



FERRARI FINANCIAL SERVICES – FOR FERRARIS OF YESTERDAY, TODAY AND TOMORROW.

Ferrari Financial Services offers potential owners an original and highly favourable way of purchasing their cars. Operating throughout the authorised Ferrari network of dealers, we can assist both private and corporate clients to tailor the financial product best suited to their individual requirements.

With finance programmes designed to provide clients with the flexibility to grow and enhance their collections of Ferraris, contact our team today to discuss your next Ferrari purchase.

Steven McLaren

+44(0)7739 035782
steven.mclaren@ferrari.com

Nick Simmons

+44(0)7887 724992
nick.simmons@ferrari.com

Jordan Ripper

+44(0)7500 074390
jordan.ripper@ferrari.com

Ferrari Financial Services GMBH
275 Leigh Road, Slough
Berkshire, SL1 4HF
www.ferrarifinancialservices.co.uk



FINANCIAL SERVICES

ISSUE 5 / AUTUMN 2018

Enzo

AN INDEPENDENT FERRARI MAGAZINE

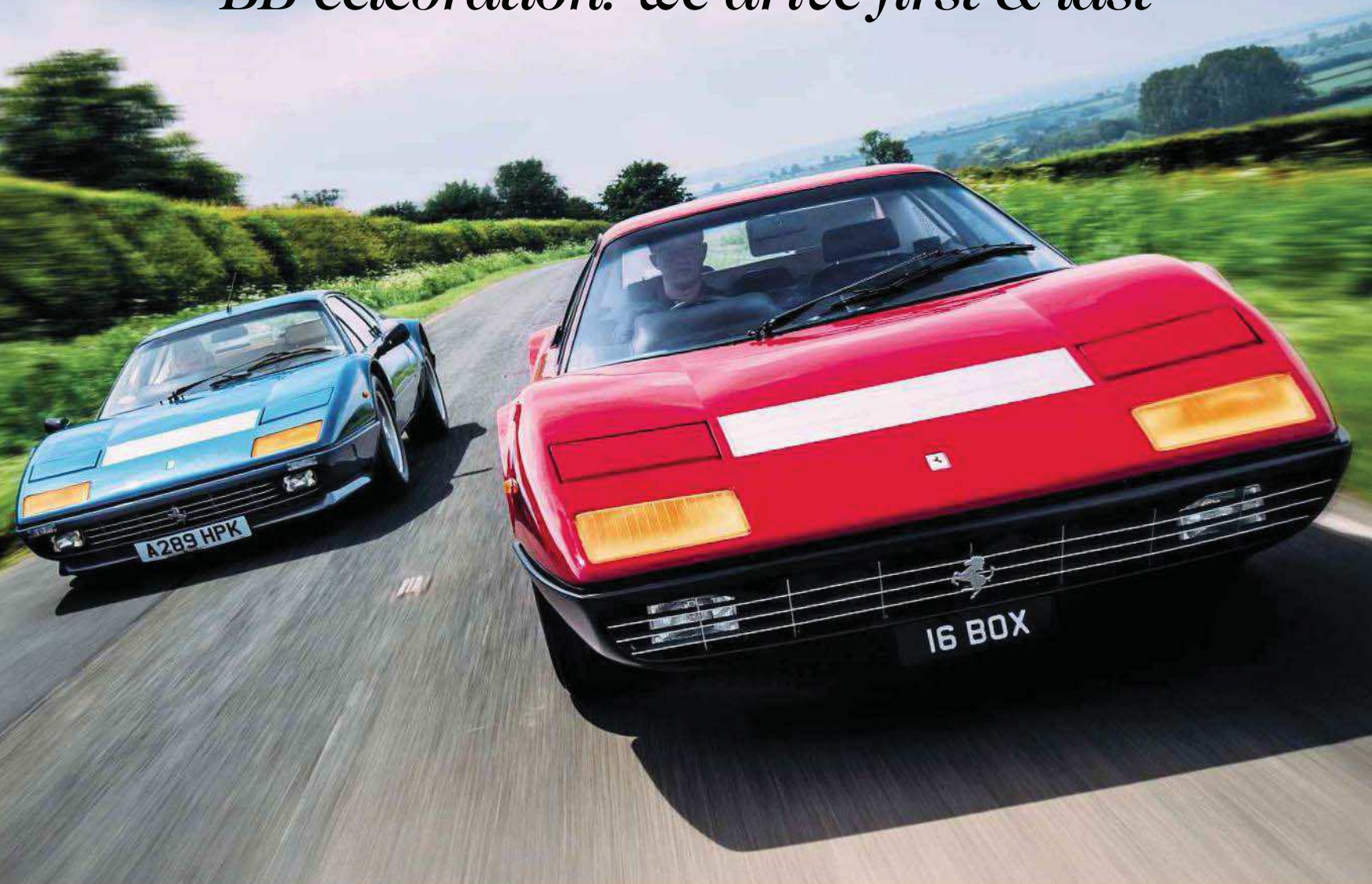
488 PISTA DRIVEN

Too fast for the road?



