearbox could take a maximum of 20 per cent of the V12’s torque, and second, the car would be four-wheel drive only in the first four gears.

No physical changes to the all-wheel-drive system are claimed for the GTC4 but it does get rear-wheel steering to aid agility and stability. It also gets an updated electronic ‘side-slip’ oversteer control, incorporating the E-diff and the new-generation adjustable dampers, which



Left and below
Lusso simply devours roads like this, calling on massive grip and those mighty carbon-ceramic disc brakes. It needs them with 680bhp on tap



Specification

ENGINE V12, 6262cc **MAX POWER** 680bhp @ 8000rpm **MAX TORQUE** 514lb ft @ 5750rpm
TRANSMISSION Seven-speed dual-clutch, four-wheel drive, E-Diff **SUSPENSION** Front: double wishbones, coil springs, adaptive dampers, anti-roll bar. Rear: multi-link, coil springs, adaptive dampers, anti-roll bar. Four-wheel steering **BRAKES** Vented carbon-ceramic discs, 398mm front, 360mm rear, ABS, EBD **WHEELS** 8.5 x 20in front, 10.5 x 20in rear **TYRES** 245/35 ZR20 front, 295/35 ZR20 rear **WEIGHT** 1920kg **POWER TO WEIGHT** 360bhp/ton **0-62MPH** 3.4sec (claimed) **TOP SPEED** 208mph (claimed) **BASIC PRICE** £231,310

makes for quite an armoury of chassis systems. As ever, the character of the car's dynamics can be changed by twisting the steering wheel-mounted *manettino*, the modes available running from Winter to Comfort, to Sport to traction control off. It's a good sign that it's over an hour before I feel the need to twist away from the default Comfort mode.

I had hoped that rear steer would enhance the steering's on-centre response by helping to get the long-wheelbase car turning but, in fact, the steering feels a little heavy and slow around centre and picks up and lightens on lock, giving a non-linear feel. This is a shame because the

calmness of the GTC4's demeanour feels more than capable of taking a bit more initial steering response in its stride.

Considering the V12's capacity and the big numbers attached to it, it doesn't feel too much for the Lusso. The seven-speed dual-clutch transmission does a fine job of finding the right gear quickly, and upshifts are swift and seamless, yet the delivery isn't as generous or as barrel-chested as you might expect. The power is certainly there – the top end is utterly scintillating and gloriously symphonic, the 8000rpm upshifts instant and eliciting a whipcrack exhaust report – but this only serves to reinforce the feeling that the torque is a little thin. It's a shame, too, that bystanders get the best of the engine's vocal repertoire. From the outside (or through tunnels with the windows down) the V12 on full throttle sounds epic. Inside, there's a shift when you ask the engine to dig deep that sounds like exhaust valves opening, but the sound in the cockpit is rather hollow.

The steering improves with a bit more pace and a twisting road, the car flowing better in your hands. Perhaps rear-wheel steer – which can parallel-steer the rear wheels for increased stability or counter-

steer them to sharpen turning – is more active when you're pressing on. The standard carbon-ceramic brakes are nicely judged, too, easily modulated with excellent feel and response. Tease the Lusso's rear grip in the wet and it's not the most intuitive car, with driver opposite-lock and side-slip control occasionally colliding, but that's almost a moot point.

The further you drive, the more you appreciate just how well it achieves what it sets out to do, namely to transport four in comfort and style, at speed if you wish. Most of the time, the super-sophisticated chassis beneath doesn't draw attention to itself; leave it in 'comfort' and it just gets on with the job of helping the car to cover ground with reassuring confidence, which is how it should be.

Yes, you occasionally hanker after a sharper on-centre steering response, or snappier throttle pick-up, or more theatre from the engine, but this is nit-picking because the GTC4 Lusso absolutely nails the fundamentals and delivers on the promise of its proposition: it's an alluring, low-slung, satisfying alternative to a high-performance SUV that's habitable enough to make you want to use it every day. **L**

So we've driven the V12-engined GTC4 Lusso; now here's little brother, with a turbocharged V8 and rear-wheel drive...

TIME FOR T

WORDS RICHARD BREMNER | PHOTOGRAPHY FERRARI





If you're the logical type that starts reading a magazine at the front and works their way through to the back, you'll have just finished reading about the V12-engined, four-wheel-drive, four-wheel-steer GTC4 Lusso. What we have here is the GTC4 Lusso T, and that T at the end of its less-than-snappy name means it serves up something a little different. Less, in fact, despite the longer name – although that less provides some interesting shifts in the GTC4's character.

The Lusso T specification prompts the deletion of several sizeable chunk of hardware, including the front driveshafts and their differential, and the removal of four of the GTC4's 12 cylinders. So in effect what was a four-wheel-drive V12 becomes a rear-wheel-drive V8. But a twin-turbo V8 whose substantial 603bhp is only 77bhp short of the V12's 680bhp, has 55 fewer kilograms to motivate and actually generates 47lb ft more torque for a total of 561lb ft. The result is a dramatically brief 3.5sec launch to 62mph, a mere tenth slower than for the V12-powered car, and a top speed, should that matter, that falls from 208mph to 199mph.

More useful is the V8's 32 per cent improvement in fuel consumption, which sees a substantial drop in CO2 emissions from 350g/km to 265g/km. The GTC Lusso T is also more affordable, although few are likely to pay its £199,285 list price given the tempting options catalogue.

So, this V8 GTC4 is barely any slower than the V12 version and usefully more economical. It's also worth noting that the GTC4 Lusso is the first production Ferrari ever to be offered with a choice of drivetrain. The aim of offering this choice is about more than the engine itself, says Ferrari, the T's mechanical confection being aimed at younger customers – and buyers who don't need the ability to keep going in low-grip conditions. And though this less expensive GTC4 is far from a cheap car, that 32 per cent improvement in fuel consumption will undoubtedly heighten its appeal.

Lusso T buyers won't find themselves shortchanged when it comes to dynamic hardware either. The front wheels may not be driven, but the V8 version provides the same four-wheel steering as the V12 and comes with Ferrari's excellent e-differential and a fresh iteration of its driver-skills-enhancing side-slip control software. The Lusso T's weight distribution also shifts, to a 46:54 front:rear distribution that compares favourably, says Ferrari, with the 52:48 dispersal typical of 'traditional GTs'. In combination, these features all promise a more agile character, and with no significant loss of pace.

That promise is heightened by a superbly designed steering wheel that presents a perfectly located start button, Ferrari's excellent *manettino* and, behind, a pair of generously scaled and perfectly positioned paddleshifts. When you also



'IT'S A CAR OF ADDICTIVE NOISE, IRRESISTIBLE PACE AND EYE-WIDENING ATHLETICISM'

take in drilled alloy pedals, the dominant, grey-faced rev-counter and a decidedly sporting driving position, any doubts you might have about a commodious, four-seat hatchback delivering a memorable driving experience begin to wither. They wither even faster when you thumb the red starter button, 3.9 litres of V8 kicking alive with a creamy growl.

The launch is on a spectacularly twisting set of quiet Tuscan backroads near Siena, and it's not long before you discover that the GTC4 is entirely uncompromised by the practical aspects of its make-up. What makes the biggest initial impact is the steering, its gearing so sharp that you find yourself unwinding lock through the first few bends because you've swivelled the wheel further than required. It feels nervous, and it takes a few miles to acclimatise, but you eventually recalibrate your wrists and arms and realise that its swiftness means that you rarely need to shift your hands on the rim.

Make no mistake, this is a truly fast car, the V8 romping through gears at a rate to keep you finger-flexingly busy, the seven ratios swapped with impressive speed and smoothness, the rate of exchange heightened in Sport.

Rising cornering speeds uncover terrific front-end stick – the rear-wheel steering helps – and satisfying precision, too. Grip from the rear end of a lengthy wheelbase is less secure if you're bold, the ESP light frequently flashing its power cuts through tight turns. Kill the ESP and you'll enjoy

more instant exits from corners, and the occasional drift, too. Especially, we expect, in rain. It's easy to build a satisfying rhythm vaulting from corner to corner, your pace sometimes prompting a questioning of the brakes' effectiveness despite their (standard) carbon-ceramic hugeness. They never show signs of quitting, but need more instant bite.

You'll want to keep both hands on the wheel, the GTC's urge to dart down falling cambers prompting occasional lunges for the verge if you don't hold tight. Run with the dampers at their softest and you'll discover unexpected float, easily eliminated with a firming stab of their steering wheel-mounted controller. Less improvable is cruising refinement, an admittedly turbulent *autostrada* uncovering a disappointing shortage of absorption. But the Lusso T's refinement in other departments is good, not least seat comfort and support, and for all four occupants.

After an exhilarating drive, it's almost a surprise to remind yourself that two adults can sit behind to enjoy such excitements in considerable comfort, and to find a sizeable boot that becomes really quite large when you drop the rear backrests. If you don't need 4wd but do value added agility and touring range, the Lusso T loses little if anything to its big brother. This is an amazingly capable car, a car of addictive noise, irresistible pace and eye-widening athleticism. It's also a car that can perform tasks surprisingly mundane, but always with an electrifying flourish. **E**



Above

Optional 20in alloys are exclusive to the V8 version of the Lusso; otherwise there's little to tell them apart. Performance-wise there's little between them, either

GTC4 LUSSO T

ENGINE V8, 3855cc, twin-turbo
MAX POWER 603bhp @ 7500rpm
MAX TORQUE 561lb ft @ 3000-5250rpm **TRANSMISSION** Seven-speed dual-clutch, rear-wheel drive, E-Diff **SUSPENSION** Front: double wishbones, coil springs, adaptive dampers, anti-roll bar. Rear: multi-link, coil springs, adaptive dampers, anti-roll bar. Four-wheel steering **BRAKES** Vented carbon-ceramic discs, 398mm front, 360mm rear, ABS, EBD **WHEELS** 8.5 x 20in front, 10.5 x 20in rear **TYRES** 245/35 ZR20 front, 295/35 ZR20 rear **WEIGHT** 1920kg **POWER TO WEIGHT** 360bhp/ton **0-62MPH** 3.5sec (claimed) **TOP SPEED** 199mph (claimed) **BASIC PRICE** £199,285

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FERRARI



WORDS DOUG NYE

PHOTOGRAPHY VARIOUS

Enzo

FERRARI

In a two-part history, Doug Nye tells the story of Ferrari's founder. Part one recounts Enzo's rise from racer to team boss





Do us a story on Enzo Ferrari,' they said. Of course, the proposition is quite simple, but how can one adequately address the most significant single motor racing personality of the 20th century in just a few confined magazine pages? The sin will be omission – yet there's too much to tell to avoid such sin. When the great man died – aged 90 – on August 14, 1988, it was pre-ordained that his passing should be attended by massive media outpourings – obituaries, tributes, potted biographies, the whole effusion of print, film, television and sound tape that today marks the passing of the great and famous.

In essence, Enzo Anselmo Maria Ferrari came from a lower-middle-class Modenese artisan family. He was a common man. He spoke Modenese dialect, blunt and to the point. Yet he was also bright and astute, ambitious and determined – and he had a backbone and determination of spring steel, forged through early adversity, sickness and sense of loss. This was the man who would become an established industrialist and sporting personality of global stature. He became the common man made good who thoroughly enjoyed keeping kings, princesses, dukes, film stars and captains of industry all waiting upon whenever he might judge it convenient to give them an audience at his Modena office or his Maranello factory.

The cars his company built were rarefied and exotic. They were especially exclusive. The more wealthy or celebrated the client might be, the more Mr Ferrari played the role of having to be persuaded to let you buy one. That's the aura he fashioned for himself. He spent decades perfecting the image and building his Prancing Horse brand, and he applied the genuine prestige he accumulated in spades in both racing and on the road car scene. This artisan-class local-boy-made-great never forgot his roots.

A close acquaintance of his confirmed for me recently how *Il Drake* – as the Italian press came to call him – had never lost his

Left

Now, here's a curio. In the '30s, Italian petrol shortages led to trials with *gasogeno* – burning coal to make combustible gas – and Alfa *gasogenos* actually ran in the Mille Miglia, though very slowly. Enzo (far left) was not impressed

**'HE SPENT
DECADES
PERFECTING
THE IMAGE AND
BUILDING HIS
PRANCING
HORSE BRAND'**

fascination with manipulating the great and wealthy: 'He liked to see them dancing to his tune, yet, once they offered enough money, he would sell them anything. He loved always to make the big score. The wealthy might have got what they wanted, and gone away smirking, but first they had left their money with him – Ferrari...'

It was in part this merchant, some say peasant, ability that founded Ferrari's greatness. But more important, he was the great manipulator, a God-gifted exploiter of others' talents. For decades he had an almost unerring eye, particularly for an engineer who would contribute to the legend. And before that engineer's potential had been used up, Mr Ferrari would have others groomed and prepared, poised in the wings to take the vacant place. Once ultimately cast aside, most of those engineers' greatest days, their greatest potential, would be left behind, artfully trapped by the Ferrari filter.

Enzo Ferrari seemed quintessentially Modenese. His home town of Modena at the foot of the Appenines on the southern edge of the vast Po Valley floor has been famed over centuries for its craftsmen. Metal workers, foundry skills, pattern- and tool-making, design ability, sheer creativity, all abound. For decades most of them were willing to work absurdly long hours for laughably low wages. Pride in creation and achievement was taken for granted as a local Emilian tradition; time off and pay-rates came a very distant second. That was just fine for Enzo Ferrari, who developed into one of industrial and commercial history's greatest manipulators of men.

His father, Alfredo, ran a modest metal fabricating business in Modena, and had two sons – Alfredo, born 1896, and Enzo, born February 18, 1898. Enzo was ten when father took the boys to Bologna to watch the Coppa Florio road race. Felice Nazzaro won in a 130hp chain-drive Fiat. The following year, Enzo watched the local sprint meeting on the Navicello Straight. Motor cars and motor racing excited him greatly.

When Italian-American Ralph de Palma won the 1915 Indy 500, Enzo saw his photograph splashed in the sporting press and made his decision: 'I'm going to be a racing driver!'

His formal education was relatively sketchy, but his teenage years were spent in self-education. He was always a voracious reader. He fancied himself as a journalist and at 16 contributed Modena FC football reports to the important *Gazzetta dello Sport*. From his reading he absorbed vast understanding of his fellow man. In the 1980s, when I asked Ferrari's long-serving chief engineer Ing Mauro Forghieri what he considered to have been The Old Man's greatest attribute, he thought long and hard before replying '...an understanding of human weakness...'. Any chink in a talented man's personality or character could and would be ruthlessly exploited to La Ferrari's advantage.

There was tragedy, too. In 1916, Enzo's father and older brother 'Dino' both died. In 1917 Enzo himself was conscripted into the Italian Army, quickly contracted the killer 'flu that took more lives in 1918 than the War itself, and barely survived, becoming subject to 'a weak chest' ever after – a proclivity that, when it suited him, he would brandish unselfconsciously to secure any perceived advantage.

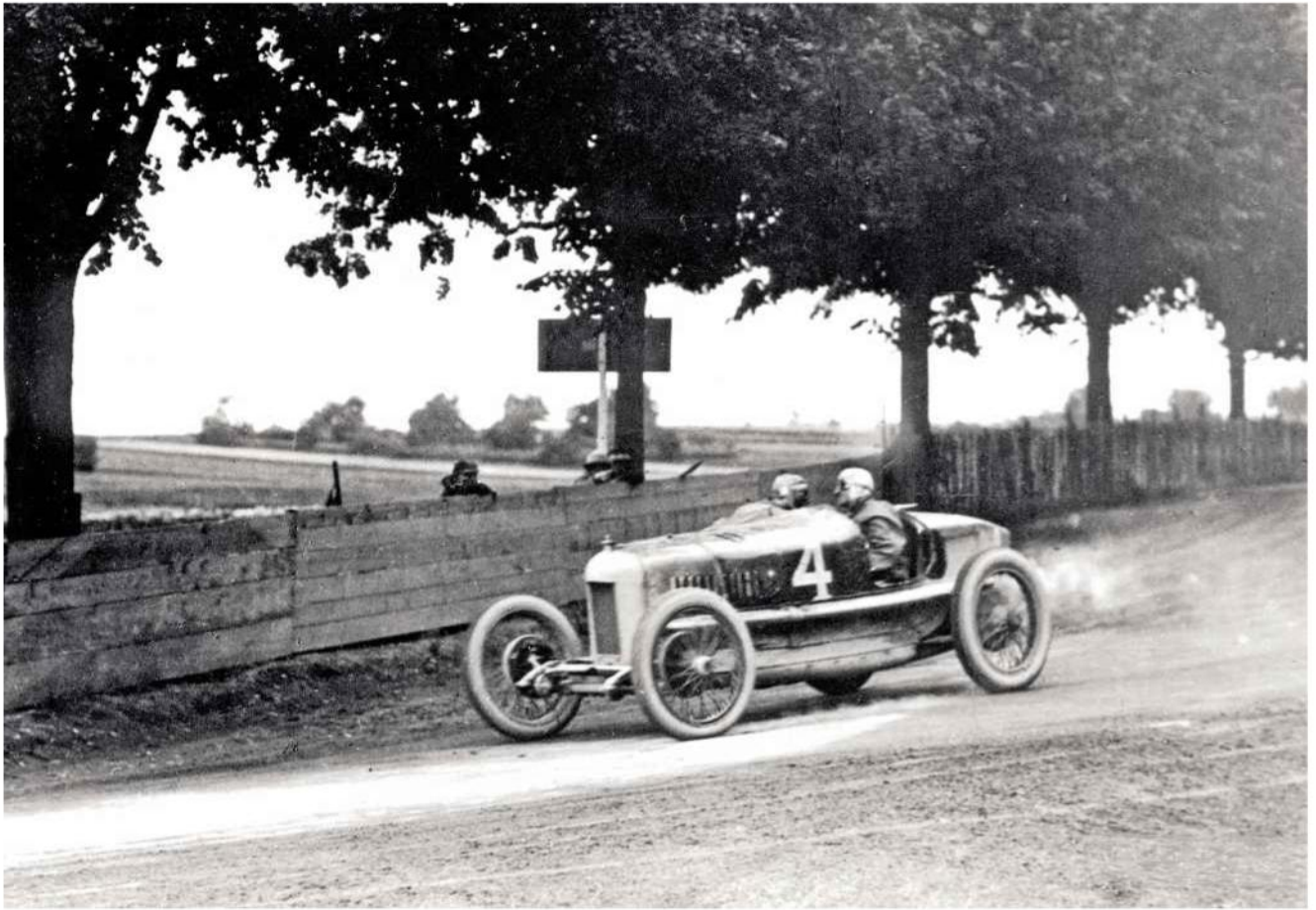
By his own account, Enzo wound up alone in the immediate aftermath of the war, but this conveniently ignores his continuing closeness to his surviving mother, Adalgisa, who provided a continuing anchor for his young life. Rejected by Fiat in Turin, he got a job collecting truck chassis for a dealer named Giovannoni and delivering them to a coachworks in Milan, to be bodied as more in-demand passenger vehicles. Thus he got to know and be known by the motoring men of both great cities. One was Ugo Sivocci, who was a proper test driver for CMN. He fixed Ferrari a full-time job there as a test driver, and on November 23, 1919, Ferrari drove a CMN in Italy's first post-war sporting event, the Parma-Poggio di Berceto hillclimb. He set fourth FTD in his class, and six weeks later drove his CMN home ninth in the first post-war Italian road race, the Sicilian Targa Florio.

After Sivocci moved to Alfa Romeo, for the May 1920 Parma-Poggio di Berceto hillclimb Ferrari bought himself an old 1914 GP Isotta Fraschini. He drove it into third place, then raced it again at Mugello and in the Consuma 'climb. Sivocci then fixed him a job with Alfa Romeo, where he became both a regular minor-league events team driver and right-hand man to Nicola Romeo's closest aide, Giorgio Rimini. When Alfa Romeo ran stripped production cars in the 1920 Targa Florio, Enzo Ferrari drove one home in second place. Over the next three years he would drive only for Alfa Romeo save for one outing in a Steyr (of all things) on the Aosta-Gran San Bernardo mountain-climb, in 1922. During this period, Ferrari became Rimini's Mr Fixit.

At the time, Fiat ruled the GP world, its Torinese experimental shop the cutting edge of automotive technology. When Sivocci was killed in the prototype Alfa Romeo GPR (or 'P1') Grand Prix car during Italian GP practice at Monza, Rimini persuaded Nicola Romeo that they should head-hunt Fiat's design team. Ferrari was Alfa's chosen envoy, and through him the legendary engineer Vittorio Jano – among others – was attracted from Fiat to Alfa Romeo to found Portello's glory years.

Meanwhile, Mr Ferrari raced mostly second-string cars. He still notched his first outright win at Savio, Ravenna, in June, 1923, where he claimed his dash and daring won him the Cavallino Rampante – Prancing Horse – emblem of WW1 fighter ace Francesco Baracca from the fallen hero's family. Into 1924, he won three big races in a row, at Savio, Polesine and Pescara. The latter success earned him a minor honour, that of Cavaliere dell'Ordine della Corona d'Italia. He was later elevated to Commendatore, which title was used popularly for decades even though he himself explained it was a Fascist honour that was abrogated after the regime's 1943-45 defeat. He himself preferred to be called 'Ingegnere', or 'Mr' or 'just plain Ferrari'.

Meantime, his 1924 hat-trick of race wins persuaded the Alfa management to nominate him as fourth driver for their Grand Prix team of new Jano-designed 'P2' cars entered for the biggest race of the year – the Grand Prix de l'ACF at Lyon-Givors. Mr Ferrari practised there, but opted out pre-race, fleeing home to Modena. He later explained he'd suffered 'a nervous breakdown'. The great contemporary Italian journalist Giovanni Canestrini reputedly believed privately '...he was just plain scared. The P2 was beyond him.'



SPITZLEY COLLECTION

‘AT HIS BEST, MR FERRARI WAS A COOL, ANALYTICAL AND CULTURED RACING DRIVER’

Above and right
After the First World War, Enzo took up racing in a 1914 GP Isotta Fraschini. By 1930, as team boss, he could count the legendary Nuvolari (here astride an Alfa P2) among his drivers

SPITZLEY COLLECTION



**Left**

Nuvolari leads the 1936 Vanderbilt Cup race in his Scuderia Ferrari Alfa 12C-36. Nuvolari and Ferrari would enjoy an often successful but sometimes stormy relationship

'FERRARI MANOEUVRED HIS SCUDERIA INTO QUASI-WORKS TEAM DUTIES FOR ALFA ROMEO'

It says much for Mr Ferrari's popularity that not a word of this was published, and that Alfa Romeo stood soundly by him. Within weeks of Lyons, he was working as closely as ever within the team, but not as a driver... He didn't race again until 1927, by which time he was running a healthy Alfa distributorship in Modena. He won again at relative bush-league level. By then he had married quite a wealthy Milanese girl, Laura, who travelled everywhere with him to the races.

As a dealer, Mr Ferrari's Modena premises attracted a wealthy clientele of gentleman racers, and at the end of 1929 he persuaded three of them, the Caniato brothers and Mario Tadini, to finance the foundation of the cooperative Scuderia Ferrari to prepare, enter and run their sporting Alfa cars. They could then just report at the right place on the right day and find their cars present, ready to race; entries, everything, organised by Ferrari.

Enzo's own last victory as a driver came in the Bobbio-Passo del Penice mountain climb on June 14, 1931, while his very last drive came in the Tre Provincie road race on August 9 that year, in which he battled long and hard against Tazio Nuvolari and was only narrowly beaten into second place.

At his best, Mr Ferrari had been a cool, analytical and cultured racing driver. Certainly during the 1940s and '50s his own engineers would quite highly rate his test-driving abilities and the useful feedback gained. Behind the wheel of a road car, he was quick, safe and neat, almost to the end of his driving days. Meanwhile, in 1931, ever the accomplished publicist, Mr Ferrari made much of the reasons for his retirement from racing and the loss it meant to him. He had always promised Laura he would retire from driving when they had children. She had just told him she was pregnant.

Their son was born on January 19, 1932. Respecting family tradition they named him Alfredo, after both Enzo's Papa and elder brother Alfredo. The affectionate diminutive of Alfredo is 'Alfredino', hence Dino Ferrari, the Old Man's ill-fated son.

Alfa Romeo's own factory team ceased activities due to financial straits in 1932. Mr Ferrari thereafter manoeuvred his Scuderia into quasi-works team duties. From mid-1932 until 1937, the Scuderia became 'Alfa Romeo Racing'. Mr Ferrari's journalistic ambitions found an outlet in a string of Scuderia publications, a magazine and a newspaper. Part of his policy was to publish glowing profiles of race organisers with whom he dealt. This fostered close relationships from which the Scuderia undoubtedly profited...

But this happy time was stopped in its tracks by the 1934 emergence of State-backed German racing teams from Mercedes-Benz and Auto Union, which quickly dominated GP racing – scooping all the top prize and bonus money. Unable to match the TransAlpini, as he called them, in money, men and metallurgy, Ferrari looked to earn elsewhere. In 1935 two twin-engined Alfa Romeo Bimotore Libre cars were built in his Modena premises, but their success was limited. Nuvolari scored a shock win in a Scuderia Alfa at the 1935 German GP, but it was a one-off. In 1937 Mr Ferrari master-minded the creation of a 1.5-litre supercharger Vettura class challenger – the Formula 2 of the day – and this emerged from his Modena works as the Alfa Romeo 158 Alfetta. But Alfa's new president, Ugo Gobbato, promptly took his company's racing programme back in-house for 1938, the Scuderia in Modena was wound up and Mr Ferrari could stomach only briefly being Direttore Sportivo under more senior management's eye in the new Alfa Corse HQ at Milan. With his style emphatically cramped, he walked out late in 1938. *To be continued...*

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Festival of Ferrari

The Goodwood Festival of Speed became a Ferrari celebration this year. Our man squeezed into a 250 LM to join the party

WORDS HENRY CATCHPOLE | PHOTOGRAPHY TOM HORSFALL / FERRARI / HENRY CATCHPOLE



The marshal has to shout to be heard above the idling and revving race engines that surround us, like an automotive orchestra tuning up. One of them, a 3.3-litre V12, is only inches behind my back. It was started from cold not many minutes ago, so I'm still exercising my right ankle, heeling and toeing as I hold the car on the brake but also try to stop the still-warming engine from petering out. It's rather like those early minutes after lighting a barbecue when you're coaxing the nascent flames, wanting to put on more charcoal but trying not to smother the firefighters. A balancing act.

As I look up from the low-slung cockpit at my personal conductor in a white boiler suit, I think he's saying 'go and park in front of the 250 Testa Rossa', which would be an absurd phrase in pretty much any other context. But this is the Goodwood Festival of Speed, where normal seems to have taken the weekend off.

Now a woman in another white all-in-one is beckoning to me from near the Testa Rossa, so I ease off the brake and roll gently forward, gravity giving me a little helping hand across the assembly paddock. I can see already that this is going to require me to reverse millions of pounds worth of 250 LM (have I not mentioned what I'm in? Remiss of me) towards millions of pounds worth of 250 TR, and that makes me a little nervous. On this occasion I very much doubt that 250 plus 250 would make 500.

I swing round, dip the clutch, fan the flames with a blip of throttle, flick the little guard up on the open gate and slide the lever to top left on the six-pronged pattern. The right-hand pedal is heavy, needing a push rather than a tickle to

wake the snarling revs, and the biting point of the left-hand pedal is surprisingly high. Gingerly I get it rolling backwards and then the marshals, perhaps impatient and sensing some nerves, give me a gentle push. Once I'm in position, one of them makes a chopping motion with his hand, then they're instantly away to park someone else and I'm left sitting in the car with the most surreal view out.

The windscreen of the LM is deep and wraps around, so it frames the scene in an unusual way. Without the long bonnet of its predecessors, the sensation is like sitting near the front of the cinema rather than right at the back with the audience between you and the screen. Then, as if on cue, the big stars of the day begin appearing all around. A small figure, hair almost Warhol-white, emerges from the centre of a coterie of companions. As well as Ferrari's 70th birthday, the career of Bernie Ecclestone is also being celebrated this weekend at the Festival of Speed. Bernie chats to various people and allows his photograph to be taken.

An immaculate set of light blue overalls containing Jackie Stewart is next to appear on set. Sir Jackie is also wearing a small black cap that could be from a merchant seaman, but he's soon swapping it for his familiar tartan-ringed crash helmet as he steps into a P3/4. Nick Mason, Lord March, Enrico Galliera (chief marketing and commercial officer at Ferrari, so the man you need to impress if you want an FXX K), Derek Bell, James Calado... the cast just grows and grows as I sit there watching.

The array of cars is even more extraordinary. I'm sure there *has* been a similarly amazing gathering of Ferraris at some point, but I'm not sure when – or if it's ever happened outside Italy.

Clockwise from right

Famous faces in the Goodwood paddock included Bernie Ecclestone and Jackie Stewart; 125 S, the first Ferrari to wear the badge, and a LaFerrari Aperta led a 70-car parade to mark the big 70; 250 LM curves rival FoS centrepiece for sculptural quality

'I'm sure there has been a similarly amazing gathering of Ferraris at some point, but I'm not sure when'



The sheer variety is breathtaking. To my right is a line-up of single-seaters including two sharknoses and three glorious 312s – B3, T (both with those distinctive flat, snorkel-like intakes) and T5 from '74, '75 and '80 respectively. To my left is another 250 Testa Rossa with a glorious patina (this one an earlier '58 car) while a lovely 750 Monza with its 3-litre four-cylinder engine is loitering nearby.

Then there's the car I'm sitting in. The 250 LM was the last Ferrari to take an outright win at Le Mans, in 1965, and to some it is even more iconic than the GTO. Famously, it was intended by Ferrari to enter the GT category in the 24hr race but the FIA refused to allow this as Ferrari hadn't built the requisite 100 cars. Thus it entered Le Mans in the Prototype category alongside the real Ferrari prototype for that year, the 330 P2. As the P2s and GT40s faltered in the heat, so the more reliable 250 LMs crept up the leaderboard, with Masten Gregory and Jochen Rindt eventually taking the win for NART ahead of another 250 LM, run by Pierre Dumay, in second. Only 32 LMs were ever built, and to drive this example, prepared by DK Engineering, is a rare privilege.

A marshal with autographs scrawled over his overalls makes a whirligig hand signal to the

paddock at large and the gathered assortment of mostly 12-cylinder engines barks into life around me. I reach for the little key in the centre of the dash and turn it two stops clockwise. The starter motor shrills, a bit of throttle and the LM's engine catches with a deep but distinctly eager, race-orientated attitude.

Back left for the dog-leg first and we're off down to the start line, following the Monza, with a yellow competition Daytona behind. I've been warned to double-declutch every shift up and down the 'box so dutifully double-dip the pedal with a pause in neutral as I go for second. As we go the wrong way down Lime Avenue, I get a chance to see some of the other cars attending this birthday party. Perhaps it's because they're not painted red, but a beautiful blue ex-Penske 512M now owned by Lawrence Stroll and a couple of 512 BBs (one yellow, one green) catch my eye.

Having turned round in the sunshine at the very bottom of the hill, I park up and decide to get out as it's hot and there's bound to be some time to wait. Opening the light door with the pull-cord reminds me of an F40, which seems chronologically wrong somehow, but there we are. The tricky bit comes next, because to be perfectly honest I'm at

Below and below right

Tense moments manoeuvring one of only 32 LMs built, and a car worth many millions (in any currency). Simple dials, subtle creases, and a thoroughbred 3.3-litre V12 good for around 320bhp



least 5in too tall for the 250 LM and extracting myself in any sort of gainy fashion is nigh-on impossible. Imagine trying to extricate yourself from a zipped-up sleeping bag and off a lower bunk-bed in one fell swoop using only your upper body and you might sort of get the idea. It's not elegant. And there's a crowd watching.

Once out, however, I have the chance to wander around the car a bit more. I'm parked next to a '64 250 GTO (of which only seven were made) and it's interesting to note the similarity in cab design of the two cars. There is a beautifully delicate crease in the top of the LM's wings that I notice, too. It's invisible from almost all angles, but look directly along the curvaceous hips and you can see it.

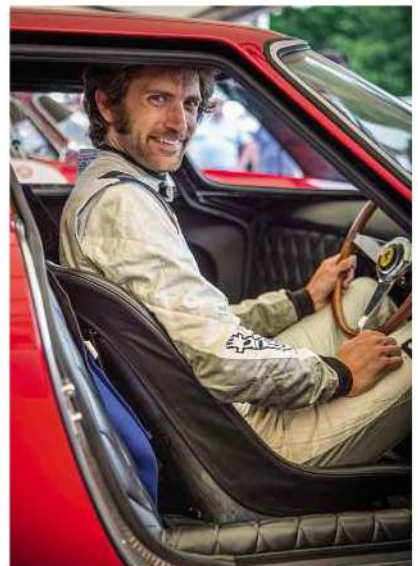
After a while, I hear the wild scream of a modern V10 F1 engine in the distance, signalling that things are on the move. Time to reverse the sleeping-bag-bunk-bed manoeuvre. Even once you're in, the tricky thing about sitting in the LM is the positioning of the pedals. It's as though the engineers started out with a single, central seat and placed the throttle, brake and clutch accordingly, before thinking 'it should probably have two seats, but we want to be home for tea, so we'll just leave the pedals where they are'.

The engine fires up instantly, and I put my Stilo helmet on and follow the creeping queue towards the chequered gantry with START written on it. I've driven up the hill quite a few times over the years, but it's always a voyage of discovery. The first two corners are quick right-handers and, with what feels like quite long gearing, second seems best here. Then I let the LM run up high into the revs, noise hardening before I change to third in front of the house. Molecombe is the left-hander notorious for crashes (although it's the slight right on approach that catches people out) and the 250's brakes need a bit of pumping to bring the pads up to the discs, so I'm working the middle pedal early and moving the lever straight forward to go back to second gear. Safely through, and it's as I approach the famous flint wall that it occurs to me just what a different feel the LM has, thanks to its engine placement. I've been lucky enough to drive a 250 TR, and the more neutral balance that comes from having the engine behind you (and fully independent suspension with double wishbones all-round) is marked.

I leave it in second for the sprint between the next two turns, then work the big wood-rimmed wheel a bit through the last corner, which I know

'The scream of a modern V10 F1 engine in the distance signals that things are on the move'





'I let the LM run up high into the revs, noise hardening before I change to third in front of the house'

you can commit to, before accelerating hard under the finish gantry and pressing on for a few seconds longer to feel the engine pulling one last time. With 320bhp and only 820kg (dry) to push around, it is plenty quick enough.

I nail my smoothest change as I go back down the 'box and then pump the brakes before emerging from the leafy tunnel into the holding area at the top of the hill. This time I'm directed to park behind a 275 GTB/C. Despite the different numbers in their names, the two cars have the same 3.3-litre displacement in their Colombo V12s – only a couple of early LMs had 3-litre engines, but Ferrari didn't change the name for the rest.

I'm so happy with life that I decide to risk getting out of the car again. I inspect an F40 LM just ahead of me and a 488 Challenge behind before being drawn to the car that brought Ferrari back to Sports Prototype racing after a two-decade hiatus. The 333SP shares an engine with the F50 road car and I've always been fascinated by it. Nick Minassian is just climbing out, and we start to chat. He asks me what I've been driving.

'Ah, I raced one at the Goodwood Revival! Is beautiful!' he says, years of living in Bedfordshire and now Sussex having done nothing to dilute his rich French accent. It's a perfect opportunity to get an insight into aspects of the car's handling I couldn't really hope to explore in my one run up the hill, so I press him for more information. 'The thing is, the car I raced was very original. You know some people mess around a little bit to make the car a little easier to drive, but the Ferrari... It wasn't the fastest engine, was very smooth engine, but the chassis was incredible. Is like probably one of the best GT of this era in terms of balance. Ferrari were good at this and this car was very special. You can see it was a car made for Le Mans.'

I ask him in what respects, and he explains: 'Because the car is quite easy. Everything it does, it lets you know and on the limit you can control it well. Is progressive, is not all of a sudden. I would say any Ferrari of this era is always better than any other car chassis-wise. The Breadvan, the

330 LMB I have driven, the 250 LM, all those cars are always better than a Cobra or a Corvette or those other cars that were strong in this era.

'The driving position is a bit weird,' he says when I ask him if it's better for someone that's not 6ft 5in, 'but I never think of it. I just want to drive it so I forget about the position and just drive the car. Even if I had to drive it with, I don't know, just one hand, I do that. Just so I can have a go in it!'

We're interrupted by engines restarting and I head back to the LM. Normally we would all just drive the cars back to the paddock now, but today everyone is heading to the front of Goodwood House. There is a huge crowd waiting and, as we all turn onto the gravel, I am suddenly aware once more that my throttle control needs to be on-point if I don't want to fire a hailstorm of small stones at the priceless car behind. I manage to keep it somewhere between stalling and spinning-up and park to the right of the front door of the house, giving the engine one final, rousing blip before turning it off.

Lord March has organised an orchestra, a human one this time, apparently flown from Italy, and as I get out they strike up Mamelì's Hymn, better known as the Italian national anthem. Then two huge banners unfurl in front of the house with a prancing horse and '70, 1947-2017' on them. People are waving Ferrari flags, the sun is out and, to be honest, it all seems like a bit of a dream.

Derek Bell is standing next to me and I ask him if he's got a favourite Ferrari memory. He thinks for a few moments and replies: 'Meeting Enzo.' There's another reflective sort of pause and then he continues: 'I used to go out with him to dinner. It was amazing. He used to pick me up in his 2+2.'

'Was he intimidating?' I ask.

'No. Not to me. He was wonderful.'

There's a call for all the drivers to gather for a photo. I feel reluctant and a bit of a fraud so remain rather rooted to the spot. Bell notices and puts a hand on my shoulder. 'Come on,' he says. 'Listen, tomorrow you might be in a Mazda, but don't worry. Today you are a Ferrari driver.' And he marshals me towards the cameras. 📸

Above and left
Putting on a show for the Goodwood crowds; evocative 1960s details; the classic dog-leg gate, and one very happy Catchpole

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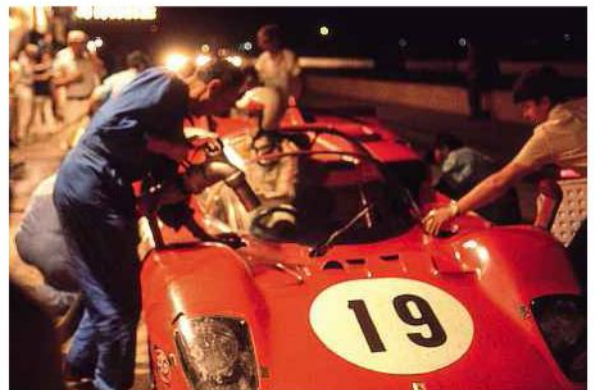
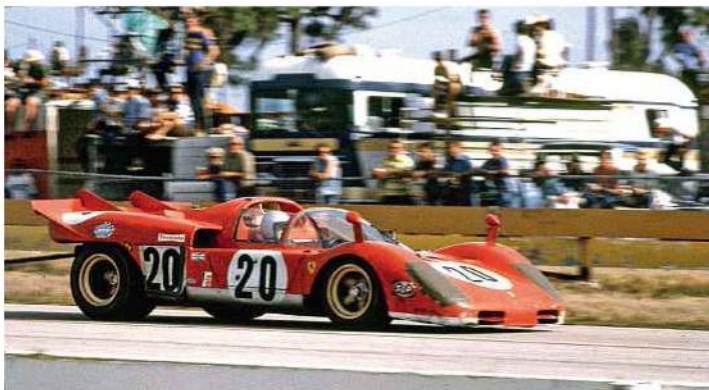
SEBRING 1970
**GREATEST
RACES**

917
512

WORDS ANDREW FRANKEL | PHOTOGRAPHY GPL/LAT/GETTY

Steve McQueen, a showdown
between Porsche's 917 and Ferrari's
512S, and one of *the* great drives:
Sebring 1970 had it all







Left and below

North American Racing Team 512S of Posey and Bucknam harries Gulf 917 of Rodriguez/Kinnuen/Siffert. Bottom left: the Ickx/Schetty 512S in the Florida sunshine, and a pit-stop for the sister car of Andretti and Merzario

‘Porsche stunned the racing world with the 917. Ferrari had no choice but to respond’

Today the only reason people remember the Sebring 12 Hours from 1970 is not for the Ferrari that won it, but the Porsche that did not. This is a travesty and on two counts: first, and for reasons we’ll get to in a minute, Ferrari’s win was a massively significant moment in the racing history of the Scuderia and one that came against all the odds; second, because of the credit taken by one of the drivers of the private Porsche for coming second. You will know his name: Terence Steven McQueen.

This being a Ferrari magazine, I’m not going to dwell on the Steve McQueen angle other than to set the record straight, which is that far from McQueen being the reason his Porsche 908 so nearly beat the Ferrari, he was the only reason it did not. Had he been anything like as good a driver as team-mate Peter Revson, they’d have walked it.

We will return shortly to how these cars even came to be in such close competition and why that win had significance far beyond Ferrari beating the film star, but first we need to look closer at the gorgeous, swooping shape of the Ferrari 512S, and how it got to be that way.

In a rush is the short answer. In 1968, the governing body then called the CSI introduced rules mandating a 3-litre limit for prototypes, meaning that if you wanted to race with a larger engine, you’d have to make 25 units: unthinkable for such space-age craft. Unthinkable to all except Porsche, which in 1969 stunned the racing world by lining up 25 identical 4.5-litre 917s for inspection. If Ferrari wished to continue in top-level sportscar racing, it had no choice but to respond.

But there were other problems: unlike Porsche, Ferrari also had an F1 team to run – and resources both financial and human

were stretched. Worse, Ferrari was being bought by Fiat and no new race programme would be approved until that process was complete. The announcement came on June 21, 1969, giving Ferrari barely six months to design and engineer a new racing car, build 25 of them and sell some to privateers before the flag fell on the season’s opening race: the Daytona 24 Hours. Forget that the car turned out to be not quite a match for the 917: it was a miracle it got built at all. Indeed, the mandatory inspection of the 25 cars took place literally on the day of the last flight that would get the cars to Daytona on time, and even then Ferrari had to ask for the CSI’s understanding when it turned out that eight of the cars were in component rather than completed form...

In that timeframe there was no room for revolution. The car was new, but dictated by recent racing experience. The chassis would continue to be a spaceframe design clad with alloy sheets, conceptually similar to that already used in the 312P sportscar that had proven unequal to the challenge of Porsche’s 3-litre 908 during 1969, but in size and wheelbase it would split the difference between the 312P and the similarly unsuccessful 612P Can-Am car.

The engine would be loosely derived from the Can-Am V12, but narrower in bore, shorter in stroke and overall more over-square to displace 4994cc instead of 6222cc. Naturally it retained a four-cam, 48-valve head configuration and was good for 550bhp at 8000rpm, a 10 per cent improvement in horsepower per litre relative to the Can-Am unit. Lucas would provide mechanical fuel injection and Marelli the Dinoplex ignition. The engine would be carried as a semi-stressed unit and run through Ferrari’s own five-speed gearbox, directing its power via a ZF limited-slip differential. Suspension was of traditional double unequal-length

‘After an hour, it was looking like a Porsche benefit. Three hours in and the pendulum had swung...’

wishbone design at each corner, while Girling brakes were clamped by Ferodo pads behind Campagnolo wheels, 11in wide at the front and an enormous 16in wide at the back. That gorgeous body was fashioned largely from glassfibre.

Ferrari must have known it was going to have a struggle on its hands. The specific output of the new engine may have compared favourably to that of the Ferrari Can-Am car but, compared with the Porsche it was up against, it looked decidedly less clever. Despite being so closely based on the 908's 3-litre flat-8 engine that it retained the same bore and stroke, the 917's flat-12 was not only more powerful with 580bhp, it did so on a smaller 4.5-litre capacity despite having just two valves per cylinder.

But that wasn't the real problem: a far larger headache was that thanks to exotic materials such as magnesium and titanium and such attention to detail that the gear-knob was crafted from balsa wood, the 917 weighed barely 800kg, the Ferrari an excessive 880kg. On paper, Ferrari's 625bhp per tonne played Porsche's 725bhp per tonne. On the track, that should have meant no contest.

That's how it looked at Daytona. Ferrari had the previous year's Indy 500 winner Mario Andretti, who duly put his 512S on pole, but the qualifying session was wet so not much could be read into that. Almost from the off, the two Gulf 917s led the field, chased by Andretti until the 512S's real Achilles' heel was revealed. After just 45 minutes, Andretti had drained his 120-litre Pirelli bag-tank and had to depart the battlefield for more fuel. The Porsches would go almost an hour. In the end it was a one/two finish for Porsche, Andretti's car a sobering eight laps down on the winner. Of the other four 512S in the race, not one finished.

This did not augur well for Sebring, just seven weeks away. Sebring was a mere 12-hour race but, in racing circles, the bumpy old airfield track was such a car-killer it was often considered a more gruelling test of machinery than the 24 hours of Daytona or Le Mans. Ferrari did not waste a moment, testing extensively at Monza, ensuring the cars that went to Florida were already a little lighter, aerodynamically more efficient and with better fuel injection, which was said to improve power and reduce consumption.

Andretti took pole again, but this time in a straight fight, beating the two quickest factory Porsches. However, the next best Ferrari of Jacky Ickx was fourth, while the third was down in seventh with Nino

Vaccarella and Ignazio Giunti at the helm. An epic race was in prospect, and Sebring duly delivered.

There is not the space here to detail every plot twist that played in those dozen hours. Suffice to say that after the first hour it was already looking like a Porsche benefit, with 917s running in the first four places. But then two of the 917s were out, one with a blown engine, another with accident damage, while a third pitted for a lengthy stop with ignition issues. Three hours in and the pendulum had swung the other way and now it was three factory Ferraris holding all the podium places.

The status quo held until the middle of the race as the fightback by the Gulf 917s was hobbled by a duff batch of wheel bearings causing further delays. The only Porsche to continue untroubled was the private McQueen/Revson 908 that held position behind the Ferraris, although already many laps in arrears.