FERRARI'S BRILLIANT **BOXERS**

BB celebration: we drive first & last



488 SPIDER

Top down, in search of the perfect tunnel

SCHUMACHER

'When it rains, the true masters step forward'

250 GTE 2+2

Time to reappraise an underrated classic

UK £6 / US \$13.99





Padre
Figlio[®]

THE RALLY BETWEEN FATHERS, SONS AND PRANCING HORSES!



Organized by H A P P Y F E W R A C I N G ™

LAST CALL FOR
ENTRIES

IWC
SCHAFFHAUSEN


Champagne
HENRIOT
MAISON FONDÉE EN 1865



TOD'S



MONTE-CARLO . 19-21 OCTOBER 2018

+INFO → www.RadunoPadreFiglio.com



2017 Ferrari F12 Berlinetta 70th Anniversary
Chassis no. ZFF74UHC000227624

NOW INVITING CONSIGNMENTS

Collectors gather here.



Sotheby's

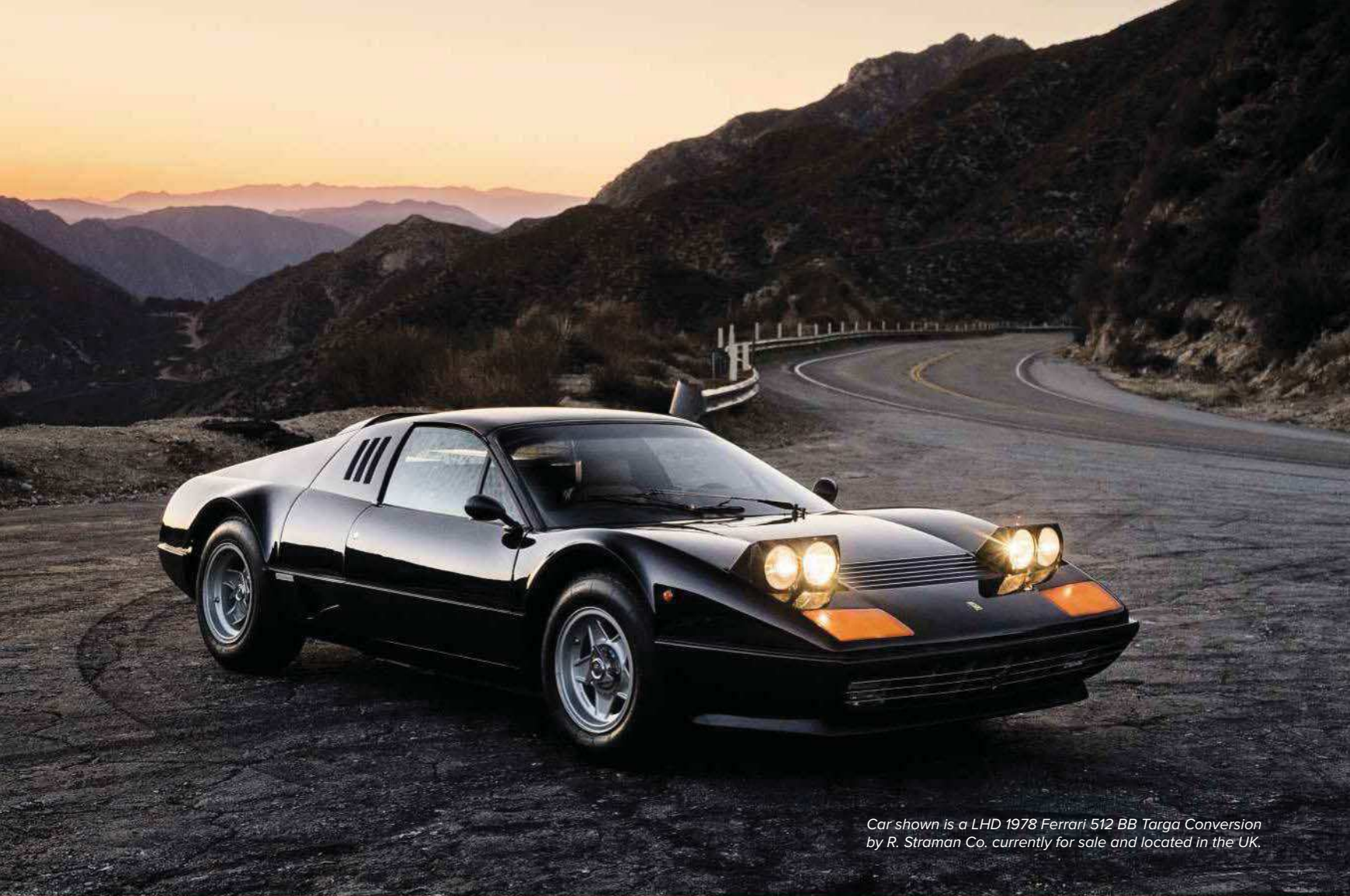
LONDON

5 SEPTEMBER 2018 • BATTERSEA EVOLUTION



HEADQUARTERS +1 519 352 4575 UK +44 (0) 20 7851 7070 NEW YORK +1 212 894 1562 FRANCE +33 (0) 1 76 75 32 93

rmsothebys.com



Car shown is a LHD 1978 Ferrari 512 BB Targa Conversion by R. Straman Co. currently for sale and located in the UK.