Then it all went wrong. First the head gasket blew on Ickx's car, reducing the Ferrari assault by a third. Then the Vaccarella car got a puncture and damaged its suspension trying to hobble back to the pits for a long repair. All hope now seemed to lie with Andretti, who was miles out front with a double-digit lap lead over the best Porsche. Only it wasn't now a 917 in second place, but McQueen's 908...

And then, with an hour to go, out in the inky darkness of the Florida night, the leading Ferrari's gearbox let go. Worse, the recovering 917 of Jo Siffert had passed the McQueen car and now led the race. Porsches were now first and second, with an Alfa Romeo in third. Defeat seemed about to be snatched from the jaws of certain victory. A hero was needed. Fast.

With 55 minutes remaining (remember this number, as it's important), Ferrari called in its remaining 512S – the fourth-placed Vaccarella car – and told its mightily unamused driver to give up his seat to Andretti.

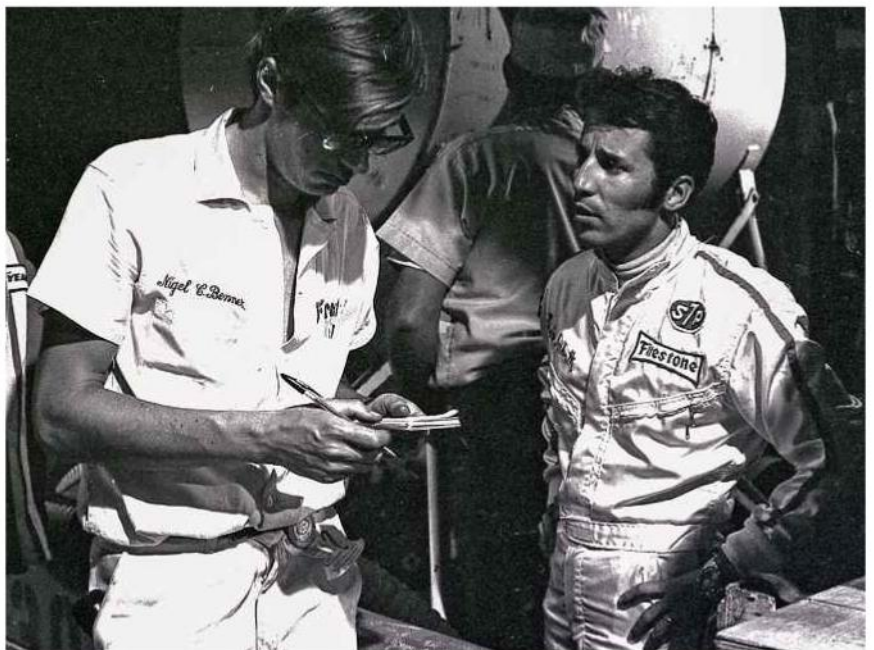
The Alfa was easy meat, but the Porsches were far, far away. Mario has described what happened next as his greatest drive in a sports car, routinely lapping four to six seconds faster than the car's intended crew, hunting down an exhausted Peter Revson who'd done as much of McQueen's driving as the regulations allowed. Mario caught and passed the 908 for second place with fewer than 30 minutes remaining. So second it would be.

Or would it? With under 20 minutes to go, the leading 917 suffered another hub failure and, while the car was repaired in double-quick time, it was now out of

Below
McQueen awaits a stint in Porsche 908 no.48 (opposite page, bottom left) which he shared with Peter Revson.

Opposite
The Vaccarella 512, later to be handed over to Andretti; the 917 of Rodriguez in full flight, and Mario himself, soon to embark on one of his greatest drives





contention and finally Ferrari led once more. But even this was not the end to the drama, for the fact was that Andretti had departed the pits with 55 minutes remaining and the Ferrari hadn't done 50 minutes on a tank of fuel all weekend...

Andretti not only had to come in but, as per the regulations at the time, switch off the engine and get out of the car. He said later that the moment he hit the ground, team manager Mauro Forghieri literally picked him up and threw him back in the car. He streaked back into the race as Revson was coming down the pit straight. He didn't even have time to do up his belts. And, finally, that was that: after 12 hours of racing, the Ferrari 512S had won its first

and, as it turned out, also its last round of the World Sportscar Championship, and by just 22sec. As for Andretti and those last few laps, he said: 'Trying that hard, in a strange car, at night; only I will ever know the chances I took.'

THERE IS A SHORT and slightly sad coda to the story of the racing 512s. After Sebring, Porsche sorted out its iffy hubs and went on to dominate the championship. But, at the last round at the Österreichring, Ferrari revealed a car so heavily revised as to earn a new name: 512M, for *modificata*. It had much-revised aerodynamics, weight pared down to an almost 917-equalling 812kg, and an engine with chrome liners providing a 917-busting 616bhp.

Ickx qualified in second place despite fuelling issues and in the race proceeded to demolish the 917s, breaking his own outright lap record, despite the fact he'd set it just a few weeks earlier in his F1 Ferrari. But it was all for nothing: the alternator failed and the record books chalked up another win for the 917.

Which left just the season finale in South Africa, the Rand Nine Hours at Kyalami. And at last there was a straight fight to the finish: one factory 512M for Ickx and Giunti against one factory 917 for Jo Siffert and Kurt Ahrens. The result: pole position, fastest lap, fastest speed recorded on the straight and outright victory for Ferrari. At last, the 512 had proven its worth.

The sadness comes in two parts: first Kyalami wasn't a championship round, so few remember it today. Secondly, despite having developed a car to conquer the 917, Enzo abandoned it immediately. New regs for 1972 mandated a 3-litre capacity so he knew the 512s would be obsolete within a season. Faced with this and an unfounded fear that Porsche was about to put a 16-cylinder engine in the 917 for 1971, he turned the 512M into a customer-only programme and focused on developing his 3-litre car instead. And it's hard to argue he was wrong: the 312PB entered ten rounds of the 1972 series and won ten of them. It was the most successful and, as it would turn out, last factory-run sports racing prototype Ferrari would make. **L**

'Team manager Forghieri literally picked Andretti up and threw him back in the car'



Left

Twenty-five 512s had to be built to satisfy homologation for the 5-litre class in the 1969 World Sportscar Championship - Ferrari developed and built the cars in just six months

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S U



P E R F A S T !



When I started this job 30 years ago, the fastest Ferrari – indeed pretty much the fastest car on sale – was the Testarossa. Its naturally aspirated, 5-litre, 12-cylinder engine produced 390bhp. The engine of the new 812 Superfast still has 12 cylinders and atmospheric induction but it has grown a little in size, to 6.5 litres. And that 390bhp is now slightly less than the total amount of power dispensed to each driven wheel.

Think about that for a moment. One single Pirelli, one lonely patch of rubber just 315mm across, charged with transmitting more power than an entire Ferrari flagship just three decades ago.

The chief technology officer at Ferrari, Michael Leiters, says the company is becoming less and less interested in the power struggle and more and more focused on ensuring its cars are quicker and better to drive through reduced weight and better use of materials. Well, he must be referring to the Ferrari after this one because, as you will have figured out by now, the 812 Superfast has 800PS or 789 brake horsepower, some 60bhp more than the scarcely sluggish F12 it replaces.

It's a facelifted model rather than something genuinely new, though Ferrari prefers to call it a *modificata*, which sounds a little better. And, to be fair to Ferrari, it doesn't do those cosmetic updates beloved of less blue-blooded brands that can fob off customers with a nip here, a tuck there and mild tweak to the ECU if you're lucky. The engine might only be 234cc larger thanks to a 2.8mm

lengthening of its stroke, but that has not stopped Ferrari changing 75 per cent of its components to ensure it breathes better, revs higher and produces more torque across a wider rev-band.

With all that extra urge, you might think you could afford to leave the gear ratios alone, or even lengthen them a little. Ferrari thought otherwise: it has shortened the ratio of every gear, not just by lowering the final drive, but choosing new ratios that grow shorter and shorter the higher the gear you choose; so first is only reduced a fraction while sixth is cut substantially. Only top is left long to ease cruising. And shift times, which in the F12 I always thought effectively instantaneous, have been chopped by 30 per cent on the upshift and 40 per cent on the down, providing for an average gearchange time from paddle-pull to resumption of power of 40 milliseconds, which is around five times faster than you can blink.

The chassis has received an even more thorough working-over. Normally when we talk of chassis revisions it's in terms of spring and damper rates, anti-roll bar stiffness and so on. It goes almost without saying that on the 812 all these conventional settings have been revisited. The theme has been to firm them up and move them closer but thankfully not actually adjacent to those of the always challenging, sometimes just plain tricky limited-edition F12tdf. But compared with what else has gone on, these are almost details.

The greater interest lies at either end of the car. At the back, the 812 joins the tdf and new GTC4 Lusso in receiving four-wheel steering, the rear tyres now able to turn in the opposite direction to those at

'THE 812 SUPERFAST HAS 789BHP, SOME 60BHP MORE THAN THE SCARCELY SLUGGISH F12 IT REPLACES'







‘THE AERODYNAMICS HAVE TAKEN
A GIANT LEAP OVER THE F12’



Clockwise from left
Turning the *manettino* clockwise unleashes more of the Superfast's potency while stripping away layers of electronic aids: ESC Off means you're pretty much on your own. Bodywork is peppered with vents and ducts to control airflow on the upper surfaces; there's even more trickery below





the front to aid low-speed manoeuvrability, but more usually in the same direction to aid stability. This is a critical component in the strategy to maintain the balance of a car whose front tyres are two sections wider, while those at the rear are left unchanged. The rear steer effectively lengthens the wheelbase with predictably calming effects on the handling.

But you can say as much about the tdf, and what that car would be like without rear steer to mollify its inner caveman is hard to imagine. Where the system on the 812 breaks new ground is how it works with the big change at the other end of the car. For this is the first Ferrari with electric power-assisted steering.

It might not sound like a big deal, but it is. EPAS, as it's known in the industry, is rapidly replacing hydraulic power steering because generating assistance electrically and only when required, rather than via fluid and a hydraulic pump, saves weight, reduces fuel consumption and CO2 and, critically, allows engineers to program the steering to behave pretty much any way they want. Ferrari has resisted its adoption partly because it's rarely first through the door at any technological party, but mainly because it didn't want to use EPAS until it was sure the feedback it provided was at least as good as with an HPAS system.

But EPAS has also allowed Ferrari to integrate the steering into the car's electronic architecture so the front and rear steering systems now talk to each other, allowing more precise control of the car's attitude to any given corner. And, in Ferrari world, EPAS provides another benefit: when the car is on the limit and about to slide, the steering torque required to maintain the current steering angle can be varied, encouraging the driver to either add or subtract lock depending on whether the car is going to lose grip at the front or back. Make no mistake, this is clever stuff.

Nor is Ferrari quite done, even then. Despite its clearly related appearance, the 812's aerodynamics have made a giant leap over those of the five-year-old F12. Visually tracing how fast, clean air is divided and split over its surfaces to provide cooling to the engine and brakes and how slow, grubby air is then expelled is fascinating. But in terms of downforce provision and despite a rear wing standing 30mm more proud, Ferrari has focused its best brains under the car. The 812 has diffusers front and rear, but they operate in a way that would never be allowed in Formula 1. Those at the front provide downforce until the car is doing over 124mph, at which point the air pressure forces open flaps that stall the airflow under the car to reduce

drag. At the back the three flaps that make up the rear diffuser don't wait for air pressure to act upon them, but operate independently via electric motors. Coupled with that wing, Ferrari says the 812 has close-to-tdf levels of downforce, but with greatly reduced overall drag.

Visually, the car is a clear evolution of the F12, more purposeful but less attractive to these eyes, particularly around the rear where the F12's single rear lights have been replaced by more nondescript pairs. Inside, the fundamental architecture remains, with an instrument pack and operating system that will be familiar to owners of modern Ferraris. What it lacks is the new Delphi centre touchscreen now standard in the Lusso. Which means the logical and coherent access to mapping, entertainment and information functions it provides is to be denied to buyers of the flagship Ferrari, which to me makes no sense at all. To call the 812's system barely adequate is being far too kind, so despite its £253,004 list price (not to mention the £40,000 of options the average customer will specify), owners will have to choose between the indignity of suckering a proprietary nav system, bought for a few quid, to the screen, or trying to fathom the noisome system that comes with the car. I'd go to Halfords.

Navigation aside, I was struck, just as I



'I LOVE LISTENING TO A NEW FERRARI ENGINE AT IDLE. THIS ONE IS RICH, COMPLEX, MELODIOUS'

was when I first sat in an F12, by how well this car works on the boring, everyday basis that remains so important even to cars such as this. The driving position is superb, the all-round visibility no less than brilliant for such a car. There's a big boot and plenty of additional space behind the seats. Two of you could go away for as long as you liked. I still don't like the switch-laden steering wheel and am sure I never will, but, from the absence of profanities in the cabin, I must conclude that I am at least used to it by now.

I love listening to a new Ferrari engine at idle. It's the first thing I do. Call me an environmental criminal, but I don't set the seat, steering wheel or mirrors: I fire the motor and just soak it up. It's like a passport to Ferrari-world, the perfect scene-setter for what's to come. Then you can do the housework, as waves of multi-layered V12 wash gently over you. This one is rich, complex and melodious as you'd expect, but so was the last.

We took Ferrari's tougher test route up into the hills, the one it usually reserves for its most agile mid-engined machines,

because all Ferrari's talk of the Superfast combining the civility of the F12 with close to tdf levels of dynamism needs scrutiny. So I'll bypass the local Maranello traffic and ask you to join me on the first decent stretch of road we find.

Manettino settings are important, for Ferrari's famous little switch is not there for show. And time has taught that usually what you want on the public road is the sharpest throttle response with the softest damping, so I dial up 'Race' mode and hit the 'Bumpy Road' button. Despite how it sounds, 'Race' is not the most extreme setting. There's one beyond called 'CT Off' which cuts out the traction control and rolls back the parameters on the other safety systems, and a further one called 'ESC Off' which might be more appositely entitled 'you're on your own, chum'.

Second gear, foot down. First thought? Traction. Where the hell does Ferrari find it all? Yes, it has the gearbox between its rear wheels and thus a slightly rearward weight bias, but this is still a front-engined car feeding 529lb ft of torque to the rear wheels alone. Yet somehow the car copes and



without resorting to the soft-spring trick once beloved by TVR. The rear suspension geometry is clearly outstanding, but it's helped further by a torque curve that climbs so gently it doesn't summit until 7000rpm. A 488 GTB not only has more torque, but it's all there at 3000rpm, at which speed the 812's engine only puts 75 per cent of its potential at your disposal. Still, to accept full throttle on standard Pirelli P-Zeros, rather than track-spec Corsas or Trofeo Rs is simply outstanding.

Second thought. Acceleration. I'd tell you it's blindingly fast but you knew that already. To me, more interesting than how fast it goes is how it goes fast. And having just returned from the launches of the Ford GT and McLaren 720S, I can confirm the 812 is not only more powerful than both, but utterly different in nature, too. There's no bang in the back, no sense of suddenly hurtling towards the horizon, just a magnificent, ever augmenting thrust. The power delivery is just like a Daytona's in nature, only with twice the power. Or more.

The noise in the cabin is terrific but it doesn't quite make you want to weep with joy. To my ear, the 6.3 of the GTC4 Lusso is a sweeter-sounding motor. If you want to hear the 812 at its best, you must get someone to drive it past you at full chat, whereafter you may well conclude that it's the best-sounding car on earth.

And the faster you go, the more impressive its performance seems, which is a Daytona trait, too. In the Superfast this is explained by that gearing, which becomes relatively shorter and shorter the higher the gear you use. With all that torque you can make impressive progress at non-custodial speeds even in sixth gear, whereas in the F12 you'd probably want to be in fourth.

Now we're properly rolling, and I'm flicking between Sport and Race mode: I like everything about Race except the quality of the upshift, which comes with a slightly manufactured jolt when the power is reapplied. But really I'm thinking about the steering or, more accurately, not thinking about the steering...

As with a car's brakes, if your mind is on the steering, that's almost always because there's something wrong with it. And my mind has dwelt far too long on Ferrari steering systems of late for their lack of feel, over-lightness, needlessly fast racks and, most of all, aggressive off-centre response. I like steering that is heavy, slow and linear, not traits you'd rush to use to describe that of any recent Ferrari. Well, the Superfast's is still quick but there's a bit more heft there and a much more progressive reaction as you wind on the lock. The car no longer dives for an apex yards before the one you had in mind, so can be steered more accurately and easily and, therefore, more

Right
Mighty 6.5-litre V12 can be traced back to the Enzo hypercar; in its latest form it produces an astonishing 789bhp (800PS) at 8500rpm - the highest output for any series-production Ferrari in history - and 530lb ft at 5750rpm





'IT'S CLEAR THIS IS THE MOST BROADLY CAPABLE FERRARI THERE HAS BEEN'

entertainingly, too. I first drove a car with EPAS in 1991 (Honda NSX auto, if you're asking) and it's taken a quarter of a century to find one I prefer to the HPAS system it replaces. The Superfast is that car.

We're getting to the stage where further investigation requires private facilities, but such is the way with all supercars these days: ultimate performance and grip levels are far beyond what is prudent to explore on roads populated by cars, trucks, buses and bicycles. So we cruise back to Fiorano, me noting how well the car rides, and how muted are noise levels in the cockpit at steady speeds, as they must be for a car with long-distance touring an essential component of the brief.

There's never enough time allocated at Fiorano, not least because 'enough' in my book would mean I'd still be there now, having worked my way through most of northern Italy's P-Zero supply. In the event, five or six laps has to do. So there's not time for messing about trying this or that setting: you just have to turn everything off and let the car speak for itself.

Magnificent is by no means too strong a word to describe what happens next. You

812 Superfast

ENGINE V12, 6496cc. **MAX POWER** 789bhp @ 8500rpm **MAX TORQUE** 530lb ft @ 5750rpm **TRANSMISSION** Seven-speed dual-clutch, rear drive, E-Diff 3, ESC, F1-Trac **SUSPENSION** Front: double wishbones, coil springs, adaptive dampers, anti-roll bar. Rear: multi-link, coil springs, adaptive dampers, anti-roll bar. Rear-wheel steering **BRAKES** Vented carbon-ceramic discs, 398mm front, 360mm rear, ABS, EBD **WHEELS** 8.5 x 20in front, 10.5 x 20in rear **TYRES** 275/35 ZR20 front, 315/35 ZR20 rear **WEIGHT** 1630kg **POWER TO WEIGHT** 492bhp/ton **0-62MPH** 2.9sec (claimed) **TOP SPEED** 211mph (claimed) **PRICE** £253,004

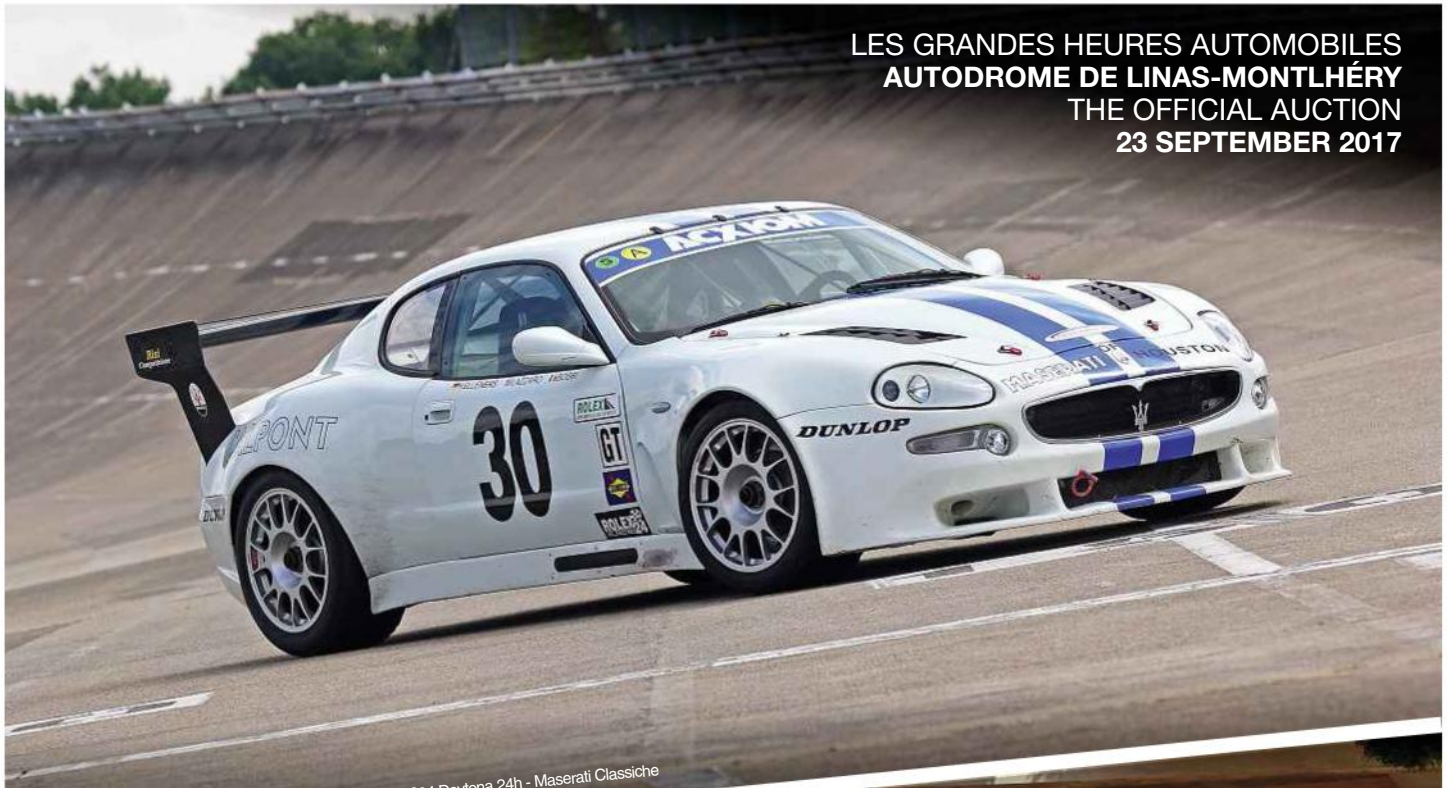
have to understand the context, which is that this is a car that weighs the same as an entry-level 5-series BMW, and one in which people will choose to go on holiday. An Ariel Atom it is not. Yet of all cars I've been blessed to drive around Ferrari's home track, only the LaFerrari has impressed me more. The 488 GTB is more nimble and ultimately a touch more forgiving too, but the way the Superfast tolerates being stood on its nose all the way to the apex, then power-sliding away with only the smallest of cues from your right foot is near miraculous for a car with a brief as broad as this. Yes, it can be a little spikey if you take

liberties with it, but, if you want to impress your mates, leave it in 'CT Off' and it will adopt an amiably oversteering attitude while also providing a healthy last line of defence. The brakes are magnificent, too.

When you consider how a Ferrari should behave in all those environments it is likely to visit, it's pretty clear this is the most broadly capable Ferrari there has been. There are elements that disappoint – it's not as pretty as an F12, the lack of the new centre screen is a big frustration and, for all its power, the new engine is not quite so sonorous as the old – but none should be regarded as a deal-breaker.