GLOBAL FERRARI SPECIALISTS

CLASSIC & MODERN SERVICING

Our decades of experience with Ferrari has given us a rare ability to scrutinize every detail to ensure each car leaves having received the highest level of workmanship. Our experienced Ferrari-trained technicians service hundreds of classic and modern Ferrari in our dedicated workshops, ranging from minor mechanical repair work to major overhauls.

FIXED PRICE SERVICING

Our Servicing Programme simplifies annual servicing with a fixed price package for the more 'modern' Ferrari which to us at GTO Engineering means any Ferrari from the 1980's onwards.

RESTORATION & PARTS

We understand the importance of originality and preservation, so agree any restoration plan before any work commences. Our dedicated team, workshop facilities and access to even the rarest parts mean we can often turn around the most complex restoration projects in a timely manner while still retaining the hallmark of quality for which our work is renowned.

UK WORKSHOP

ferrari@gtoengineering.com +44 (0)118 940 1101

LA WORKSHOP

la@gtoengineering.com +1 424-303-7005

gtoengineering.com



GTO
ENGINEERING

CONTENTS

Autumn 2018



Regulars

9 Red Lines

From the editor

Time for the Berlinetta Boxer to join the ranks of all-time great Ferraris? John Barker reflects on a stirring drive in a BB 512i

10 New metal

SP38 breaks cover

All Ferraris are special; it's just that some are even more special than most. That certainly goes for the 488-based SP38 supercar

19 Market Watch

Latest Ferrari prices

All eyes are on the RM Sotheby's sale at Goodwood, as a 250 GTO comes under the hammer. Just time to buy that Lottery ticket

20 Events

Owners' Club latest

All the latest news and forthcoming events from the Ferrari Owners' Club in the UK

22 Desirables

Objects of desire

Including a monumental but very readable biography on Enzo Ferrari

126 The Specialist

Nick Cartwright

Based in the beautiful Derbyshire dales, we profile Nick Cartwright Specialist Cars

135 Model listings

Every Ferrari road car

From the 166 of 1947 to today's hypercars, pocket guides to over 70 years of Ferraris

146 Untold Tales

Going behind the headlines

The previously untold story behind a *Performance Car* magazine cover shoot



Features

26 First drive: 488 Pista

Too fast for the road?

Pista is Italian for track, so is that a clue to the true role of this car? Andrew Frankel decides

38 Luigi 'Coco' Chinetti Jr

Racer, importer, designer...

His father won Le Mans and established Ferrari in the US; Luigi Jr has continued the dynasty

46 COVER STORY

Berlinetta Boxer celebration

The BB has a reputation for being a handful, and it's often overshadowed by the Daytona. Time to re-evaluate Ferrari's first mid-engined supercar, reckons John Simister

62 BB Under the Skin

Boxer stripped to the bones

The first right-hand-drive 365 BB in the UK is currently being restored. Very slowly

70 Boxers at Le Mans

Tales from the French classic

The Berlinetta Boxer wasn't just a road car. Mark Hales describes driving a BB LM

80 Drive story: 488 Spider

Top down, throttle pinned...

John Barker goes tunnel-hunting in the sensational, 203mph, 488 convertible

90 Greatest Races

Schumey in the rain in Spain

Michael Schumacher's win in the 1996 Spanish GP was simply one of the greatest ever

98 Drive: 250 GTE 2+2

An underrated classic

Enzo Ferrari had one as his personal car; Andrew Frankel can now understand why

108 Passione Ferrari

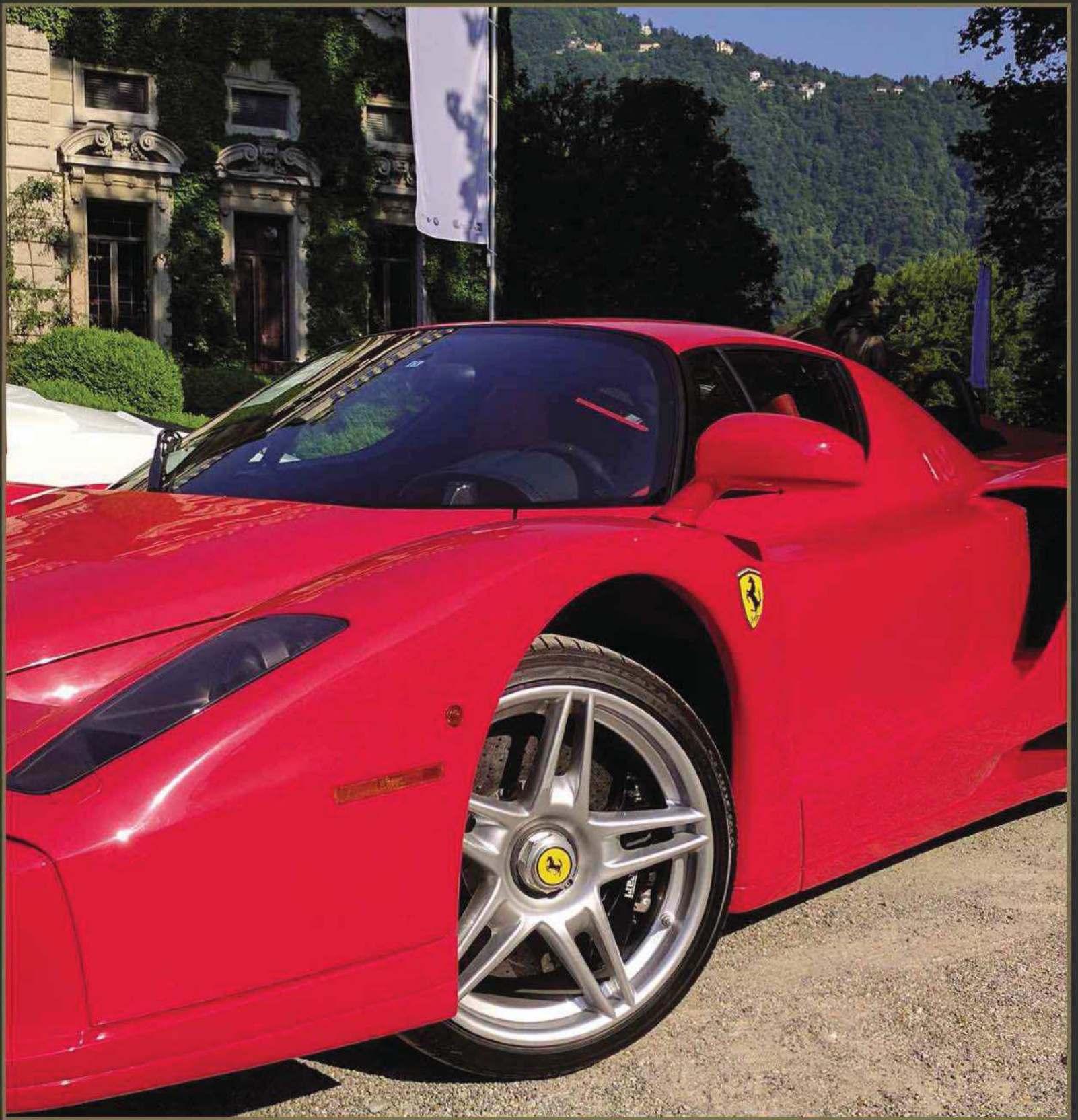
Festival fever hits Silverstone

The Northants circuit hosts a weekend dedicated to all things Ferrari and we chat to some of the personalities involved

116 Buying guide: Mondial

The ideal first Ferrari?

It may not have the glamour of a 308 or 355, but as affordable, useable Ferraris go, the Mondial ticks an awful lot of boxes



TAILORED FINANCE
FOR STUNNING CARS

JBR
CAPITAL

Call us now for a competitive quote on **020 3813 7014** or visit our website: jbrcapital.com

Finance and terms subject to status. Advances between £25,000 and £3m.

Red Lines

Boxer? It's a knockout



THE BERLINETTA BOXER has always had a bit of a reputation for being something of a handful at the limit, and it's easy to appreciate why this might be. By design, its flat-12 engine had a low centre-of-gravity but it was then mounted on top of the gearbox, placing it high in the car. Get that mass moving as you pushed the tail out, and it would

want to keep moving, even if you backed off. In fact, backing off would probably be the worst thing to do.

All this was in my mind when I was lucky enough to get my first chance to drive a BB, way back in 1995. On reflection, it was probably not a great example. I didn't push it but I didn't warm to it either; it wasn't fast and it felt rather sloppy. A challenge without reward.

Fast-forward 23 years and I'm at the wheel of a BB 512i on a challenging road that I know well, helping out on the shoot for this issue's cover story. The sun is shining, the glorious sound of the flat-12 is ebbing and flowing behind, and the masses are shifting into and out of the corners in a predictable, engaging way. It's wonderful. In just a handful of miles, my view of Ferrari's first mid-engined supercar has been transformed. I hope you enjoy

John Simister's in-depth look at the BB. What's remarkable is that this month's other cover car, the 488 Pista, has more than twice the horsepower. Progress, eh?

Speaking of which, you may have noticed that the magazine has grown in size. I'm delighted that we have adopted this larger format at the start of our second year; it means that the excellent photography, design and writing has an even greater impact. But it's your opinion that matters. Do let us know what you think.