But I think what I like most about the Superfast is that Ferrari has approached its development from the F12 with all the zeal you might expect it to direct at a brand new car. This may be a *modificata* but it is anything but a stop-gap to tide Ferrari over until it can produce a genuinely new car. Instead it is a super-evolved version of its former self, perhaps not quite a Clark Kent to Superman transformation, but a transformation nonetheless. As acts to follow go, Ferrari may just have set itself its hardest one yet. **L**

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SUPER FIRST

WORDS RICHARD BREMNER | PHOTOGRAPHY PAUL HARMER

The 812 Superfast takes its name from this ultra-rare '60s super-GT. We drive the sublime 500 Superfast

This is an *haute couture* Ferrari. It's the most glamorous of Ferraris, a Ferrari for the super-rich, a Ferrari for those who occupy other worlds from almost all of the rest of us. Back in the mid-60s, owners included the Shah of Iran (who bought two), actor Peter Sellers, the Aga Khan, and Prince Bernhard of the Netherlands. When new, the 500 Superfast was described as a 'four-wheeled five-star hotel' or the Royale Ferrari.

You get no real indication of this, nor of the Superfast's potentially glamorous clientele, from a period brochure. In an official 1965-66 leaflet produced for UK importer Maranello Concessionaires, the 500 Superfast earns the final page in a simple, six-sided, fold-out sheet. These days you'd be extraordinarily happy to own any one of the four models listed in this unflashy, sparingly illustrated black-and-white document, the quartet including the 275 GT Spyder, the 275 GT Berlinetta and the 330 GT 2+2 besides the Superfast.

Rather unhelpfully, no prices are detailed, but even Ferrari's own official website tells us that the 500 Superfast cost the equivalent of two Rolls-Royces – or 24 BMC Minis – with change.

You'll pay a lot more than the price of two £349,311 Phantom Coupés for a 500 Superfast today, the car you see here worth upwards of £2 million, its value heightened by the fact that Ferrari made only 37, that it was the last low-volume model offered by Maranello and because this particular specimen is all original and unrestored.

Not that you'd think that when you inspect it. It doesn't look absolutely new, but it carries very few flaws, making the absence of a rebuild truly remarkable considering that it's over half a century old. Lifting the bonnet reveals an air cleaner faintly sheened with oil, while,

inside the cabin, the lush red leather of the driver's seat is slightly faded with age. Authenticity like this is good to see when so many cars are over-restored.

You're unlikely to home straight in on these details unless you're very familiar with the 500 Superfast, because the silhouette of the car is impossible to resist admiring. There's elegant, crouching beauty here, the gentle angle of the wraparound rear screen almost unaltered at the point where it meets the rear deck, which carries the subtlest of billows as it descends towards the abrupt cut of this Ferrari's recessed Kamm tail. This is sculpture that really does look superfast,

'THIS IS SCULPTURE THAT REALLY DOES LOOK SUPERFAST'

even if the slender nose and its modest ellipse of an air intake do little to shout about this car's muscle. The Superfast buyer would doubtless like it that way, their personal power, wealth and magnetism requiring no shouting at all.

But the Superfast certainly was, and is, powerful. Owners would have sat behind a speedometer marked to 180mph, and a 394bhp 5-litre V12 allegedly capable of swivelling the speedo needle almost all the way, to 174mph. Back in 1964, when the Superfast was launched, that was seriously rapid, and a good 20mph faster than Jaguar's (in)famously massaged 150mph E-type. Still, you could have bought five Es

for this money back then, and they would have been vastly more common. What you got with the 500 Superfast was a semi-bespoke car; even its V12 engine was unique to the model.

This engine combined the so-called long block of the 1950 V12 designed by Aurelio Lampredi (and its 108mm bore centres) with the cylinder heads from the later, short-block Gioacchino Colombo V12, Colombo himself designing this variation. The 4962cc capacity was denoted by the '500' (for five litres) in the Superfast's name. The heads had hemispherical combustion chambers and carried a single camshaft per bank, while a trio of Weber carburetors and twin coils provided mixture and ignition. The official peak power figure, probably optimistic, was 394bhp at 6500rpm, with peak torque of 351lb ft arriving at 4750rpm.

Most of the first 25 cars had four-speed gearboxes, a fifth ratio provided by a switchable overdrive on fourth, the final 12 Superfasts gaining a conventional five-speed transmission. The disc brakes were from Dunlop, the wheels rather beautiful knock-off Borrani wire-sprung alloys. The Superfast's structure consisted of a tubular steel chassis that was largely the same as that used by the 400 Superamerica coupé that preceded it, even down to the sharing of the same 2650mm wheelbase, its exterior panels fabricated from steel.

In fact, the 500 Superfast was the final evolution of a series of super-luxury Ferraris that emerged in 1955 with the first of three runs of Superamerica models, built at the rate of not much more than one a month. Even less in the following years, '56 and '57 producing a modest crop of five. These and all subsequent models were bodied by Pininfarina, by then Ferrari's preferred *carrozzeria*.

The first Superamericas were quite formal coupés and spyders, with square

Right and below

500 Superfast was the most sumptuous Ferrari yet seen. It was also fabulously expensive and built in tiny numbers for the super-rich and European royalty. Profile (below) shows off its flowing lines and Kamm tail to winning effect





shoulders and wraparound windscreens, but in 1960 Pininfarina produced a concept for the Turin show that was almost shockingly aerodynamic, what with its pop-up headlights, part-enclosed rear wheels and tapering tail. The Pininfarina Aerodinamica was a dramatic contrast to the earlier Superamerica and would undergo a variety of exploratory modifications before appearing as the 400 Superamerica production model. And it's this shape that can clearly be seen as the genesis of the 500 Superfast.

The 400 evolved in production, too, its wheelbase growing from 2420mm to 2460mm in 1962, but it continued to be

built in tiny numbers: a mere 19 had been produced by the end of 1963. Detail variations were considerable, some having Plexiglass headlight covers and air extractors for the rear brakes, with an assortment of front grille and bonnet treatments. One even became a prototype for the GTO, experiments with this six-carburettor Testa Rossa-engined car uncovering high-speed stability problems. Among the buyers of these rarefied models were several counts, William Harrah of the famous American Harrah Collection, a Bloomingdale and a Rockefeller.

The final 400 Superamerica emerged in January 1964, the 500 Superfast debuting

at the Geneva show two months later. It was clearly an evolution of its predecessor, although there were plenty of differences, the most obvious of these the aerodynamic Kamm cut to the tapered tail. The car looked cleaner, too, the moulding along its flanks deleted, its front wing air extractors remodelled and its Borrani wires enlarged to carry 205 x 15 tyres. Also new was the previously mentioned hybrid of short- and long-block V12s, but mechanically the car was otherwise the same, suspension included. That consisted of coil-sprung double wishbones and an anti-roll bar up front, and, rather more crudely, a semi-elliptic leaf-sprung live axle at the rear,



Below

Where the preceding Superamerica models had a 4-litre V12, the Superfast had a full 5 litres (hence '500'), giving a quoted - though probably optimistic - 394bhp



although this was further reined in by a pair of radius arms.

There were more changes inside, the 400's rather shapely instrument nacelles replaced by a wood-fronted dash and instrument binnacle that did much to underline the 500's super-luxury GT ambitions, even if the wood was less distinguished than the timber you'd find in a contemporary Triumph Herald. The console was lengthened, a wonderfully squidgy centre armrest provided elbow support, and the trio of minor gauges was angled towards the driver. Air-conditioning was an option, as were rear seats in place of a trimmed luggage deck.

Rear seats were fitted to this car in fact, by the factory when it was new. Ferrari 500 Superfast serial number 6659 SF was delivered new in February 1966 to one Sir Eric Miller, who paid £11,518 for it. Although a Series 1 model, of which 25 were made, this car was fitted with the five-speed gearbox of the Series 2, as well as the trio of front wing air-vents rather than the 11 angled slits that had previously ventilated the engine bay. Miller had a chequered, property-developing career, and following his death in 1977 the car was stored in the UK before becoming part of the Pat Burke Modena Collection in Australia. It returned to Britain in 2002, at

which point it had accumulated only 5000 miles. Since then it has changed hands several times, its mileage remaining very low at 13,500 miles, part-enabling it to win a Ferrari Owners' Club National Concours award for its originality, as well as its class in the 2015 Cartier Style et Luxe at the Goodwood Festival of Speed.

SUCH JUDGINGS DOUBTLESS avoided testing those rear seats, which would be quite comfortable were it not for the fast roofline forcing an uncomfortably cricked neck. So these are for smallish kids only. Not that this matters, the Superfast's seductive silhouette triggering thoughts of



Specification

ENGINE V12, 4962cc
MAX POWER 394bhp @ 6500rpm
MAX TORQUE 351lb ft @ 4750rpm **TRANSMISSION** Five-speed manual, rear-wheel drive **SUSPENSION** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, radius arms, semi-elliptic springs **BRAKES** Discs front and rear **WHEELS** 15in wire spoke **TYRES** 205 x15 radial **WEIGHT** 1397kg **POWER TO WEIGHT** 286bhp/ton **0-60MPH** c6.0sec **TOP SPEED** 170mph (claimed) **PRICE NEW** £11,518 in 1966 (£205,000 in today's money) **VALUE TODAY** £2 million+

romantic weekends away at some of the most luxurious hotels on Earth, the rear seats best used for ribbon-wrapped extravaganzas.

Get behind the big, wood-rimmed wheel and you face a dashboard that seems so uncomplicated by today's standards, and many will celebrate such simplicity. Despite this, the refined luxury of the Superfast gradually surfaces, first with your sumptuous occupancy of the pleated leather seat, followed by your realisation that the steering wheel's alloy spokes are subtly and intricately engraved. Poke about and you'll find electric front windows – still a major novelty on European cars at this point – beautifully trimmed, spring-back door pockets, a pleated headlining (in vinyl, surprisingly) and a footrest for a potentially terrified front passenger. There's no shortage of instruments either but what's missing, curiously, is a means of pulling the door shut. Perhaps that was a valet's task.

The driving position is pretty good for a car of this era, especially for a model born in left-hand-drive form. The steering column is only slightly offset to the left, the pendant pedals hanging towards the right-hand side of the footwell but not inconveniently so. The large, highly veneered wheel is quite a handful at first, but there are plenty of classics with heavier steering at parking speeds.

You might expect a 5-litre V12 to be a stout engine of measured revving, even if it's fuelled by a trio of Webers. But this is a Ferrari V12, and it spins up with an ease and lightness that's quite a contrast to the steering's low-speed heft and the machine-tool movement of the gearchange. It also has a throttle of precision, making heel-and-toe changes a pleasure that also eases the lever on its way.

The V12 obviously revs more slowly when it's actually propelling the Superfast, its thrust assertive rather than horizon-ripping. Prudence keeps the rev-counter needle well away from the 6500rpm red line, middling revs nevertheless hinting at the welling energy that a deep-throttle sortie towards the 4750rpm torque peak would release. This is an engine designed to give its best in the top third of its rev-range, driving it that way presumably undamming the power to allow the Superfast to dominate a road.

Especially if it's straight. Or mostly composed of long sweepers. Tighter bends are probably more of a challenge, even at pretty modest speeds, when it's easy to feel, and see, the Superfast's line altering as you tease the throttle. Add more pre-bend pace and the 500 soon starts to feel rather large, heavy and momentum-propelled, sometimes undesirably so. Its big wheel needs big movements and quite big effort, and there's roll, too. Get used to

it, though, and you can see how a bend-filled mountain road would allow you to build a very satisfying rhythm while simultaneously enjoying a light workout. And if you're bold enough you could probably use its trajectory-altering throttle to very useful and exhilarating effect.

That said, 500 Superfast chat on forums – there's not a lot, as you'd expect, but it's illuminating – suggests that there are challenges ahead if you want to make the most of the 394 horsepower while traversing the Alpes Maritimes. Although the brakes on this particular car respond well to a finely weighted pedal, owners report that stopping a Superfast from high speeds can be a decidedly palpitatory experience. They also suggest that it feels too heavy and too powerful to be a car that the keen driver can relax into. Mileage and familiarity might change that, and indeed be part of the pleasure of getting to know this beautiful car, but a steroidal 275 GTB in evening dress it is not.

That doesn't diminish its power to arrest your eye with its beauty, to tempt you with its power and to challenge you with its particular flavour of agility. The 500 Superfast name, the glamorous roll-call of owners and the sheer rarity only add to its allure. This is a rich if flawed Ferrari, but it's no less compelling for that. 📍

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POWER SOURCE

The original Ferrari engine is also one of the greatest. We examine the enduring magic of the Colombo V12

WORDS JOHN SIMISTER | PHOTOGRAPHY MATTHEW HOWELL

FERRARIS HAVE COME with many different engines over their 70 years, most of them with cylinders set in a vee. But there's one particular configuration that lies at the core of the company's being: the V12. And within Ferrari's V12 canon there's one particular strand that is not only the original but also the most famous, the most revered by lovers of classic Ferraris, the most archetypal. It's the V12 as created by engineer Gioacchino Colombo.

The first Ferrari, the 125S, had a Colombo V12. So did a Testa Rossa, a 250 GTO, a 250 LM, a 275 GTB and many more. Its direct descendants ran all the way to 1989 and the demise of the hefty 412 saloon, by which time the engine had well over three times its original capacity and twice the number of camshafts. But can we really call that a Colombo V12, with not a single major component the same as those in its distant ancestor and some aspects of the design radically altered?

To be a true Colombo V12, then, the engine should retain the original bore centres, block design and single-camshaft cylinder heads. That snips the thread at 1967, the year the 275 GTB gained twin-cam heads on the biggest of the original Colombo blocks, the 3.3-litre version, to make the 275 GTB/4.

There's an exception to that, of course, because Ferrari always has exceptions. The 400 Superamerica of 1960, which would have been called a 330 had it abided by the Ferrari

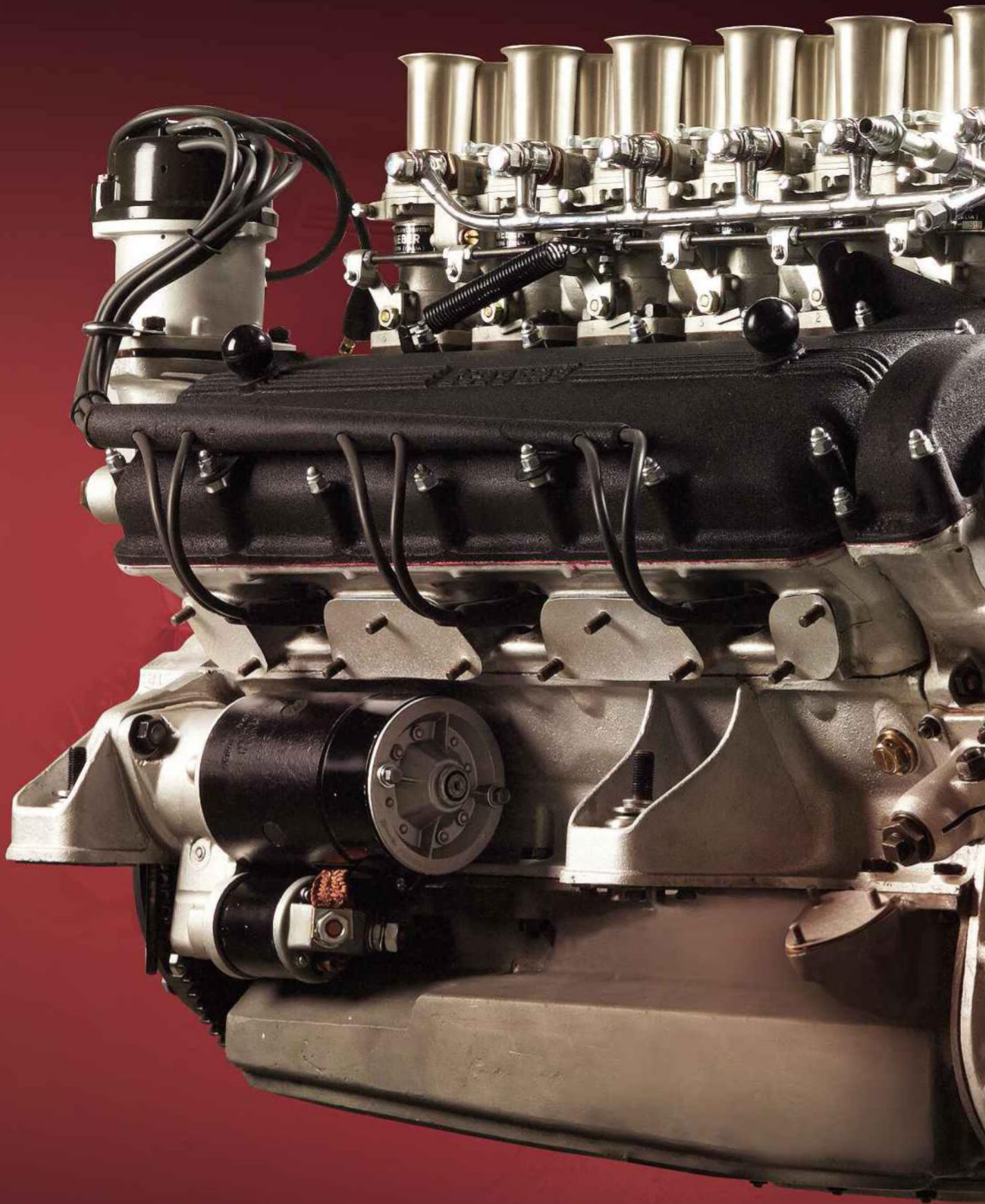
naming convention of referring to individual cylinder capacities, had the largest possible overbore to achieve its four litres, but when the 330 size reappeared in 1963 it was in a new block with bores spaced further apart. That's the block that led to the 365, gaining twin-cam heads in its Daytona application, and on to the 400 and 412.

Still with us? If the Colombo line had become fragmented and indistinct by the end, its beginning was a focused flash of magic. Enzo Ferrari desperately wanted a V12 to power the first car to be sold under his own name – for the sound, for the revvability, for the sheer extravagance – and Colombo obliged with a 1496cc jewel able to rev to 7000rpm, thanks to the low reciprocating masses of the tiny pistons, and generate 100bhp. For 1946, that was quite something.

Ferrari knew Colombo well. They had worked together since 1929, when Enzo was running the factory Alfa Romeo racing team and Gioacchino was the protégé of Alfa's engine designer, Vittorio Jano – who himself oversaw Ferrari's engines much later, after Colombo left Maranello for Alfa Romeo in 1950. Colombo came up with a design using a 60-degree vee angle, for perfect balance of rotating and reciprocating forces, and a shallow, squat block with removable wet cylinder liners and a stroke slightly shorter than the bore's diameter.

That block and the two cylinder

Left
Six downdraught Webers and black camshaft covers identify this Colombo V12 as a 250 LM race engine. Those balls on the covers are a Ferrari speciality; they are for grasping the cover when removing it





'ENZO WANTED A V12 FOR THE SOUND, FOR THE REVVABILITY...'

heads were cast in silumin (silicon-aluminium), and the 'nitrogenised' seven-bearing crankshaft was machined from a billet of steel. Each head contained a single overhead camshaft, driven by a tough triple-row chain, under its crackle-painted cover, that cover bearing an embossed Ferrari logo and a pair of ball-shaped knobs by which you could pull the cam cover off the engine (unless the gasket had become too adhesive).

Via roller-tipped rockers, the camshaft operated valves opposed transversely at an angle to create a part-spherical combustion chamber, as was the best power-producing practice at the time. The rockers pivoted not on shafts but on aluminium pedestals, one per cylinder, containing that cylinder's rocker pair and acting also as camshaft bearing caps. Each valve was held shut by two hairpin springs, chosen over the usual helical springs because bending the spring wire gave a more consistent closing force than twisting it. There was another benefit, too: the bulk of the spring was separate from the valve and that, along with the resulting shorter valve stem, reduced reciprocating forces. Which was exactly what you wanted in a high-revving engine.

Over time, the engine's swept volume grew. After the 125 came the bored-out 159 and 166, then the stroke grew to 58.8mm for the 195 and stayed at that figure for the 195, the 212, the 225, the 250 and finally the 275. By this time it had become a very oversquare engine with a 77mm bore and a 3286cc capacity, more than twice that of the 125S despite fundamentally the same cylinder block. But something else happened on the way, not of Colombo's doing because by then he had departed, and the quest for more power was why.

More power required more air to flow, which meant more carburettors. And this meant that getting to the spark plugs, in their original position on the carburettor side of the heads, would become near-impossible. It was just about feasible when three twin-choke Webers fed the V12's appetite, but with the number doubled – as was the plan for the 250 Testa Rossa – it was clear that the plugs needed a new home. The resulting new design of cylinder heads not only placed the spark plugs near the exhaust ports, it also lost the hairpin valve springs



Above left

Sparks for 12 cylinders are best handled by two distributors, driven by skew gears from the ends of the camshafts. Shallowness of the crankcase is evident here – it finishes at the centre line of the crankshaft

in favour of conventional coils (now with improved metallurgy) and featured separate, instead of siamesed, inlet ports. Other changes included extra head studs, conventional head gaskets instead of copper rings, and larger main bearings for the crankshaft.

The Testa Rossa, named for the crackle-red cam covers atop the new heads, duly appeared in 1957 with six Weber 38 DCN carburetors and 290bhp to help it to many a race victory, Le Mans included. That, given the 2953cc capacity, represented almost 100bhp per litre, a record among naturally aspirated engines of the time. Subsequent 250s reverted to black covers but used the new cylinder heads, with three carburetors for the road cars.

Despite their non-Colombo top-end redesign, this 250 and its 275 evolution are the best-known ‘Colombo’ V12s because they powered the most famous Ferraris of the late 1950s and the 1960s. The aluminium and crackle-paint look that it pioneered remains the underbonnet motif of today’s Ferraris, and it is still surely one of the most beautiful and soul-igniting of engines. There’s also the symmetry of two cam covers, two distributors (in most), two oil fillers – and the finned aluminium oil sump.