John Barker Editor

'In just a handful of miles, my view of Ferrari's first mid-engined supercar was transformed'

The next issue of *Enzo* will be on sale on October 25, 2018. **To subscribe** go to www.enzo-magazine.co.uk

Enzo

AN INDEPENDENT FERRARI MAGAZINE

Dennis Publishing, Bedford Technology Park, Thurleigh, Bedford, MK44 2YA, UK
Tel: +44 (0)20 3890 3890
Editorial email: enzo@dennis.co.uk

SUBSCRIPTIONS, BACK ISSUES AND HELPLINES

Tel +44 (0)330 333 9491 or email subscriptions@enzo-magazine.co.uk
Manage your subscription at managemymags.co.uk

EDITORIAL

Editor **John Barker**
Managing editor **Peter Tomalin**
Art editor **George Vedmore**
Art director **Darren Wilson**
Editorial director **James Elliott**

Contributing writers

Chris Bietzk, Richard Dredge, Andrew Frankel, Mark Hales, Richard Heseltine, John Simister

Contributing photographers

Tim Andrew, Malcolm Griffiths, Lyndon McNeil, Andy Morgan, Aston Parrott

Subbing assistance **Glen Waddington**
Publishing office manager
Jane Townsend-Emms

ADVERTISING

Group advertising director **Sanjay Seetana**
sanjay_seetana@dennis.co.uk

Special projects **John Deverell**
john_deverell@dennis.co.uk

Account manager **Sam Snow**
sam_snow@dennis.co.uk

Senior advertising executive **Miles Taylor**
miles_taylor@dennis.co.uk

Tel +44 (0)1628 510080

Advertising production **Daniel Stark**
daniel_stark@dennis.co.uk
Tel +44 (0)20 3890 3755

PUBLISHING

Automotive division MD **James Burnay**
Chief financial officer **Brett Reynolds**
CEO **James Tye**
Company founder **Felix Dennis**



Enzo is an independent magazine published by Dennis Publishing Ltd, UK, who acknowledge that the Ferrari trademarks and logo are the intellectual property of Ferrari S.p.A. The publisher makes every effort to ensure the contents are correct. All material is copyright and unauthorised reproduction is forbidden. The editors and publishers give no warranties, guarantees or assurances and make no representations regarding any goods or services advertised in this edition.

BULLETIN

News, analysis and events



Supercars to order

WORDS JOHN BARKER | MAIN IMAGES FERRARI

The SP38 is the latest in a series of Special Project Ferraris based on production cars and created for wealthy collectors

WHEN YOU WANT a Ferrari but you want to stand out from the Ferrari crowd (such as it is), who you gonna call? Special Projects. This is the department Ferrari launched a decade ago to give clients the opportunity to personally shape a car, and the results - to judge by those that have been revealed publically - have been never less than intriguing.

The latest example, dubbed SP38, is based on a 488 and, as with the more handsome one-offs, looks as though it could have been one of the concepts Ferrari considered before settling for the 488 as we know it. There are hints

of Lancia Stratos, though the inspiration is said to be the F40, subtly alluded to by the low-level hoop wing on the back.

The Special Projects enterprise was kicked off by a request from Japanese collector Junichiro Hiramatsu, who was a fan of a 1998 Ferrari-based concept by styling house Fioravanti. He approached Ferrari to see if a one-off could be built and the F430-based SP1 was the result. It retained the 430's glasshouse and essential aluminium structure but was clothed in new carbonfibre panels.

Subsequently, and initially under the banner of the 'Portfolio' programme,

Below and bottom Rear wing, slatted engine cover and unique alloys are all said to reference the F40. Under the skin, the one-off SP38 shares the 488 GTB's twin-turbo V8 and dual-clutch gearbox



‘There are hints of Stratos, though the inspiration is said to be the F40’





SP12 EC

Ferrari approved three styling houses as collaborators on projects that could officially carry the Ferrari badge - Fioravanti, Zagato and Pininfarina.

We don't get to see all of the cars that have been created, reckoned to be one or two a year. Some of the more interesting examples have taken modern donors and given them a classic twist. Back in 2012, Ferrari revealed the SP12 EC, the initials being those of legendary guitarist and long-time Ferrari enthusiast Eric Clapton. He commissioned a bespoke 458 Italia to incorporate styling cues from the Berlinetta Boxer, of which he had owned a number of examples over the years. The strongest references are the clamshell rear and matt-black lower body panels. The SP12 cost a reputed \$4.7m to build.

An even more strongly inspired one-off was the SP275 rw competizione, revealed in 2016. Clearly modelled on the iconic



P450 Superfast Aperta



SP1



SP275 rw competizione



Superamerica 45

Left SP1 was where it all started, an F430-based one-off commissioned by a Japanese collector. Eric Clapton's SP12 (far left) includes visual nods to his Berlinetta Boxers

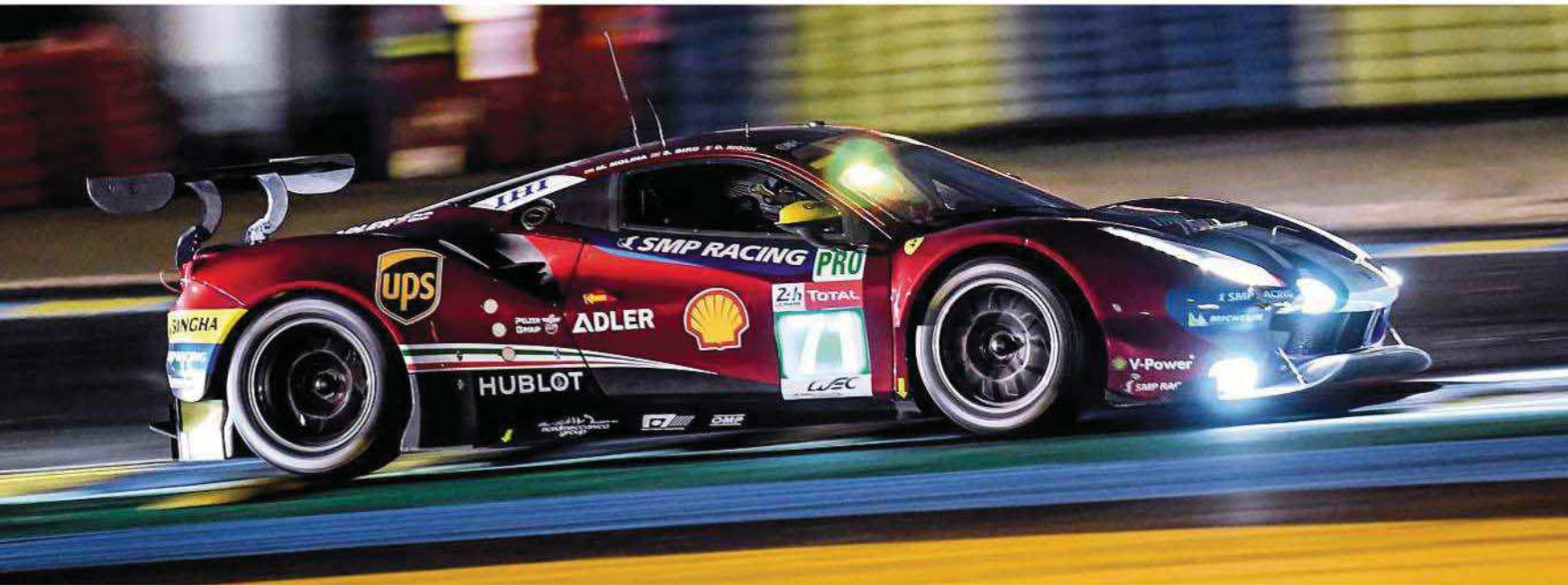
'Some projects take modern donors and given them a classic twist'

275 GTB, this homage was based on an F12 with bodywork crafted jointly by the Ferrari Styling Centre and Pininfarina, and using the more powerful 769bhp V12 from the TdF. There's generous use of the GTB's bonnet-vent style and the bright yellow finish references the livery of Ecurie Francorchamps - the Belgian team's yellow 275 finished third at Le Mans in 1965 for a Ferrari 1-2-3.

Others that have broken cover are designs that Ferrari might have found hard to sell in justifiable numbers as production models, cars such as the speedster-style F12 TRS (2014). This open-topped, chopped-screen version

of the Berlinetta has shades of 250 Testarossa about it and, unlike other Special Projects, there were two, maybe three examples delivered.

Satisfying more particular tastes are the P450 Superfast Aperta and the Superamerica 45. The 599-based Aperta was the second car from Special Projects and sprang from the imagination of Edward Walson, son of the man who invented cable TV. The Superamerica 45 was created for New York collector Peter Kalikow, who had bought his first Ferrari 45 years earlier, and featured more aerodynamic bodywork developed in Ferrari's wind tunnel.



488 Evoluzione hit by 'BoP'

Balance of Performance works against Ferraris at Le Mans

WORDS BEN BARRY | PHOTOGRAPHY FERRARI

THE 86TH 24 HOURS OF LE MANS proved frustrating for AF Corse and its trio of Ferrari 488 GTE Evoluzione. British driver Sam Bird praised the latest Evo updates to the car, but criticised Balance of Performance (BoP) regulations, which aim to create a level playing field in each class by adjusting weight and power outputs.

'The new Evo kit has really helped transform the 488 and its handling. It's a superb car,' said Bird. 'It has very little understeer, the rear of the car is pretty nailed, it's nice and smooth under braking and the downshifts are much better this year. Everybody has put in some great work to get to this stage, and it's such a shame when it's wasted because of things that are out of our control - BoP gives us the most weight and the least power.'

The team did show some promise in qualifying, with car 51 - driven by reigning World Endurance GTE Pro champions Alessandro Pier Guidi and James Calado, and partnered by Daniel Serra - securing fourth in the GTE Pro class with a time of 3min 49.854, although this was over two seconds off the pole-sitting Porsche 911 RSR. Bird put the number 71 car he shared with Davide Rigon and Miguel Molina in 10th position with 3min 50.246. The number 52 car of Toni Vilander, Antonio Giovinazzi and Pipo Derani recorded a 3min 52.112 for a disheartening 15th.