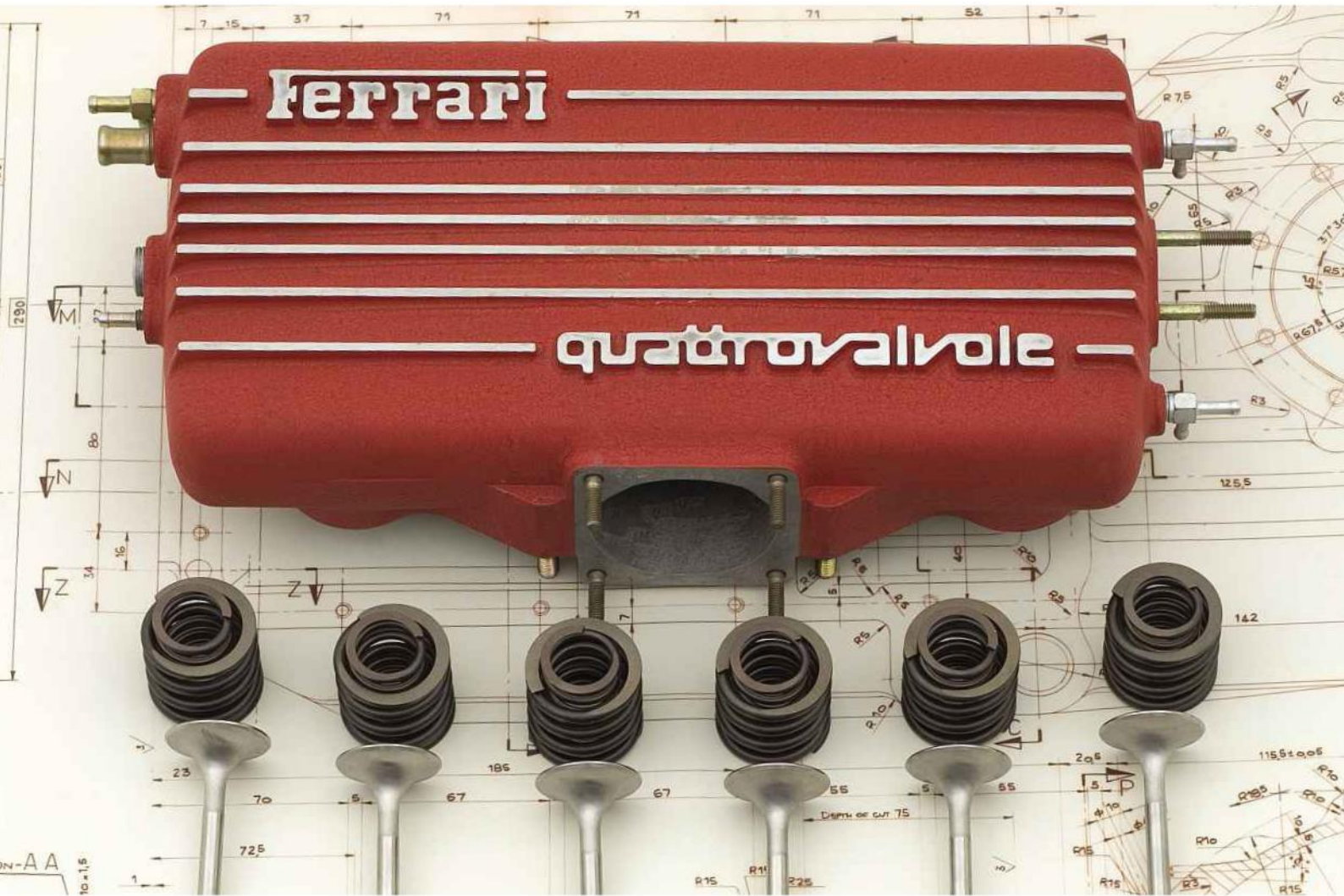
We all know how it sounds: a gentle thrashing of busy metal overlaid by a clean hum-to-blare-to-howl as the revs rise; higher-pitched than a V8 (even a flat-crank one like a Ferrari’s).

But what you might not expect is that this exotic engine is actually very tough and reliable, as James Cottingham of expert Ferrari restorer and preparer DK Engineering explains.

‘These are strong, powerful engines that go on for ever and ever,’ he says. ‘With an Aston Martin engine or a Jaguar XK it tends to be all about what upgrades you’ve done to them, but with the Colombo engine we do very little to deviate from the original specification.

‘We may slightly improve the camshaft profile, or use a more modern piston design, and we’ll fit oil-seals on the valve stems. We’ll use modern chains, bearings and gaskets because there’s no reason not to. But that’s all. There’s no need for performance upgrades. They’re perfect as they are.’

These engines are central to the whole Ferrari idea and its place in history. Enzo Ferrari always considered the engine far more important than the rest of the car. With the Colombo V12 in his stable of prancing horses, you can see why. **L**



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WORDS HARRY METCALFE | PHOTOGRAPHY JUSTIN LEIGHTON/HARRY METCALFE

MARRAKESH EXPRESS



When Harry Metcalfe bought his Testarossa, he soon began planning one rather special journey



Clockwise from below
 Love at first sight; replacement exhaust helped flat-12 find its voice; perfect stable-mate for Countach, another '80s icon.
Opposite Crossing the Atlas Mountains, and arriving on the edge of the Sahara



FROM INITIAL SEARCH to finally buying the Testarossa you see here took four years, but why so long? Because when I first started looking in 2010 it was a toss-up between buying either a Countach QV or a Testarossa and it was the Countach I came home with. Yet the idea of owning both of these 1980s supercar icons wouldn't go away and that's why, in 2014, I started looking for a Testarossa again.

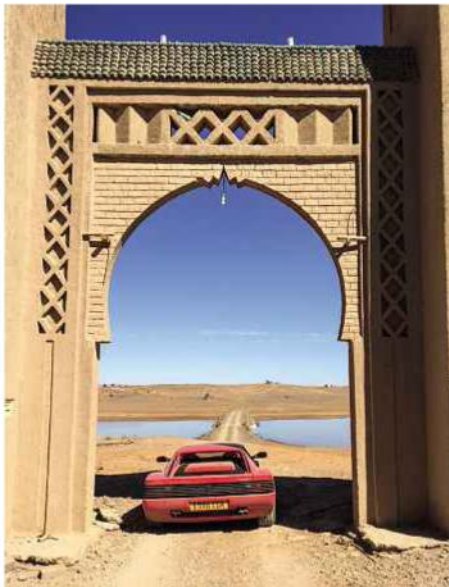
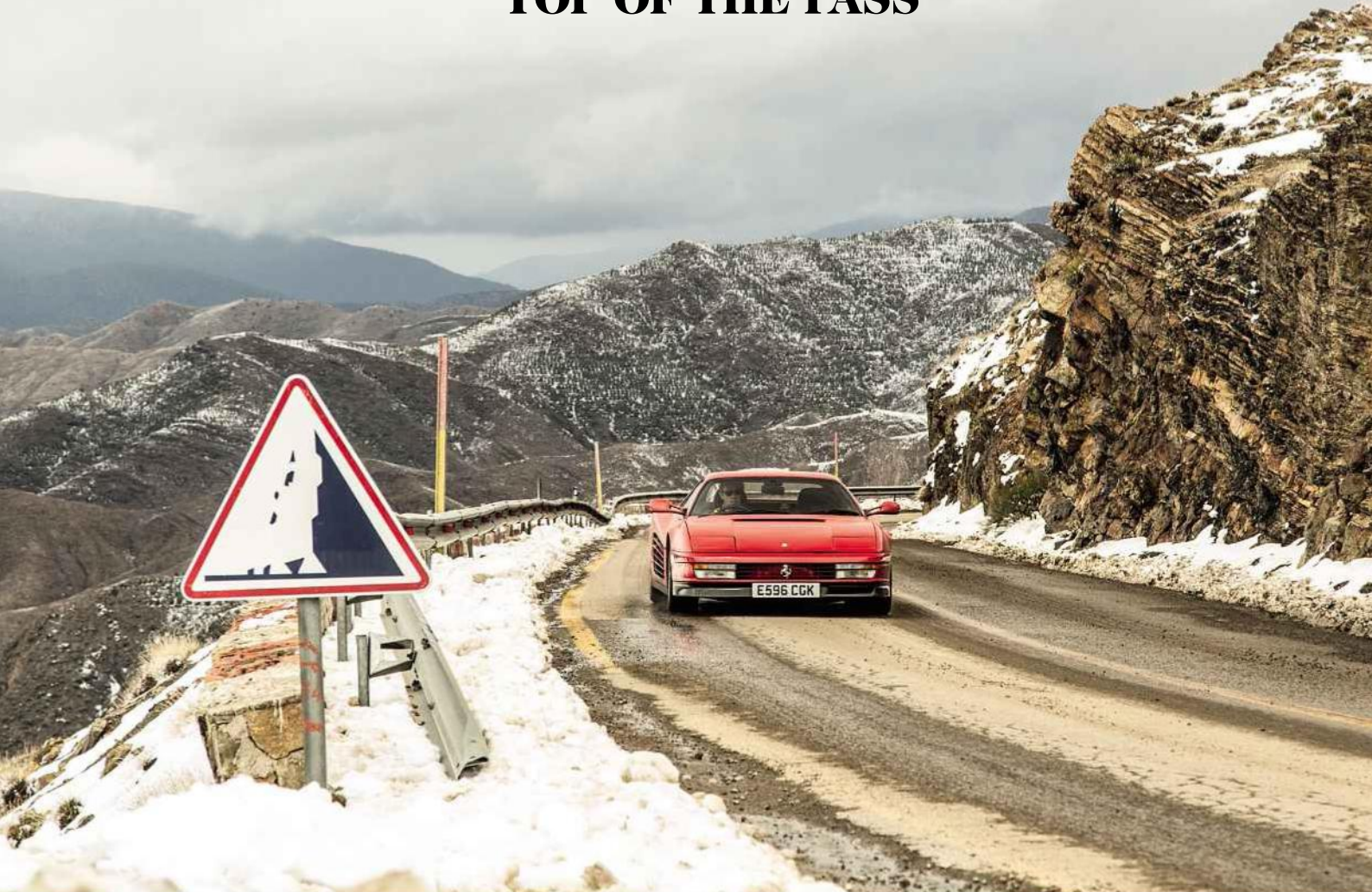
One of the good things about the Testarossa is that Ferrari made plenty of them, so there always seems to be several for sale at any one time, but there were some significant changes to the car during its five-year life and I wanted an early, pre-catalyst TR with the knock-on wheels but not one with the metric-sized TRX tyres made originally by Michelin and which are tricky to buy new today. This narrowed the field down significantly! After a few months, I got close to pulling the trigger on a very tidy red/magnolia example but the seller wouldn't budge from his £70,000 asking price (big money at the time) because it had covered under 20,000 miles. There was a white example for slightly less money and it checked out okay, but, well, I just couldn't...

Then a Silverstone Auctions catalogue arrived in the post and inside they had a very tidy-looking '87 Testarossa coming up in their July auction. It looked

to be in exceptional condition and it was sensibly guided (£45,000-£50,000) too. I went to inspect it the day before the sale and discovered why it was guided low: it had been an insurance write-off way back in 1996. Not what you want to see in a car's history file, but it's always worth digging deeper, as cars often get written off for the silliest of reasons. Turned out a previous owner had hit a high kerb while manoeuvring and the insurance quote for replacing the damaged front bumper, headlight unit and front wing with parts from Ferrari came to a staggering £17,272. With values of TRs being at rock bottom at the time (£20,000 would have bought a good example in 1996), the repair was deemed to be 'uneconomic' and the car was written off.

Fortunately, the owner at the time did the sensible thing and bought the car back off the insurance company, then set out to make it the best Testarossa in the UK, the goal being to win the Ferrari Owners' Club's annual National Concours at the end of a full restoration. He must have spent a fortune; not happy with the first paint finish, he ordered it to be stripped down to bare metal again and repainted; all bolts and fittings were re-plated; he even had the standard exhaust polished to a mirror finish, which took one man four full days to complete.

**‘AS WE LEFT MARRAKESH, TEMPERATURES
PLUNGED TO NEAR ZERO AT THE
TOP OF THE PASS’**



‘WHAT THIS TESTAROSSA
DESERVED WAS A BIG
ADVENTURE ... ’





‘NEXT MORNING, WE CAME ACROSS THE MOTHER OF ALL POTHOLES’

After coming second at the National Concours in 2002 and then again in 2003, he sold the car in frustration at not winning the big prize.

On the day of the auction, I set myself a limit of £50,000 and was chuffed when the hammer finally came down in my favour at £47,500 plus buyer's commission. Thanks to its write-off status, I'd bought the best TR I'd inspected for 30 per cent less than market value. It also meant I wouldn't have any worries about using this TR regularly, as it would never be worth big money thanks to its history. A win-win, as far as I was concerned.

Getting to know the car over the next few months, I was surprised at what a good GT car the Testarossa turned out to be. After the Countach, a TR feels much more refined, is much easier to see out of, has decent seats, a radio you can actually hear at motorway speeds, plus air-conditioning powerful enough to give you frost-bite if set at maximum chill for long periods. This useability got me thinking: what this Testarossa deserved was a big adventure and, in February 2015, that's exactly what happened.

I was reading a copy of *Car* magazine from the 1990s one winter evening and inside was a piece by Richard Bremner on driving a 512TR all the way from Maranello to the Sahara. Now that sounded like a proper adventure and, as I'd consumed a few glasses of decent plonk by this point in the evening, I hatched a plan to do the identical trip across Morocco in my Testarossa just two weeks later.

Looking back, this was a bonkers idea, but February turned out to be an excellent time to visit the Sahara, as daytime temperatures are more bearable than later in the year. To cut out some miles, we took the overnight ferry from Portsmouth to Santander and then dashed the 640 miles across Spain in a blur, hitting sizeable three-figure speeds on several occasions. This is easily done in the Testarossa – I'm sure it's just as quick (if not quicker) over 100mph than the more powerful Countach QV (455bhp vs 395bhp), thanks to its more slippery shape. At 118 litres, the Ferrari's fuel tank is enormous, while its flat-12 is considerably more efficient than the Countach's V12: 20mpg averages are easily achievable when cruising, which means 400 miles can be covered between fuel stops.

Once we arrived at the bottom of Spain, it was but a short hop over into Morocco but, once there, Europe suddenly felt a long way away. Everything appeared very alien; road-signs were non-existent or made no sense, speed traps were numerous, and the standard of driving was just awful. Steering the Testarossa through Marrakesh felt like a mad computer game. Donkeys, overloaded motorbikes, battered lorries... all made life horribly tricky but, apart from a slight starting issue from cold, the Testarossa brushed it off in fine style.

The final push into the Sahara took us across the Atlas Mountains and temperatures soon plunged from around 26 degrees as we left Marrakesh to near zero at the top of the pass. I hadn't expected to see snow lying on either side of the road either, but we made it through okay and set our sights for the Sahara proper. But first we made another overnight stop, and I was very glad we did, as the next morning we came across the mother of all potholes only a kilometre or so from our hotel. Over a foot deep and nearly the width of the road, even lorries had to make a detour around it. Had we hit it at night, the Testarossa would have been ripped apart.

All was forgotten as the dunes of the Sahara appeared on the horizon, the sight of these enormous mountains of sand shimmering in the distance keeping us going as the tarmac petered out and rough, washboard-like tracks took us to our desert base. It took us over an hour to do the last 20km of off-roading to get there and the 'Rossa nearly shook itself to pieces but, once parked up, all was soon forgotten: the vista of the endless dunes in front of us was simply magical.

The trip back home was, if anything, even better. The scenery in Morocco is often surreal, with empty landscapes of film-set-quality desert, scattered with rocks and the odd palm tree, for mile upon mile, until you turn a corner and stumble across a tiny hamlet where fully cloaked locals busy themselves collecting brushwood and produce from the odd patch of green around the village. We couldn't resist making use of the Testarossa's giant front boot to bring back some souvenirs of our trip, including a bathroom sink (yes, really), two giant serving bowls

Testarossa

ENGINE Flat-12, 4943cc, DOHC per bank, fuel injection

MAX POWER 390bhp @ 6300rpm

MAX TORQUE 354lb ft @ 4500rpm

TRANSMISSION Five-speed manual, rear drive, limited-slip diff

SUSPENSION Front and rear: unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar

BRAKES Vented discs, 309mm front, 310mm rear

WHEELS 8 x 16in front, 10 x 16in rear, aluminium alloy

TYRES 225/50 VR16 front, 255/50 ZR19 rear

WEIGHT 1708kg **POWER TO WEIGHT** 232bhp/ton

0-60MPH 5.3sec **TOP SPEED** 180mph

PRICE NEW £62,666 (1985) **VALUES NOW** £90,000-£175,000



and six dinner plates, all made from fossilised rock!

By the time we got back home, the Testarossa had covered some 4000 hard miles, so I thought it sensible to book it in for a major (engine-out) service at my local specialist, Bob Houghton Ferrari. The trip had certainly taken its toll: the clutch was bugged and the engine bay looked like it had been subjected to a constant hosing of mud and sand. But after two weeks of fettling (and a stonking £8500 bill), the belt service was complete, all oils had been changed, the clutch replaced, the steering rack rebuilt, some suspension joints renewed and all the crud was gone (that took two full days of specialist detailing alone). By the time the car returned home, you'd never have guessed that it had been all the way to the Sahara and back, the only giveaway being the Dakar stickers in the back window.

Since then, I've used the Testarossa on several less ambitious trips, the most recent being a 2000-mile dash to the French Riviera and back to deliver some stuff to our boat (including two Brompton folding bikes), returning with a 15bhp outboard, which I'm pleased to report fitted perfectly in the front luggage compartment.

It's trips like this that show what a remarkable GT car the Testarossa really is. It can eat miles without stressing the driver, all the controls work as intended and it feels reasonably well built, too. Annoyances include the front bootlid being tricky to latch properly, the heater is poor, the front fuse-box melts over time (worth updating if not already done) and it can flatten its battery within two weeks if not put on a trickle-charger when not in use. But all of these



issues are relatively minor compared to the pleasure of owning one of the last flat-twelve Ferraris ever built. It sounds glorious, the engine is relatively unstressed (the red line is at 6500) and to my eyes the Testarossa gets better looking by the day. It has wonderful (non-assisted) steering, great brakes and a spacious cabin, all qualities that make it much more useable than you'd expect it to be. Maybe the Testarossa is not as viscerally exciting as the Countach but, having lived with both cars for a while now, I'd suggest it's actually the better car of the two and that's something I never expected to say when I drove it away from Silverstone Auctions exactly three years ago. **L**

Top and above
Covered in grime, cavities filled with sand, and starting to feel the miles, Metcalfe reflects on an epic journey. A full service and thorough fettling by Bob Houghton Ferrari had the Testarossa looking good as new again



1952 Ferrari 225S Vignale Berlinetta



1953 Ferrari 166MM/53 Spyder



1967 Ferrari 330 GT



1967 Ferrari 275 GTB/4



1972 Ferrari Dino 246 GT

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FERRARI FESTIVAL OF SPEED

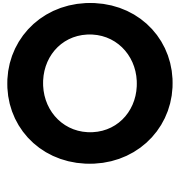




Jakarta and horses

WORDS JOHN BARKER | **PHOTOGRAPHY** FERRARI/FERRY R TAN

An ambitious plan to celebrate Ferrari's 70th with an Indonesian-style version of the Festival of Speed came to wonderful fruition



f the many events seen so far to celebrate Ferrari's 70th anniversary, perhaps the most ambitious was this one, dreamed up by Ferrari Jakarta in Indonesia.

Inspired by the iconic Goodwood Festival of Speed, they took over a neighbourhood in BSD City and created their own Festival of Speed, with a glamorous 'Red Gala' dinner, a Concours d'Elegance and closed roads to create a 3.2km-long temporary circuit for demonstration runs and a Time Attack challenge.

Almost 200 Ferraris gathered for the festival, around 130 of them driven from central Jakarta to BSD City by their owners, members of the Ferrari Owners' Club Indonesia, who arrived

from all over the country. It was, at times, a rather speedy parade, helped along the 30km route by police motorcycle outriders, with others closing junctions to allow the snake of mostly red and yellow Ferraris smooth passage so that they were at the Festival venue in good time for the opening ceremony, complete with marching band.

As at Goodwood, the cars were gathered into groups for demonstration runs and the first batch, enjoyed by the crowd of around 3500 public and owners, was for 'special cars'. Appropriately enough, it was led off by the car of Ferrari's 70th Anniversary, the LaFerrari Aperta, driven by AF Corse Ferrari team driver Toni Vilander. The range of models represented was impressive, given that Ferraris have been officially imported into Indonesia only since

Below and right

Around 130 Ferraris were driven in convoy from central Jakarta to the festival site in BSD City. Dino 246 GTS (right) leads group of mid-engined classics. Ferrari notables included Louis Colmache (centre), head of Corse Clienti Asia Pacific. Track cars included 458 Challenge. 'Red Gala' dinner was another highlight





'It was, at times, a rather speedy parade, helped along the 30km route by police outriders'





Left and below
Wonderful array of machinery spanned everything from 250 Testa Rossa to LaFerrari. Almost 200 Ferraris attended, and their ranks were swollen by other supercar marques

2001. The Ferrari Classiche section was led by a 250 TR, and there were Dinos and numerous 365s, plus a gorgeous Daytona Competizione.

Not surprisingly, the more recent cars were strongly represented, the 'special cars' section including rarities such as a 599 Alonso Version and 599 SA Aperta, a 430 Scuderia 16M and 458 Speciale Aperta. There was also a group for racing cars, which included all the Challenge cars from 355 to 488, as well as a 599XX, which sounded incredible with its lightly silenced V12 at full chat. There were high-speed demo runs by a current 488 GT3, too, and local drivers and Ferrari works drivers competed in the Time Attack challenge, on a circuit rather wider – and faster – than the driveway at Goodwood House.

Among the locals was Adwitya Amandio, the youngster who is one of Indonesia's finest drifters and who in 2016 beat international competition in Malaysia to be crowned the Drift King of Asia. Amandio entertained the crowds with precision slides around the circuit in a brand new 488 GTB and then smoked the tyres and laid lots more looping black lines on the asphalt in an F430.

In the spirit of the original Festival of Speed, the organisers had invited other Indonesian supercar clubs to attend, including Lamborghini, Porsche, McLaren and Aston Martin, and many did, swelling the ranks of exotica and helping to make this memorable gathering the biggest motoring event the region has yet seen. **1**

‘A 599XX sounded incredible with its lightly silenced V12 at full chat’





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WILD HORSES

WORDS IVAN OSTROFF | PHOTOGRAPHY GUS GREGORY

Today's turbocharged Ferraris deliver a smooth hit; the 288 GTO and F40 thrilled with a much wilder ride

T

he infamous Group B regulations for racing and rallying, introduced by the FIA in 1982, resulted in some of the most powerful, rapid and technically advanced competition cars ever seen.

Apart from the requirement to construct a minimum of 200 cars for homologation, there were few other restrictions on what the manufacturers could build. High-tech materials such as carbonfibre were permitted so weight could be kept low, and turbochargers were allowed without any limits on boost. The engineers naturally embraced this new freedom, and the result was a group of exceptionally powerful cars, including the Ford RS200, Lancia 037, Peugeot 205 Turbo 16 and, of course, the mighty Porsche 959. By 1986, some of the Group B rally cars were producing upward of 500bhp and have since become the stuff of legend.

Ferrari decided to enter the fray, too, and began to develop a Group B car for the anticipated race series and possibly also for tarmac-based rallies. The 288 GTO was launched in 1984, using a twin-turbo 2.8-litre derivative of the V8 engine from the 308/328 (2.8 litres to give an FIA turbo equivalency rating of just under 4 litres). Its architect was Ferrari's F1 designer, Dr Harvey Postlethwaite, and it was everything you'd want from a Ferrari bearing the GTO name: fast, beautiful and charismatic.

Unfortunately, the anticipated race series never took off; privateer teams preferred to go sportscar racing with less expensive alternatives, and then in 1986 came the deaths of Henri Toivonen and Sergio Cresto on the Tour de Corse and the FIA pulled the plug on Group B altogether. As a result the 288 GTO never fulfilled its *raison d'être*. But what it did do was demonstrate Ferrari's grasp of the latest technologies – and in the process its engineers created one of the greatest roadgoing supercars of the era. In a three-year production run, some 272 were built, and today they're among the most coveted of all Ferraris.