A number of unfortunate incidents during the race compounded the 488's lap-time deficit, ultimately putting a



'Ferrari brought a fantastic car to Le Mans, but we were unable to compete. It doesn't seem fair'

Above and left Latest updates to the 488 GTE include revised aerodynamics and have been widely praised by the drivers, but were cancelled out by BoP changes. Car 71 (above) also lost time after hitting debris from an earlier crash

potential podium out of reach. Car 51 suffered a puncture, forcing Calado to complete a lap at reduced speed before returning to the pits. Car 71 suffered a damaged splitter after striking debris from a crash, which insiders said cost the team 'three or four laps in the pits'.

After 24 hours of racing, the Porsche 911 RSR of Christensen, Estre and Vanthoor crossed the line first. Car 52 - the slowest in qualifying - emerged the best-placed Ferrari, finishing sixth in the GTE Pro class. Number 51 placed 8th in class, and the 71 driven by Sam Bird was 10th.

'It's a real disappointment,' commented Bird. 'Ferrari brought a fantastic racing car to Le Mans that handles beautifully, but the BoP meant that, as good as the car is, we were unable to compete in a straight line, and Le Mans is all about power. It doesn't really seem fair.'

The GTE-Am category yielded a better result for Ferrari customer teams driving the 488 GTE. The Spirit of Race (Flohr, Castellacci and Fisichella) took second position, with Keating Motorsport (Keating, Bleekemolen, Stolz) in third.

AF Corse will be hoping for a better result - and an adjustment of the Balance of Performance - before the 6 Hours of Silverstone on August 19.