By comparison, the F40 that replaced it in 1987 is almost commonplace, with more than 1300 having been built in its own five-year production run. Not so rare, then, but even faster and every bit as desirable. This promises to be a day to remember.

Right

Thirty years young, the F40 looks every bit as dramatic as it did in 1987, and time hasn't diminished its performance either. GTO looks from a much earlier era, although in fact they were just three years apart and shared much under their very different skins

Apparently, when *Motor* magazine went to pick up one of the first 288 GTOs from the factory, they were somewhat taken aback. They'd been expecting something closely related to a 308, only better. Of course, anything built to take on the monsters of Group B had to be a greater leap forward than that.

Clearly there were visual similarities between the 308 and the 288 GTO, but, apart from the roof and glass area, little else was carried over. The GTO had a much wider body to encompass a wider track and broader tyres, and a longer wheelbase because the V8 had been turned from transverse to longitudinal to accommodate twin IHI turbos, intercoolers and new Weber-Marelli fuel injection. To keep weight down, the body featured Kevlar and carbonfibre and was mounted on a tubular chassis as opposed to the 308's semi-monocoque. The net result was that, at 1161kg, the 288 was some 110kg lighter than the 308. And with power up from 240 to 400bhp, performance was from another dimension.

AS I APPROACH THE 288, it looks threatening, as if it's about to bite me, while its swollen rear haunches with their slashed vents are reminiscent of that earlier icon, the magnificent 250 GTO. Time to climb inside. According to DK Engineering's Harvey Stanley, the seats in a 288 were available in two sizes, small or large. These are rather tight so I figure they must be the small size. As standard they were finished in red fabric, but customers could pay extra for full leather, and also for air-conditioning and electric windows. This car has the lot. So here I am in a full luxury-spec no-expense-spared 288 GTO.

In front of me is a speedo reading to 320kph (200mph, near as dammit) and a tachometer reading to 10,000rpm, with a red sector starting at 7800. Between them are smaller gauges for turbo boost and oil pressure, while across in the centre console are three more: fuel and water and oil temperature. The 2855cc V8 fires up instantly, and I watch the instruments carefully as I patiently wait for things mechanical to come up to temperature. Originally the 288 GTO would have had the usual four-tailpipe exhaust system, two either side. This car, as with many other 288s, was modified, either at the factory or later, with an Ansa two-pipe megaphone system





‘FLOOR IT AND DR JEKYLL TURNS TO MR HYDE AS THE REAR WHEELS SPIN’

and it sounds amazing. Even on tick-over it is raucous and dramatic.

Select first – towards me and back on a dog-leg – then away. To start with, I keep it nice and gentle. The unassisted steering lightens up once you’re on the move and, trickling along at around 3500rpm, the 225/50 ZR16 front and 255/50 ZR16 rear boots feel firmly planted. It’s a hot day but the air-con works well and the cockpit is comfortable. For such a threatening-looking machine, I am beginning to wonder what all the fuss is about.

After a few laps of the track, I take the plunge and floor it in second. As if by some demonic spell, Dr Jekyll changes to Mr Hyde as the rear wheels spin and the back end squats. As the turbos blow, the coarse exhaust note changes to a metallic scream and the tachometer needle flies. At 7000rpm, as my back is being pushed hard against the seat, I pull the long gearlever back into third and floor it again. The acceleration is mighty. I guide the lever into fourth via three conscious movements: forward, across – *clack* - and forward. Sounds slow, but trust me it’s not. Care and precision through that exposed gate

Above and right
Twin intercoolers to the fore: 308-derived V8 gained IHI turbos and switched to a longitudinal location in the 288 GTO, which required a longer wheelbase

result in the sweetest, most rewarding gearchange imaginable.

The 288’s brakes are excellent, with good feel and reassuring bite. Whereas at low speeds the chassis feels rather stiffly sprung, at speed the suspension has a fine blend of suppleness and control. I’m really warming to it, and I have to remind myself that this car is worth in the region of £2 million and I’ve promised DKE’s David Cottingham and Harvey Stanley to treat it accordingly. Thus, at the speeds I’m driving the 288 today, it behaves impeccably. But I know only too well that it can be a colossal handful on the limit and an absolute devil to get back when it gets away from you. The unenlightened have been known to enter a bend in a 288 GTO with the engine off-turbo and then naively plant the throttle mid-corner. A driver in control they cease to be and a passenger most terrified they rapidly become, an indignity I have so far managed to avoid.

It’s sad that this mighty Ferrari was unable to prove itself in the heat of Group B competition. But as a roadgoing supercar – and a showcase for early-80s tech – it was up there with the best of its era.



**F40**

ENGINE V8, 2936cc, twin-turbocharged

MAX POWER 478bhp @ 7000rpm

MAX TORQUE 425lb ft @ 4000rpm

TRANSMISSION Five-speed manual, rear drive, lsd

SUSPENSION Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar

BRAKES Vented discs, 330mm front and rear

WHEELS 8 x 17in front, 13 x 17in rear

TYRES 245/40 ZR17 front, 335/35 ZR17 rear

WEIGHT 1100kg (dry)

POWER TO WEIGHT 441bhp/ton (dry weight)

0-60MPH c4.0sec

TOP SPEED c200mph

PRICE NEW £193,000

VALUE TODAY c£1 million

THE F40 MAY NOT be as elegant as the GTO but, with its ground-hugging stance, high-rise rear wing and its nose and flanks peppered with NACA ducts, it is considerably more dramatic and undeniably purposeful. I peer through the slotted Perspex engine cover at the 2.9-litre twin-turbo V8 and admire a view that, even after all these years, still causes my heart to miss a beat.

It's ten years since I last sat behind the wheel of an F40, but as I am climb over the high carbonfibre sill and lower my rump into the seat, it feels like I'm home again. The carbonfibre-shelled buckets, finished in red cloth, could be ordered in small, medium or large, though Pavarotti had Testarossa-style seats fitted as he was too big for any F40 seat. But then he never drove his F40 anyway.

You can't help but be impressed by a speedo that reads up to 360kph (224mph). To its right is the tachometer, calibrated to 10k, and to its left the water temperature gauge and another dial, reading from 0-1.5 bar, for the turbo pressure. Oil temp, oil

pressure and fuel are covered by three small dials in the centre of the dash. I strap myself into the full race harness. The cockpit rear-view mirror is not much use but the side mirrors do offer some rearward vision. Black felt trim covers the dash, carbonfibre covers the door panels, there's a pull-cord to operate the door mechanism and a button marked Fire to activate the plumbed-in extinguisher system. The F40 looks and feels every inch the no-nonsense, no-compromise racing car.

In fact, unlike the 288, the F40 wasn't conceived to go racing, though it was developed *from* a racing car (and privateers would later campaign track versions in various GT series with no little success). The missing link between 288 and F40 was the 288 GTO Evoluzione, developed by Ferrari when it was still harbouring dreams of glory in Group B competition.

Just five (or possibly six) examples of the Evoluzione were created, and these were all pure racing cars. At 940kg, the Evo was an astonishing 380kg lighter than the regular 288 and produced



650bhp as opposed to the 400bhp of the standard car, giving it a top speed of 220mph-plus, depending on gearing. The much-modified bodywork included a deeper front air dam and a massive rear wing – almost as though the F40 was bursting out from within the prettier 288 GTO shape – and it had bigger brakes and wider wheels. It was a full-on racer. Sadly the end of Group B rendered the Evoluzione obsolete overnight.

However, when the programme was canned, Ferrari decided to use the Evo as a basis for a no-frills road car, one that would give Porsche with its tech-fest 959 a bloody nose.

Whereas the 288 GTO clearly bore a resemblance to the 308 road car, when the F40 appeared in 1987 it looked like no other roadgoing Ferrari. In fact, underneath the F40's carbon interior and tub lurked pretty much the same steel spaceframe chassis as in the 288. Topside, though, whereas the 288 pioneered some composite panels, the F40 was all carbonfibre, and very slippery with it.

People still argue about whether the F40 ever quite achieved its claimed 201mph top speed – in every independent test except the one conducted by Italian mag *Quattroruote* it failed to top 199mph – but everyone seems to accept that the F40 was the fastest road car of its day, just pipping Porsche's 959. For Ferrari it was mission accomplished.

Time to drive. Turn the ignition key fully round and then press the button set below and slightly to the left. The V8 fires with a wonderful rasp, sending a busy thrum through the cockpit as it idles. The clutch is heavy but not as heavy as I remembered and easy to modulate. The long, spindly chrome gearlever moves sweetly, if not quickly, across the gate. Select dog-leg first, engage the clutch and pull away. I forgot to bring my driving boots and have to exercise great care to avoid the welt of my right shoe catching the brake pedal as I press the throttle.

The F40 is a wide car, significantly wider than the GTO, though personally this has never bothered me. As with the GTO, but more so, the unassisted rack-

288 GTO

ENGINE V8, 2855cc, twin-turbocharged

MAX POWER 400bhp @ 7000rpm **MAX TORQUE** 366lb ft @ 3800rpm

TRANSMISSION Five-speed manual, rear drive, lsd

SUSPENSION Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar

BRAKES Vented discs, 306mm front, 310mm rear

WHEELS 8 x 16in front, 10 x 16in rear

TYRES 225/50 ZR16 front, 255/50 ZR16 rear

WEIGHT 1161kg (dry)

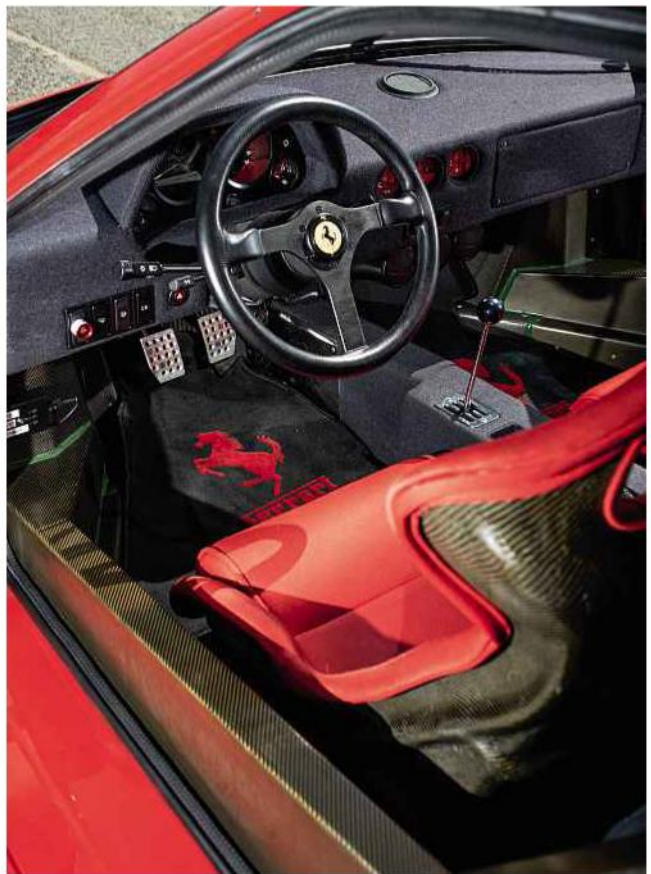
POWER TO WEIGHT 350bhp/ton (dry weight)

0-60MPH 4.8sec (claimed)

TOP SPEED 189mph (claimed)

PRICE WHEN NEW £72,999

VALUE TODAY c£2 million



‘THE F40 HAS MORE OF A RAW FEEL. YOU SEEM TO BE MORE PART OF IT’

and-pinion steering is rather heavy until you're under way. But then, with chunky, 245-section front tyres, that's hardly surprising.

After a couple of laps reacquainting myself, I hit the throttle in third and revel in the exhilaration as the engine note changes from a gentle roar to a bellowing howl and once again I am rammed back in the seat. I ease off and short-shift as a tight left-hander approaches, then heel-and-toe down through the gearbox, enjoying the way the pedals seem to be placed just perfectly for such footwork.

What I particularly like about the F40 is that it has more of a raw feel to it, and the way you seem to be more part of it than you do with a 288. In many ways the 288 is the more useable – not least because it's that much narrower and ground clearance isn't such an issue. It's also less 'obvious'.

But if the road is damp, and you get a 288 out of shape, you need to be lucky as well as good to get it back. In the F40, even if you're very sideways, nine times out of ten you'll get it back. The

steering is terrifically sensitive as well as direct and quick. The F40's wider track helps, too – its wheels are that much farther apart and it has a huge amount of rubber on the ground. In my experience, it's the more secure-feeling and the more forgiving.

Ten years is a long time, so, just for fun, I try a standing start. It's just as I remembered; initially the F40 doesn't actually feel that quick. But only until those twin turbos whack you in the back! Make no mistake, hitting 60mph in around four seconds while still in first gear still takes your breath away. The F40 piles on speed in much the same way as the GTO, but it hits even harder.

Today, of course, turbos are very much back in vogue, and nowhere more so than at Ferrari, where the 488 GTB and Spider, California T and GTC4 Lusso T all have turbocharged V8s.

There's no doubt that a car like the 488 is an absolute tour-de-force, its 3902cc engine the epitome of high tech. It features two parallel ball-bearing twin-scroll Honeywell turbos, their

Left and below

Ferrari used lessons learned with the GTO Evo race-car for the F40. Spartan interior featured race-style buckets. Enlarged twin-turbo V8 now made a ferocious 478bhp



‘THE FEELING WHEN THE TWIN TURBOS KICK IN IS YET TO BE ECLIPSED’

compressor wheels made from the same low-density alloy found in jet aircraft engines to reduce inertia and resist high temperatures within the turbo. Variable-vane technology and the latest computer-controlled fuelling and ignition means it's able to combine brutal power delivery with an efficiency the engineers of the mid-80s could only have dreamed of. The bottom line is 661bhp at 8000rpm and 561lb ft of torque at 3000. The specific power output of 169bhp per litre and specific torque output of 144lb ft per litre are both records for a Ferrari. The 488 GTB is said to rocket from 0-60mph in under three seconds and tops out at 205mph. And yet, even with all that immense power and performance on tap, the car remains totally manageable. And the delivery itself is so linear, it almost disguises the fact that it's turbocharged. Thirty years ago, turbo power delivery was very different.

Management systems that mete out the torque in the lower gears, stability and traction control systems, electronically controlled diffs – these things make modern turbocharged Ferraris astonishingly well-mannered and supremely drivable. They're designed and engineered so that drivers can access supercar levels of performance without getting into trouble. They're also refined, with suspension that can deliver comfort or control at the press of a button. Truth is, you could probably make progress every bit as quickly in a 488 as you could in an F40.

That said, the F40 itself produced a mighty 163bhp per litre, almost as much as the 488 kicks out today, and there was no stability or traction control in a 288 GTO or F40. It was a different world back then. You had to know what you were playing with, and if you didn't, those cars would bite you hard.

In an F40 – or a 288 – the whole character of the car is bound up with the fact that you can never forget it's turbocharged. And while the figures say it may not be any quicker than a modern 488, the unique feeling of exhilaration when those twin turbos kick in and pin you back in your seat is yet to be eclipsed. They still remain two of the most exciting and challenging drivers' cars to be let loose on the public road. 🏁

With thanks to DK Engineering (dkeng.co.uk).

Below

Hard to believe one of these cars is 30 years old, and the other is even older. Time – and technology – march on, but the thrill is undimmed





TOM HARTLEY JNR

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1983 FERRARI 288 GTO 'PROTOTYPE'

- 1 Of Only 6 Prototypes Ever Produced Of Which 3 Were Destroyed Making This Car The Oldest That Remains In Existence Today
- 1 Owner From New
- Gifted To The Only Owner By Enzo Ferrari Himself
- 20,800km From New
- Awarded Its Red Book Classiche Certification
- A Very Important Car

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The 360 Modena and Spider are good value right now. If you fancy having one in your life, here's what you need to know

MODENA LIFE

WORDS PETER TOMALIN | PHOTOGRAPHY MATT VOSPER





AS AN ACT TO FOLLOW, the F355 was about as tough as they get. Since its introduction in 1994, it had pretty much transformed not only Ferrari's fortunes but also its image. When it arrived, the company's line-up of 348, Testarossa and Mondial was one of its least inspiring in memory. The F355 quickly became the car that every red-blooded male lusted after and would sell in unprecedented numbers, eventually totalling 10,000 in five years.

But Ferrari knew it couldn't rest on its laurels. Just up the road at Sant'Agata Bolognese, there was a baby Lamborghini in development; Ferrari pride demanded it was fully prepared to meet the challenge.

Revealed in spring 1999 at the Geneva motor show in berlinetta form, the 360 was much more than an evolution of the 355. Gone was the 355's chiselled delicacy, in its place something bigger and bolder, the Pininfarina curves more generous and voluptuous. Gone, too, were the pop-up lights that could be traced back to the 308 GTB; the 360 placed them under perspex covers, beneath them gaping air intakes for twin water radiators.

Behind the passenger compartment, instead of buttresses running either side of

a flat, vented engine cover, here was a glass fastback sweeping down to the tail, affording an uninterrupted view of the red crackle-finish cam covers on the mid-mounted V8 engine. There were familiar Ferrari cues, of course, including the sculpted vents in the flanks that could be traced back to the Dino 206/246, but at the rear were two huge venturi tunnels. It was a fresh look for Ferrari, and one that reflected major changes not only in aerodynamics – the 360 generated up to four times the 355's downforce – but also in construction.

The 360's biggest departure was that both its main structure and its outer body panels were entirely aluminium. The chassis used a combination of thicker welded sections in areas where strength was paramount, and thinner bonded sections where strength was less critical, with a view to keeping weight down. The net effect was that although the 360 was a bigger, more refined and noticeably roomier car than the 355 (Ferrari was at pains to point out that there was space behind the seats for a set of golf clubs) and a considerably stiffer and more crash-worthy one, it was only 40kg heavier.

'THE 360 WAS MUCH MORE THAN AN EVOLUTION OF THE 355'

Above and left
Launched in 1999 as the 360 Modena (the Spider would follow in 2000), the new Ferrari was designed for a wider audience than previous V8-engined models and today remains one of the easier ownership propositions, provided you do your homework

'IT WAS IN VIRTUALLY EVERY RESPECT A BETTER CAR THAN THE 355'



Mechanically, the 360 was very much an evolution of the F355. The capacity of the flat-plane-crank 90-degree V8 had increased from 3.5 to 3.6 litres (hence 360) but it retained the same basic architecture, including the five-valve heads, and variable valve timing. Peak power was up, from 375bhp to 394bhp, and torque climbed slightly, from 268 to 275lb ft, but produced much lower in the rev-range, endowing the 360 with a more muscular feel. The work to achieve this included optimising air-flow into and out of the engine; the addition of eight more throttle trumpets to provide both short and long intake paths, and some clever valving between the plenum chambers and also in the exhaust system to switch between high and low back-pressure.

Response was sharper, too, thanks to new engine management and a drive-by-wire throttle – a first for a Ferrari. This worked particularly well with the optional F1 paddleshift gearbox – also carried over from

the 355 – giving quicker but also smoother gearshifts. The 0-62mph claim was now 4.5sec, two tenths quicker than the F355, and the top speed was quoted as 180mph-plus

As with the 355, the 360 was equipped with ASR traction control but no stability control, and electronically controlled dampers, though further honed to respond even more quickly. Tyre sizes had also been tweaked – the fronts had been reduced in width, from 225/45 to 215/45, while the rears had increased from 265/40 to 275/40. The wheels were more sharply styled starfish-pattern 18in alloys, and behind them were bigger vented disc brakes.

It was in virtually every respect a better car than the 355 – more civilised and commodious when you weren't tearing up the road, but still with a real Ferrari heart lurking just beneath. Perhaps it wasn't quite as charismatic – or as downright, timelessly beautiful – as the 355, and that probably explains why in recent times the earlier car

360 Modena

ENGINE V8, 3586cc
MAX POWER 394bhp @ 8500rpm
MAX TORQUE 275lb ft @ 4750rpm
TRANSMISSION Six-speed manual (F1 automated manual optional), rear-wheel drive **SUSPENSION** Front and rear: double wishbones, coil springs, adaptive telescopic dampers, anti-roll bar **STEERING** Rack-and-pinion, power-assisted **BRAKES** Vented discs, 330mm front and rear, ABS
WHEELS 7.5 x 18in front, 9.5 x 18in rear, magnesium alloy **TYRES** 215/45 ZR18 front, 275/40 ZR18 rear
WEIGHT 1390kg **POWER TO WEIGHT** 292bhp/ton **0-62MPH** 4.5sec (claimed)
TOP SPEED 180mph+ (claimed)
PRICE NEW £101,995 in 1999 (£165,000 in today's money)
VALUES TODAY £60,000-£100,000



Left and below

Glass fastback gives an uninterrupted view of the mid-mounted V8 with its striking red plenums. It's proving an extremely robust engine, too, with no serious recurring issues if properly maintained. Vast majority of 360s were F1s, so paddleshift gearboxes. Manuals command a premium today



has been more highly prized by collectors. The upside is that you can buy the better car for less money, which makes the 360 conspicuously good value right now.

Today, £65-70k can get you a really nice example, Berlinetta or Spider. If you can stretch to £85k you've pretty much got your pick of low-mileage cars in all the best colour combinations and with the most mouthwatering specs. An F355 in similar condition could be as much as £120,000.

Tony Glynn, sales manager at specialists Foskers, says the growth in values has started to follow the 355 but remains a couple of years behind the earlier car. 'There's strong demand for 360s,' he says, 'and that's partly because they're good value compared with a 355 or a 430.'

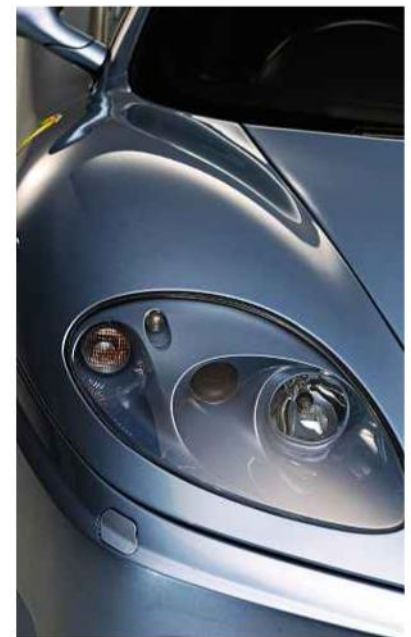
'The 355 is undeniably a classic, in many ways the last of the analogue cars, whereas the 360 is perhaps the first of the modern-era Ferraris. It's a lot easier car to live with and a lot easier to drive than a 355. Maybe

not as rewarding as a 355, but it's just a more modern car without the foibles.'

Interestingly, while a 355 Spider is worth slightly less than the coupé, with the 360 it's the other way round. And the much rarer manual-gearbox cars command an extra premium. So the most valuable 360 – excluding the Challenge Stradale, which we'll save for another day – is a manual Spider. 'A really good manual Spider with, say, 25,000 miles – and ideally red with cream – would be £85k,' says Tony, 'whereas a coupé in the same condition would be about £80k, and take off £5000 for an F1.'

'If you're looking at a 360 as an investment, the manual's the one to get. If you're buying it to use for a couple of years, the F1 is great. And a much slicker gearshift than the 355, if not quite as slick as a 430. That's progress...'

'I always advise people not to buy a car as an investment. Buy the car you like, if you can afford it, look after it, enjoy it, and





if at the end you make some money out of it, that's great! And always buy the best car you can afford. So rather than buy a cheap, leggy F430, buy a low-mileage 360 for the same money.

'In many ways the 360 is a very affordable Ferrari to run – considerably more so than earlier cars. It's not an engine-out job to change the cambelts, which is something we always do with the 355, partly so we can see the state of the rear sub-frame. Ferrari learned there, too, because on the 360 it's aluminium so you don't get the same rust issues.

'Don't imagine that being aluminium there's no corrosion – on the outer skin you often find bubbling around the front side repeaters, also on the nose just above the bumper, where there are two welds.'

The V8 engine gives few problems. 'There were issues with the camshaft variators on early cars,' says Tony, 'but they should all have been changed under recall – it's always worth checking the chassis number with a main dealer to be sure all the recalls were done.

'On the 355, exhaust manifolds cracking has been a recurring issue. We're starting to see a few with the 360, but nothing like the same number, and the early ones are getting on for 20 years old now.

'The cabin is solidly made, and on the Spider the hood seems to be holding up well, though they do wear in the area where a buttress would be on a coupé.

'Suspension balljoints are a weakness – they need changing so often they're virtually a service item. Budget around £1600 to have all four changed.'

Clutches typically last 20,000 miles on a manual and 15,000 on an F1, more if you're doing a lot of motorway miles. With the F1, a dealer or specialist with diagnostics can tell you how much clutch life is left. Replacement costs about £1300.

'Overall, I reckon that if you budget £6000 over three years to run a 360, you won't be far off,' says Tony. Sounds good to us. With prices on the up, that should be more than covered. We'll take a manual coupé in Nero Daytona with carbon seats and Challenge grilles! **L**

Above and right
Scuderia Ferrari shields and Challenge grilles are among the most desirable options. Right: tachometer naturally takes centre stage among conventional analogue instruments, redlined at 8500rpm



What the road testers said at the time

'**TURN THE KEY** and the 400bhp V8 lights up with a vicious snarl. Tickle the throttle and the revs flare hungrily before settling back to a high idle that fills the cabin with a rich, complex note... Don't be fooled by the Modena's soft lines, its space, refinement and easy-going nature around town; just below the surface is a hard-edged supercar. It's implicit in the directness of the steering, the bite of the brakes, and especially in the sharpness of the throttle response. It feels much more eager than a 355.

The 360 is a devastating road car. It does everything you'd hope a Ferrari would but with such polish, precision and ease that you don't have to think twice about unleashing all its performance. There is perhaps no other car yet made that combines so much raw emotion with so much technical finesse.

It's not a flawless concoction, however. [On track] the 355 is a doddle to slide but I found it hard to get the 360 sideways and, when I did, found it hard to hold on opposite lock. [On the road] the steering doesn't have the 911's lucidity, but a 911 won't keep a hard-driven 360 in sight. You don't know what throttle response is until you've driven the Modena. Line up your corner exit, nail it and revel in the surge and sound as the V8 kicks and its bark mutates into the pure, determined wail of a highly tuned race engine. On the right corner, right at the very exit you can coax the tail into a few degrees of slide with the power (with ASR switched out, of course), but this is an indulgence – you don't have to drive that way to leave pretty much everything else in your wake.

The 355 had begun to feel a bit overpriced at close to £100,000 but, at just a couple of thousand more, the 360 feels worth every penny. That's an apposite measure of how much more accomplished the 360 is: – **360 Modena v 911 Carrera**, *evo* magazine, June 1999

Best Of Italy



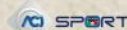
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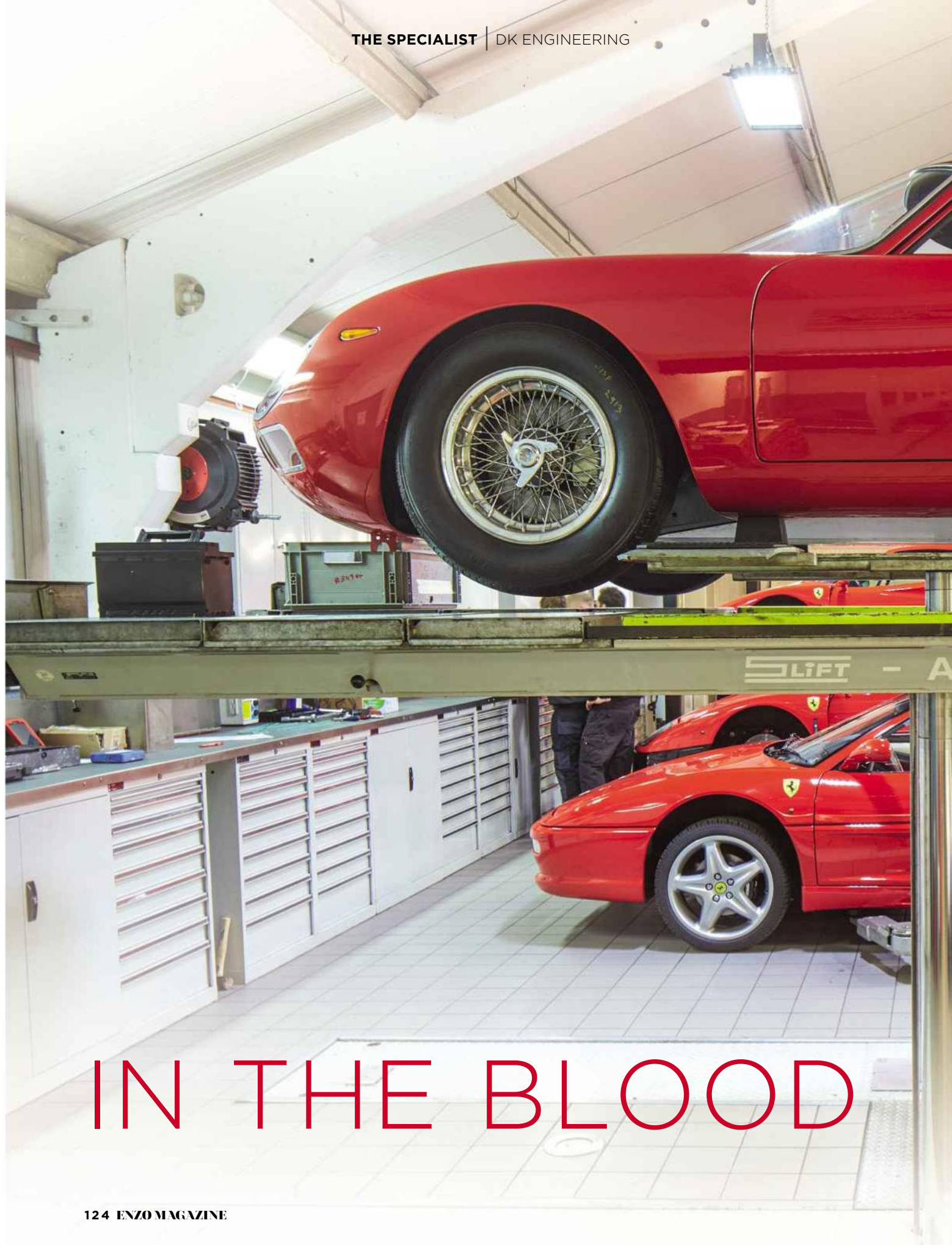
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GIULIANO MAZZUOLI



IN THE BLOOD



Ferraris are a way of life for the Cottingham family who own and run DK Engineering. We pay them a visit

WORDS JOHN BARKER | **PHOTOGRAPHY** MATTHEW HOWELL

THERE'S NO BIG SIGN, NO GRAND ENTRANCE, but Little Green Street Farm on the outskirts of Chorleywood is a mind-blowing place if you're a Ferrari fan. It's the home of DK Engineering, well known for its dealings with the cars from Maranello and which this year celebrates 40 years in business.

Inside, around the red-brick walls of this neatly restored Victorian farm is a mind-boggling array of rarities, and not all of them are Ferraris. On the day we visit, there's a 250 LM shell being loaded into a transporter and we park next to a rare green 512 BB, which looks tiny next to our modern 'small' car: policemen get younger, iconic supercars get smaller... But also in the courtyard, alongside a stunning electric-blue Ferrari 488, is a Lamborghini LM002, as monstrous and ludicrous as ever, while a temporary car park in front of the main workshop (which is being extended) is crammed with such an eclectic mix of colours and shapes it looks like a '70s Matchbox car collection. In the mix are a Fiat Dino, an E-type FHC and a purple 911 2.7 RS.

So, yes, DK Engineering is about Ferraris but a whole lot more, too. In fact, the company name derives from founders David and Kate Cottingham's first love – Jaguar, the marque that brought them together. Kate was a teacher at the local squash club and, keen to get know her, David gate-crashed a party and then offered to drive her and her drunk (and soon to be usurped) boyfriend home in his Mk2. 'And that's how I found out where she lived,' he laughs. Kate is still an integral part of the business but off-site today.

When the couple first got together, David was racing and restoring Jaguars and he and Kate would attend all the Jaguar club events, where the quality of David's workmanship and car preparation got him noticed. They decided to combine business with pleasure and in 1977 set up shop in an old stables in Northwood, initially calling the company NRT, standing for Northwood Racing Team. Later, inspired by the Coventry Jaguar specialist XK Engineering, they combined their initials and the business became DK Engineering.

The business grew, they branched out into Ferraris and ended up with the rest of the stable plot, upping capacity to ten cars. Back then, the values of some Ferraris were rock-bottom and the less popular models were being stripped of their valuable mechanicals and scrapped, which gave David the idea of

'WHEN THE BUBBLE BURST, DK ENGINEERING SURVIVED BECAUSE IT HADN'T OVER-REACHED ITSELF'

recreating 250 Testa Rossas using 250 GT or GTE running gear. 'You could buy a GTE for hundreds then,' he recalls wistfully. DK built a total of 13 TR recreations, each perfectly clothed in aluminium by RS Panels and of such quality and authenticity that today they change hands for not inconsiderable sums.

By 1984 the need for even more space prompted another move to just up the road in Watford. 'That was a great launch party with a great line-up of cars outside,' recalls David. The core of the business was still restorations, mechanical rebuilds and servicing although, as the '80s progressed, DK began buying and selling more cars. The market was soon in the grip of the first boom, when anything with a Ferrari badge was being flogged for silly money, as long as it was painted red. When the bubble burst, DK survived because it hadn't over-reached itself and was sustained by its core business and reputation for high-quality work.

David and Kate attended Ferrari events around the world, including the US, which led to invitations to visit private collections. Relationships formed then have helped make the company what it is today, with a reputation for being able to source rare cars and broker deals, an element of the business that remains particularly valuable. Clients include Ralph Lauren, Sir Anthony Bamford and Chris Evans. Ross Brawn, too, who in 2012 acquired the ex-Stirling Moss TT-winning 250 GT SWB for a rumoured £7 million in a deal brokered by DK.

Over the years, the Cottinghams' three sons, Justin, Jeremy and James, have all been involved in the business. A move into buying, selling and servicing modern Ferraris was initiated in '97 by Jeremy, the middle son. He specialised in the supercars – 288 GTO, F40 and F50, and later the Enzo – but DK also began to welcome 355s, 360s and 430s, and time has shown it to be a prescient move. Turnover has risen strongly and sales currently account for half of that turnover, even though the sales team is just three out of the workforce of around 35, the majority looking after servicing, rebuilds and restorations.

By 2000, DK's Watford base, tucked behind a Ford dealership, no longer met the needs of the company. A showroom and more space were required and the answer lay with converted barns on the farm next to the family home near to Chorleywood. And then in 2007 came the addition of Little Green Street Farm, which would become DK's HQ. Youngest son James oversaw the purchase and subsequent conversion into the impressive facility that greets customers today, before taking on the lead sales role when Jeremy moved on to pursue his own interests. Eldest son





Opposite and above
David Cottingham with youngest son James, who currently heads up DKE's sales operation. Cars in the main workshop include Belgian racing Daytona. Baby blue 275 GTB (above) is currently mid-restoration





Justin (imagine the fun when the post is delivered) looks after logistics, which is quite some task, since in addition to this location and the showrooms at the farm there is a modern, 105-space, climate-controlled storage facility just down the road for customer cars.

James hadn't intended to go straight into the family business, despite having been surrounded by exotic cars right from the off: 'Coming home from school or university, I'd go straight to the office or barns and they were usually packed with 512 BB LMs, 512Ms, 375 MMs, 250 TRs, etc, but I thought I'd probably do something else first, maybe in F1. However, I realised I actually really enjoyed selling as well as restorations and a sequence of events – mainly Max Girardo not giving me a job at RM Auctions! – and also the credit crunch of 2008 meant I ended up at DK. I'm so glad it happened the way it did, as my first few years were the hardest we have seen for 20 and I learnt a lot.'

The reception area is backed by a glass wall packed with trophies and awards. Racing is still a part of the business – earlier this year, James won the Tour Auto in a GT40 with Andrew Smith and always goes well at the Goodwood Revival. Around the corner is the first showroom, and it's packed with mouth-watering machinery, including a pair of immaculate 275 GTBs and a delectable Porsche 904 GTS. Past Justin's office there's what looks like an engine build workshop with a partially stripped Lampredi four-cylinder engine and a fully built, immaculate Colombo V12. In fact DK's full engine rebuilds are undertaken by their expert, Darren Cox, and two others in a satellite engine workshop up at Mallory Park, Leics.

Out into the courtyard and around the corner is a near-surgically clean, stand-alone three-car workshop where full restorations are undertaken. DK takes on about eight total restorations per year: they cost around £300,000 and take between 18 and 24 months. At the moment, getting all the attention is another 275 GTB, this one in an unusual but original and perfectly rendered baby blue. Across the way is the dynamometer, today occupied by an Enzo. In fact, it's the earlier carburettored cars that can benefit most from this facility because it allows tuning of those multiple chokes while the car is on a virtual road test.

The main workshop has the balanced mix of old and new. Just driven into the centre is a gorgeous Daytona race-car in yellow (and thus Belgian, of course) that looks like it has been teleported from Spa in the late '70s, while surrounding it is an eclectic mix, including a white-and-blue Monza, two F40s – one road, one race – a 355, an F50 and the bare shell of another 275.

This is the domain of Phil Redpath, who reckons on 500 cars a year passing through the workshop for servicing or sales prep, plus the restoration cars. Five technicians and four junior technicians work on restorations, a further four technicians and one junior on servicing, and there are DK Engineering apprentices, too. The department keeps very descriptive invoices, listing hours worked, tasks completed and including pictures,

'OWNERS HAVE LIMITED TIME WITH THEIR CARS, SO WE TAKE CARE OF EVERYTHING'

all computerised. Most of the 'techies' have come from the main dealer network and enjoy the variety of work. They get invited to support the events their cars have been prepped for, be it the Mille Miglia or the Silverstone Classic, and there's a very low turnover of staff. 'Those who do leave tend to go to set up their own businesses,' says Phil. The workshop is the main recipient of the current £1m extension, which will see five new ramps, an in-house valet facility and a vehicle hand-over area.

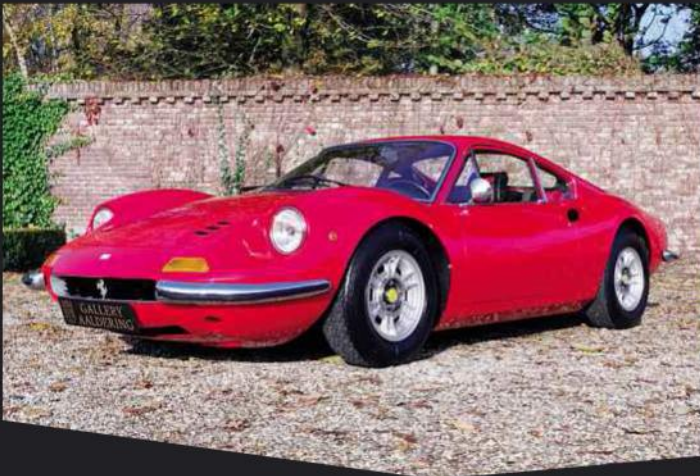
The last ten years have seen an uplift in the complete service, including storage, 'because Europe is the best place for events and quality of work,' says James. 'Owners have limited time with their cars, so we take care of everything, then they can arrive, drive and depart.' That has driven the commissioning of the storage facility a few miles away in Amersham, with its ramps allowing cars to be stored double-height and depth. 'I wish we'd bought the unit next door as well,' says David. There are some gorgeous shapes hiding beneath snug car covers.

The barns at the farm really are like an Aladdin's cave, though, partly because there's a power cut so we're seeing a heady mix of deeply desirable, historically significant or simply fascinating cars in a half-light. As we stroll between them, David reels off the histories of the important ones with the ease and enthusiasm of someone who knows them well. Some he has owned, some DK has restored, some it maintains and some it has bought and sold a number of times. Also in there is David's perfectly restored Austin Seven ('I really must drive it!') just around the corner from the Ferrari 250 GT LWB Tour de France that was Herbie's love interest in Disney's *The Love Bug*.

As we are leaving, David remembers that there are some modern cars tucked away here, too and, pointing across to another barn, he says: 'The modern stuff is in there, if you're interested'. He's not so bothered. But that's fine because James most certainly is. There's clearly a mutual respect for what each brings to the business, and that adds up to a knowledge and experience that spans Ferrari's 70 years. So we put James on the spot, asking what's the best-value Ferrari at the moment? After giving it some thought, he says: 'Probably the 430 Scuderia; it does so much, looks current, is a great drive, it's fast and ultimately reliable and steady in value.' I'm pretty sure DK could find you the right one, too. **B**

Opposite top

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Ferrari 246 GTS. 1974, RHD. UK supplied
1 of 12 cars produced. Chassis 07776. Rare factory
"Flares" option. Ferrari Classiche Certification



Ferrari 365 GTC. 1970, RHD
One of only 26 cars produced worldwide
Grigio with Nero hide



Ferrari 250 GTE 2+2 Coupé: Series 2, 1962, LHD
Coachwork by Pininfarina. USA supplied. Correct
matching numbers. 100 Point "Body off" restoration



FERRARI 365 GT4 BB, 1975, RHD
43,570 miles. 1 of just 58 UK supplied cars
Chassis 18153 – Factory Classiche Certification



FERRARI 328 GTS, 1986 / D PLATE
22,250 miles, UK supplied
Rosso Corsa with Creme Leather



FERRARI 355 GTB FI, 1999, RHD
25,550 miles, UK supplied
Rosso Corsa paintwork with Nero Leather

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ALL THE ROAD CARS 1940s-1950s



**166/195/212
(1947-1951)**

First true road car was 166, with 2-litre Colombo V12 (166 the capacity of each cylinder). Larger-engined 195 and 212 followed. Total built c200.
166 Inter: 1995cc V12, 110bhp, 106mph



**340/342/375 America
(1950-53)**

Based on evolution of 166 chassis, America series used 'long block' Lampredi V12 of 4.1 and later 4.5 litres. Just 41 built, all highly prized today.
340 America: 4102cc V12, 200bhp, 140mph



**250 Europa
(1953-55)**

Ferrari's first real GT car and first to carry the 250 series nomenclature, though power was from a short-block version of Lampredi V12. Just 17 built.
250 Europa: 2963cc V12, 200bhp, 140mph



**250 GT Boano/Ellena
(1955-59)**

First 'volume-produced' Ferrari with classic 3-litre Colombo V12. Most designed by Pinin Farina, but built by Boano and later Ellena. Total built: 130.
250 GT: 2953cc V12, 240bhp, 125mph



**250 GT 'Tour de France'
(1956-59)**

A special 250 GT named for Ferrari's win in the Tour de France race, built by Scaglietti with a tuned Colombo V12. One of the all-time greats.
250 GT TDF: 2953cc V12, 260bhp, 137mph



**410 Superamerica
(1955-59)**

Replacement for the 375 America, with the big Lampredi V12 now up to 5 litres. Just 38 built in three series, all fabulously expensive when new.
410 SA: 4962cc V12, 340bhp, 150mph



**250 GT Cabriolet
(1956-1962)**

Less sporting than the Spyderys of the period, the Cabriolets were fine touring cars. Series 2 (above) arrived in 1960. Around 240 built in total.
Series 2: 2953cc V12, 240bhp, 130mph



**250 California Spyder LWB
(1957-59)**

Charismatic, competition-derived two-seater roadster with tuned engine from Tour de France, designed for US market. Only 50 were made.
Spyder LWB: 2953cc V12, 240bhp, 137mph



**250 GT Coupé Pininfarina
(1958-1960)**

Staple late-50s Ferrari was a clean-lined two-seat coupé designed and built by Pininfarina. Total production run of c350 was Ferrari's biggest yet.
GT Coupé: 2953cc V12, 240bhp, 130mph

250 GT SWB (1959-62)



The SWB, or Short Wheelbase Berlinetta, is one of the greatest and most collectible of all Ferraris. Around half of the 167 built were competition cars, raced with much success, including by Stirling Moss, but SWB was equally brilliant on road. Shortened wheelbase meant extra agility, 280bhp version of 3-litre Colombo V12 gave 160mph+ performance, Pininfarina lines are sublime.
250 GT SWB: 2953cc V12, 280bhp, 165mph



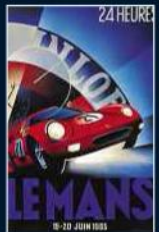
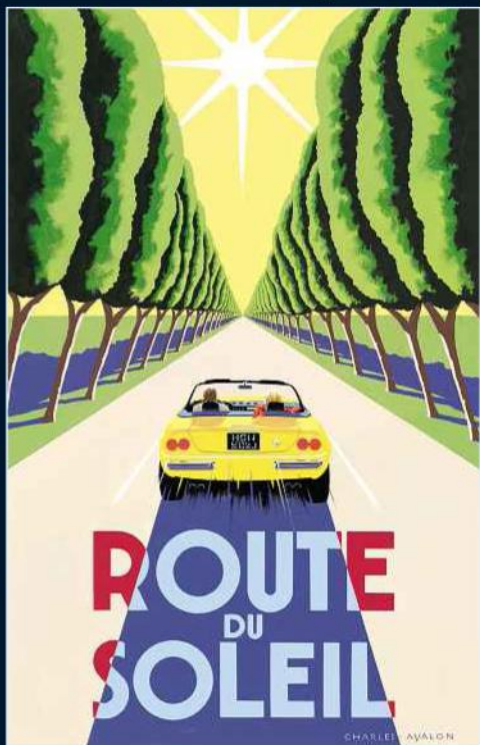
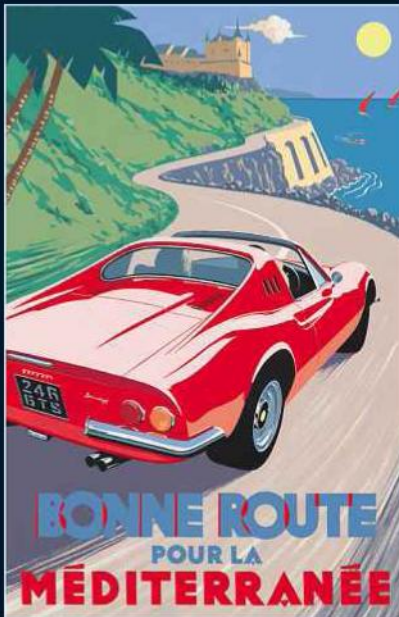
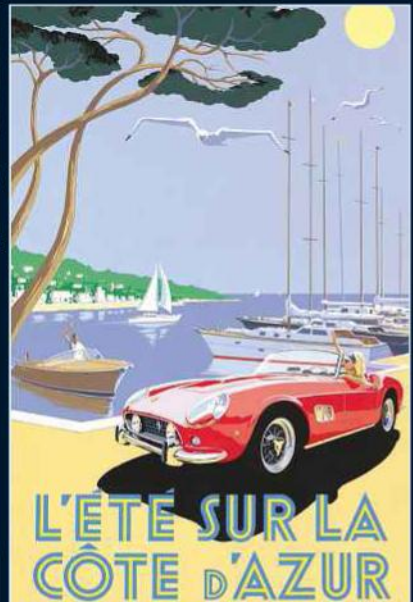
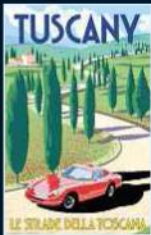
**250 California Spyder SWB
(1959-61)**

Based on 250 GT SWB chassis and engine, the new Spyder was even more desirable than the original. Just 55 built and hugely valuable today.
Spyder SWB: 2953cc V12, 280bhp, 140mph



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ALL THE ROAD CARS 1960s



**250 GT/E 2+2
(1960-63)**

First four-seater production Ferrari used 3-litre V12 from berlinettas, though heavier body blunted performance. Sold well, though - 955 in total.
GT/E 2+2: 2953cc V12, 240bhp, 136mph



**250 GTO
(1962-64)**

A racer, though some were road-registered, GTO was ultimate evolution of the 250 berlinetta. Just 39 made, each today worth £40 million-plus.
250 GTO: 2953cc V12, 300bhp, 175mph



**400 Superamerica
(1960-64)**

Targeted at the US, the '400' in this case referred to the 4-litre version of the Lampredi V12. Aimed at the super-rich, only around 50 were built.
400 SA: 3967cc V12, 340bhp, 160mph



**250 GT Berlinetta Lusso
(1962-64)**

Last of the 250 line and one of the most beautiful of all Ferraris. Based on 250 GTO chassis and used a detuned version of the GTO's engine.
250 Lusso: 2953cc V12, 250bhp, 149mph



**330 America/330 GT 2+2
(1963-67)**

330 America based on 250 GT/E 2+2 but with new 4-litre V12. Replaced in 1964 by restyled 330 GT 2+2 (above), of which 1099 were produced.
330 GT: 3967cc V12, 300bhp, 152mph



**500 Superfast
(1964-66)**

Evolved from 400 Superamerica with a mighty, 5-litre version of Lampredi V12 and plush cabin. Aimed at playboys and royalty, just 37 were built.
500 SF: 4963cc V12, 394bhp, 174mph

275 GTB/GTB/4 (1964-68)



Replacement for the 250 series of berlinettas, the 275 GTB introduced all-independent suspension, all-round disc brakes and a five-speed transaxle, together with a new, 3.3-litre version of the Colombo V12, which made 275bhp in basic form or 300bhp in four-cam GTB/4 form. Total production of all versions reached 970. Highly coveted today, especially in alloy body form.
275 GTB/4: 3286cc V12, 300bhp, 165mph



**275 GTS
(1964-66)**

275 roadster shared underpinnings of 275 GTB, including 3.3-litre V12, if little else, with totally different - but still appealing - Pininfarina styling.
275 GTS: 3286cc V12, 275bhp, 140mph



**330 GTC/GTS
(1966-68)**

Two-seater coupé and spyder variants on the 330 theme with the same 4-litre V12. GTC is far more common with 300 built compared with 100 GTSS.
330 GTC: 3967cc V12, 300bhp, 152mph



**365 California
(1966-67)**

First 365 model featuring new, 4.4-litre V12. Replaced the 500 Superfast as the flagship car. Similarly expensive and rare, with only 14 sold.
365 Cali: 4390cc V12, 320bhp, 152mph



**275 GTB/4 NART Spyder
(1966-68)**

Created for US dealer Luigi Chinetti (NART from his North American Racing Team). Just 10 built, making this among most valuable of all Ferraris.
NART Spyder: 3286cc V12, 300bhp, 160mph



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Ferrari 365 GTB Daytona

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ALL THE ROAD CARS 1960s-1980s



**365 GT 2+2
(1968-70)**

Replacement for the 330 GT 2+2, the vast 365 GT had the new 4.4-litre V12 and was first Ferrari 2+2 with independent rear suspension. 800 built.

365 GT: 4390cc V12, 320bhp, 150mph

Dino 206 GT (1968-69)



Launched as a 'sub brand' and not actually badged as a Ferrari, the Dino broke with tradition by having a V6 rather than a V12 and placing it behind rather than in front of the driver. The 2-litre V6 didn't really have the power to match the Pininfarina lines and the 206 was replaced by the torquier 2.4-litre 246 GT after just 152 had been built. Still a landmark car.

206 GT: 1986cc V6, 180bhp, 140mph



**365 GTC/GTS
(1968-70)**

Essentially the 330GTC and GTS with the bigger, 4.4-litre engine, 150 coupés were built, but just 15 spyders, which makes them sought-after today.

365 GTC: 4390cc V12, 320bhp, 152mph



**365 GTB/4/GTS/4 Daytona
(1968-74)**

Replacement for 275 GTB/4, mighty Daytona had highly tuned 4.4-litre Colombo V12 and hit a true 174mph. 1284 berlinettas but just 122 spyders built.

365 GTB/4: 4390cc V12, 352bhp, 174mph



**Dino 246 GT/GTS
(1969-74)**

Steel rather than alloy body of 206, but 246 was still usefully quicker. Targa-roofed GTS arrived in 1972. Big commercial hit with total of 3761 sold.

246 GT: 2418cc V6, 195bhp, 146mph



**365 GTC/4
(1971-72)**

Softer 2+2 coupé derivative of Daytona with detuned engine, power steering, etc. In many ways nicer to drive. Sold 500 in just 18 months.

365 GTC/4: 4390cc V12, 340bhp, 163mph



**365 GT4 2+2/400 GT/
400i/412 GT (1972-89)**

Long-lived series of four-seaters, mostly autos, these are big, slightly soft, extremely thirsty but rather handsome saloons. Total built: 2907.

412 GT: 4944cc V12, 340bhp, 155mph



**365 GT4 Berlinetta Boxer/
BB512/512i (1973-85)**

Replacement for Daytona, the BB was Ferrari's first mid-engined supercar. Power was from new 4.4-litre (later 5-litre) flat-12. Total built: 2323.

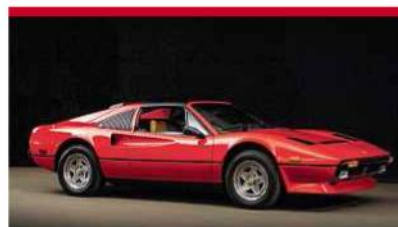
BB 512i: 4942cc V12, 360bhp, 188mph



**308 GT4 2+2
(1973-80)**

Originally badged as a Dino, the 308 GT4 was styled by Bertone rather than Pininfarina and featured Ferrari's first V8. Total built: 2826.

308 GT4: 2926cc V8, 255bhp, 147mph



**308 GTB/GTS/QV
(1975-85)**

Same V8 as the 308 GT4, but Ferrari returned to Pininfarina for the GTB, the targa-roofed GTS and 32v QV. Huge success with over 12,000 sold in all.

308 GTB: 2926cc V8, 255bhp, 152mph



**Mondial 8/QV/Cabrio/3.2/T
(1980-94)**

Replaced 308 GT4 2+2. Variants included 32v QV, cabriolet and 'T', which saw the V8 turned from transverse to longitudinal. Over 6000 sold in all.

Mondial 3.2: 3185cc V8, 270bhp, 158mph

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1969, LHD, very early, very original Dino, 16th car made, needs some restoration.



1973, LHD, US-specification with factory flared arches, last owner 40 years.



1973, RHD, nice clean example, 33k miles, in original red with black leather.



1968, LHD, very original and in exceptional preservation-class condition.

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1999, RHD, Grigio with black leather, superb, 24k miles, full service history.



1964, LHD, four headlight Series 1, super condition 'barn find' with only 109k kms.



2003, RHD, fantastic condition, 27k miles, full service history, all books & tools.



1994, RHD, Ferrari made 50 Competizione, only 8 were RHD, a very rare & special car.

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ALL THE ROAD CARS 1980s-2000s



**288 GTO
(1984-87)**

Homologation special for Group B racing, GTO used fierce twin-turbo 2.9-litre version of 308 V8. Only 272 built, and they're worth a fortune today.
288 GTO: 2855cc V8 tt, 394bhp, 190mph



**Testarossa/512TR/F512M
(1984-96)**

Testarossa (redhead) replaced BB as mainstream flagship, adding extra useability. 512TR and F512M upped power. Total of all variants topped 7000.
F512M: 4943cc flat-12, 440bhp, 196mph



**328 GTB/GTS
(1985-88)**

Minor tweaks to the winning formula of the 308, with a small increase in capacity to 3.2 providing more power and torque. Another 7412 units sold.
328 GTB: 3185cc V8, 270bhp, 163mph

F40 (1987-92)



Developed from the 288 GTO but with even more extensive use of carbonfibre and Kevlar in its construction, the F40 was the first Ferrari to boast a 200mph top speed and the last to be developed during the lifetime of Enzo Ferrari. It was effectively a race-car for the road and collectors and investors loved it: 1315 were eventually built.

F40: 2936cc V8 twin-turbo, 478bhp, 201mph



**348 tb/ts/GTB/GTS/Spider
(1989-95)**

328 replacement saw V8 upped to 3.4 litres and turned lengthways, while body featured TR-style side-slats. Not all loved it, but 8844 were built.

348 GTB: 3405cc V8, 300bhp, 170mph



**456 GT/456M GT
(1993-2004)**

Replacement for the 412, the 456 had an all-new 5.5-litre V12 up front and 2+2 seating. Updated M (for *modificata*) from 1998. Total built: 3289
456 GT: 5472cc V12, 436bhp, 186mph



**F355 Berlinetta/GTS/Spider
(1994-99)**

Prettier, faster and better-handling than the 348, the 355 was an instant classic and sold over 9000 in six years. Saw debut of F1 paddleshift gearbox.

F355: 3496cc V8, 375bhp, 183mph



**F50
(1995-97)**

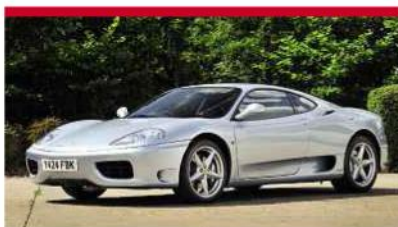
Using plenty of F1 know-how in its construction and engine tech, the F50 was even better to drive than the F40. With 349 built, it's also a lot rarer.

F50: 4700cc V12, 513bhp, 202mph



**550 Maranello
(1996-2002)**

Evoking the Daytona, Ferrari went front-engined for its brilliant new series-production flagship. Total built: 3083, plus 448 Barchetta soft-tops.
550: 5474cc V12, 478bhp, 199mph



**360 Modena/Spider
(1999-2005)**

All-aluminium construction for the 355 successor. Most were specced with F1 paddleshifts – a sign of things to come. Biggest seller yet: 16,000-plus.

360M: 3586cc V8, 395bhp, 180mph+



**Enzo
(2002-05)**

As with the F50, Ferrari's new hypercar used F1 tech in its construction and drivetrain. Also saw first of new 'F140' family of V12 engines. 400 built.
Enzo: 5998cc V12, 650bhp, 217mph

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ALL THE ROAD CARS 2000s-2010s



575M Maranello (2002-06)

Only minor styling tweaks compared with 550, but 575 did get more power, F1 gearbox option and adaptive suspension. Total built: 2056.

575M: 5748cc V12, 508bhp, 202mph

360 Challenge Stradale (2003-04)



The one-make racers in the 360 Challenge series inspired this fabulous road-racer (*stradale* being Italian for street). Weight was reduced by more than 100 kilos, power was up by 20bhp and everything about the dynamics was turned up a notch. A modern classic and, despite quite high build numbers – around 1200 – highly valued today.

360 CS: 3586cc V8, 420bhp, 186mph



612 Scaglietti (2004-10)

Bigger than the 456M it replaced, which meant more room for rear passengers. No great looker, but surprisingly good to drive. Total built: 3025.

612: 5748cc V12, 533bhp, 199mph



F430/Spider (2004-09)

Successor to 360 featured all-new 'F136' V8 and ramped up the tech even further, including E-diff electronically controlled rear diff (a road car first).

F430: 4308cc V8, 483bhp, 196mph



599 GTB Fiorano (2006-12)

Replacing the 575M as Ferrari's series-production flagship, 599 featured a version of Enzo's V12 and more new tech, including F1-Trac traction control.

599 GTB: 5999cc V12, 611bhp, 205mph



430 Scuderia (2007-10)

Repeated 360 Stradale formula of less weight, more power and racer attitude. Fast as an Enzo round Fiorano. Spider 16M version released in '08.

430 Scud: 4308cc V8, 503bhp, 198mph



California/California T (2008-)

Front-mounted V8, 2+2 seating, folding hard-top. First gen had 483bhp; second-gen California T launched in 2014 uses all-new twin-turbo V8.

Cali T: 3855cc V8 tt, 553bhp, 196mph



458 Italia/Spider (2009-15)

Major reinvention of mid-engined V8, with all-new structure, trick aero, seven-speed dual-clutch 'box and 4.5-litre version of F136 V8. A game-changer.

458 Italia: 4497cc V8, 562bhp, 202mph



599 GTO (2010-12)

No racing link for this GTO, but the road version of track-only 599XX was 100kg lighter than GTB and faster than Enzo at Fiorano. Only 599 built.

599 GTO: 5999cc V12, 661bhp, 208mph



FF (2011-15)

612 Scaglietti successor was first ever four-wheel-drive Ferrari. Room for four, a hatchback boot and 200mph-plus from huge F140-series V12.

FF: 6262cc V12, 651bhp, 208mph



F12 Berlinetta (2013-17)

Replaced 599 GTB as mainstream flagship car. Laden with tech, including active aerodynamics and seven-speed dual-clutch transmission.

F12B: 6262cc V12, 730bhp, 211mph



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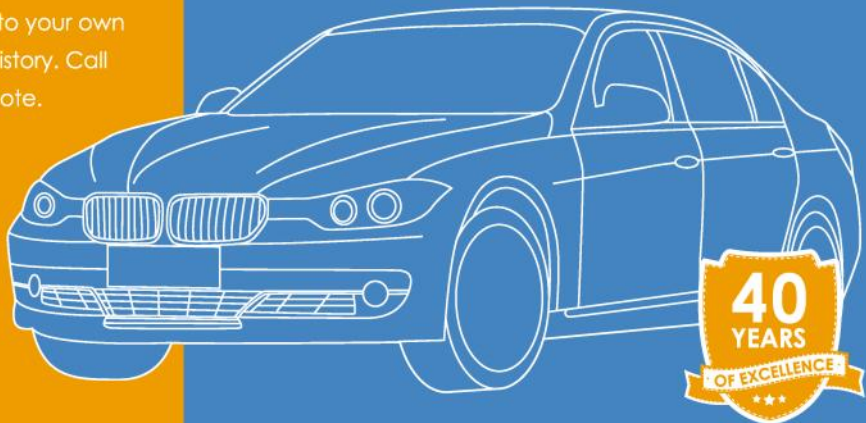
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ALL THE ROAD CARS 2010s-present

LaFerrari/LaFerrari Aperta (2013-17)



Ferrari poured everything it knew into creating a new ultimate road car in the shape of the extraordinary, hybrid LaFerrari, its 789bhp V12 boosted by a KERS unit to deliver up to 950bhp. Just 500 were built, with production switching in 2016 to the open-top Aperta, of which 209 were to be made.
LaFerrari: 6262cc V12 plus KERS, up to 950bhp, 217mph

458 Speciale/Speciale A (2013-15)



Successor to 360 Stradale and 430 Scuderia, so a hardcore version of the 458, with power up by 35bhp, weight reduced by 90kg and chassis tuned for even greater involvement. Also a last hoorah for the naturally aspirated V8.
Speciale A (for Aperta, or 'open' in Italian) launched in 2014 equally thrilling.
458 Speciale: 4497cc V8, 597bhp, 202mph+

488 GTB/Spider (2015-)



The latest in the long line of mid-engined V8 berlinettas stretching right back to the 308. What sets the 488 apart from its immediate predecessors is its smaller-capacity twin-turbocharged engine (part of the F154 family, also found in the Cali T and Lusso T). Spider version launched in 2016.
488 GTB: 3902cc V8 twin-turbo, 661bhp, 205mph+

F12 tdf (2016-17)



Track-focused version of F12 Berlinetta, named in honour of the numerous Ferrari successes on the classic Tour de France road race in the 1950s and '60s. An extra 39bhp and 110kg cut from the weight made it alarmingly fast, while slightly edgy handling added to challenge. Production limited to 799.
F12 tdf: 6262cc V12, 769bhp, 211mph

GTC4 Lusso/Lusso T (2016-)



Refresh for the FF was so comprehensive, Ferrari renamed its four-wheel-drive four-seater as the GTC4 Lusso. Changes to chassis include introduction of four-wheel steering. Lusso T, introduced in 2017, features 602bhp 3.9-litre twin-turbo V8 (related to the unit in the 488 GTB) and is rear-drive only.
GTC4 Lusso: 6282cc V12, 680bhp, 208mph

812 Superfast (2017-)



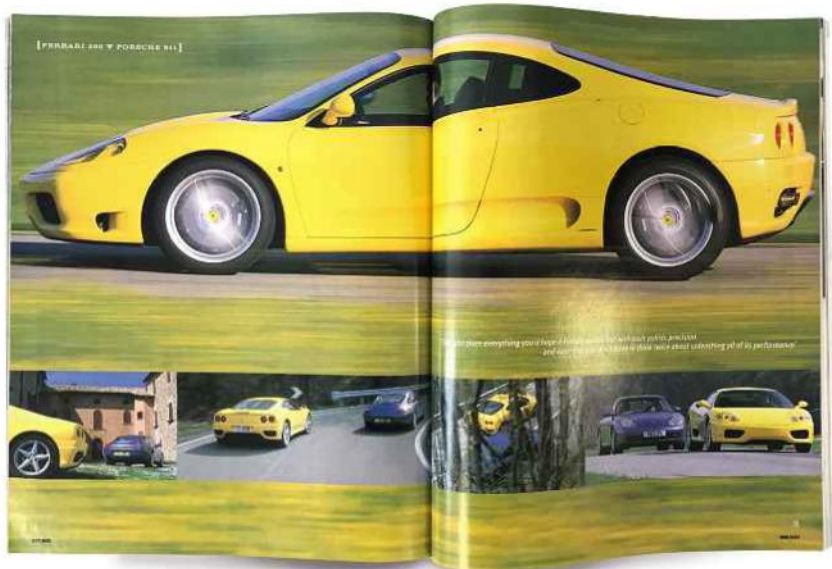
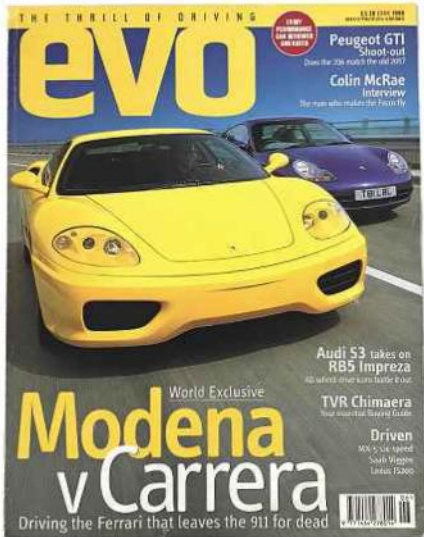
An evolution of the F12 Berlinetta, which it replaces as Ferrari's mainstream flagship. Uses 6.5-litre version of F12 V12, producing mighty 789bhp (800PS). Also first Ferrari with electric steering. Aside from special-series hypercars such as Enzo and LaFerrari, this is the pinnacle of Ferrari production cars.
812 Superfast: 6496cc V12, 769bhp, 211mph

Untold Tales

What went on behind the scenes at the press launch of the 360 Modena

WORDS JOHN BARKER

Below
Road test of 360 was *evo* cover story. Presence of Porsche 911 almost got writer Barker into very hot water. Almost...



'I HOPE YOU HAVEN'T done what I've been told you've done,' came a quiet voice from just behind me. It belonged to Tim Watson, the Englishman in charge of PR at Maranello. I thought we'd got away with it. I thought we'd gone far enough away that our friends at Ferrari wouldn't find out until the magazine hit the shelves, when there was no way back. Much easier to take the heat then. But no.

I was caught totally off guard. It was late afternoon and *evo* photographer Rich Newton and I were milling around in the afternoon sunshine at Fiorano, Ferrari's test track, with all the other members of the motoring press, waiting for our transfers back to Bologna airport at the end of the 360 Modena launch. A few weeks earlier, in our editorial meeting, we'd debated the launch invite and decided that, having featured the 360 on the cover of issue 6 of *evo*, we couldn't go and put it on the cover of issue 8 just because we'd now driven it. We needed something more.

That something was metallic blue, had a flat-six engine and had been driven from Porsche GB's HQ in Reading through the whole of France

'We knew Ferrari would take a dim view if they found out what we'd done'

and half of Italy. It was an heroic drive by dep ed Dickie Meaden and MD Harry Metcalfe because the 911 was needed there by 9am but wasn't available from Reading until 4.30pm the afternoon before. That meant an almost-non-stop 1000 miles from Calais to Maranello in under 12 hours...

We knew Ferrari would take a very dim view if it found out we'd brought a rival to the launch. So, well off the prescribed test route and far from the factory, we bagged our shoot, the blue 911 contrasting beautifully with a searing yellow 360. Sure, we missed the lunchtime audience at Fiorano with the boss, Luca de Montezemelo, but, chatting in the sun to those who had been there, we hadn't missed anything of significance.

And then Watson sidled up on my

blindside and dropped his bombshell. My mind raced: how the hell had they found out? We'd seen hardly any passing traffic. And then I was explaining, haltingly, that, well, you know, we couldn't go with *another* sole 360 cover, and this way Ferrari would get two covers and, er...

Watson wasn't buying it. But just then UK PR lady Huguette Boyagis approached and told Tim there was a call for him. A little irritated, he told her he was busy, but she persisted: 'Really, you need to take this call.' And he was gone, and destined not to resume our chat that afternoon. Later we discovered why.

Turned out we weren't the only magazine to bring a 911 along: *Autocar* had, too. And the reason that Tim really did have to take that call was because *Autocar's* road tester needed to explain that a few minutes ago, at a T-junction nearby, he had buried the front of their 911 into the rear end of their 360. Oops.

A few weeks later, I saw Huguette at Silverstone and she joked about the incident. 'Yes, it was amazing: one minute all this shit was heading for your fan... and the next, it wasn't!' **L**

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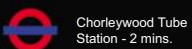
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