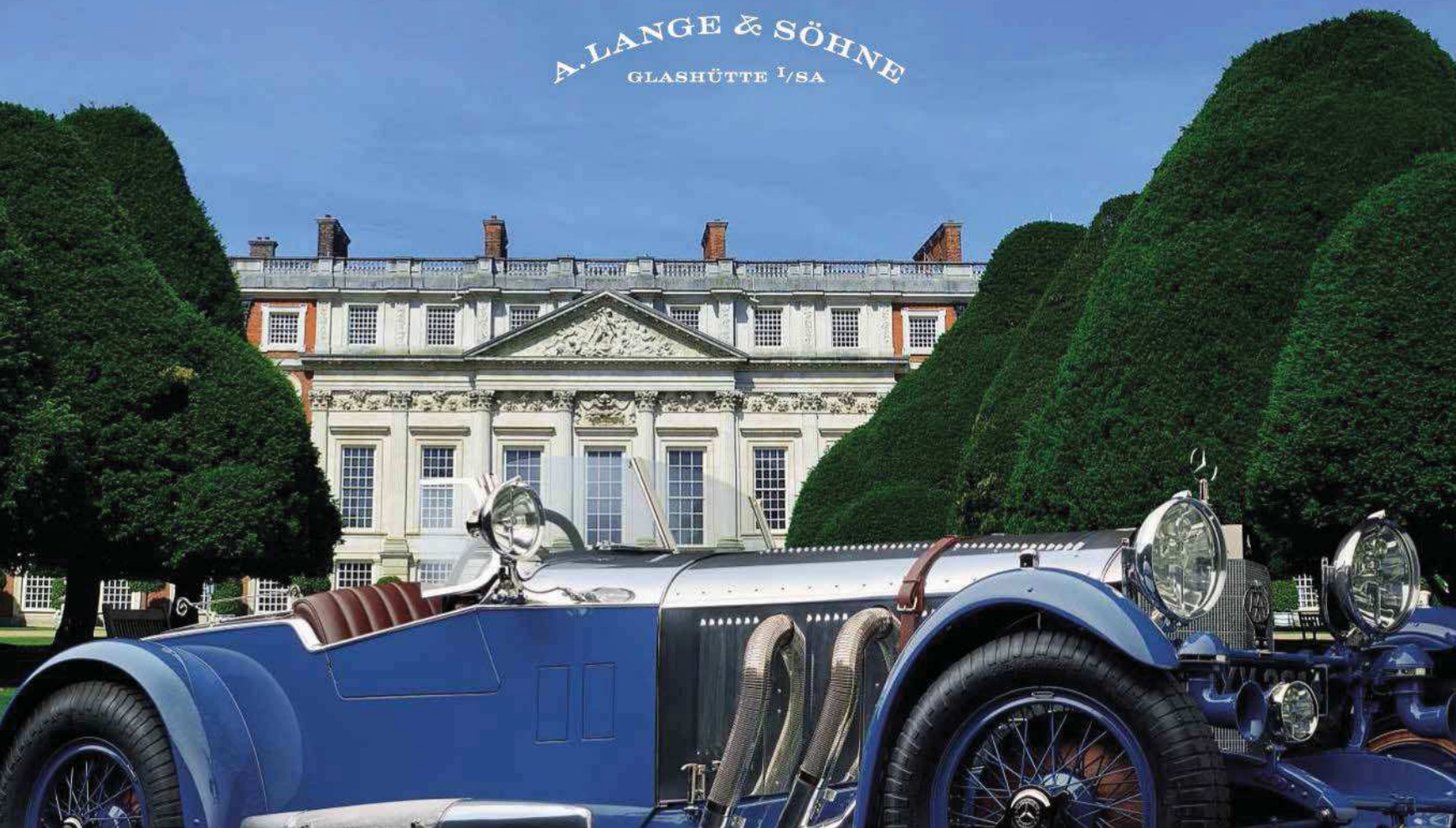
CONCOURS OF ELEGANCE
HAMPTON COURT PALACE
31 AUG - 2 SEPT 2018

THE WORLDS RAREST CARS

concursofelegance.co.uk

PRESENTED BY

A. LANGE & SÖHNE
GLASHÜTTE I/SA





Trophy engines

Twin-turbo V8 scoops more awards, including best engine of the last 20 years

WORDS JOHN BARKER

PHOTOGRAPHY FERRARI

FERRARI HAS BEEN collecting yet more silverware for its engines at the International Engine Of The Year awards. This was the 20th year of the awards and not only did Ferrari pick up a record six accolades but one of them was for the 'Best of the Best', the 68 international judges naming the

3.9-litre, twin-turbo V8 fitted to the 488 and other V8 models (above) as the greatest of all the winners of the last 20 years. The V12 from the 812 Superfast won two awards, for best engine over 4 litres and best new engine, it being 75 per cent new in enlarged 6.5-litre, 789bhp form for the Superfast.

Dino cranks...

SUPERFORMANCE, THE INDEPENDENT Ferrari parts specialist, has commissioned a batch of new crankshafts for the Dino 246. 'We recognised a growing demand,' says MD Colin Sowton, 'and approached a specialist firm in the UK to ensure the highest quality.' That firm is Arrow Precision, with 40 years of experience producing cranks, conrods and pistons, often for motorsport. The Dino crank is in stock now at Superformance at £4740.



...and door-bins

TRIM EXPERTS O'Rourke Coachtrimmers and Supplies now has reproduction Dino door pockets in stock. It has taken the firm nine months to create its replica, based on the dimensions of a number of original samples that were 3D-scanned. A pair, with or without the central retaining clip, costs £1140.



In brief



MONTE MAGIC

The Ranudo Padre-Figlio regularity rally in October is still taking entries. The Ferrari-only event, based out of Monte Carlo, is for father-and-son teams and has already attracted a stellar list of entries, including a LaFerrari, F50 and F12 TdF and 288 and 599 GTOs. Only one of each model is permitted, and the rally takes place on October 19-21. To find out more, email questions@HappyFewRacing.



'PILOTI' 488 PISTA

Ferrari chose Le Mans to launch a 'Piloti Ferrari' version of the new 488 Pista. The new limited edition marks the 488 winning the 2017 World Endurance driver and manufacturer titles and will be available only to customers who are part of the company's motorsport programmes. Along with its special livery and matt carbon trim, it can be personalised with a race number, which will also appear on the steering wheel.

ENZO AWARD

Here's your chance to nominate the person you think has made the biggest contribution to the world of Ferrari in the last 12 months. Now in their eighth year, the Historic Motoring Awards, run in conjunction with our sister magazine, *Octane*, are the most prestigious in the classic car world, and this year there's a brand new category, the *Enzo Award*, for outstanding achievements in the world of Ferrari. The winner will be someone who lives and breathes the brand; it could be someone new on the scene, or someone who has been working with the marque for years. The award will be presented at a gala dinner at the Sheraton Grand London Park Lane Hotel on October 25. Make your nomination at historicmotoringawards.co.uk.

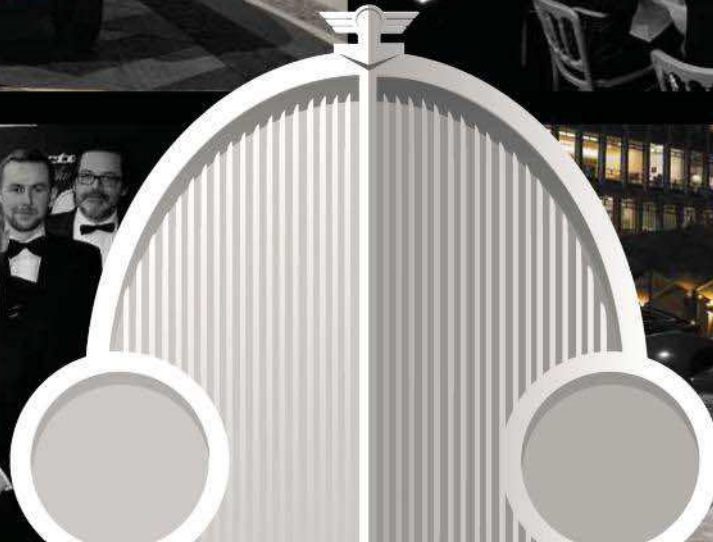
THE HISTORIC MOTORING *Awards* 2018

Thursday 25th October 2018

Sheraton Grand London Park Lane Hotel

In association with

EFG Private Banking



Now in its eighth year, this distinguished gala night celebrates the elite of the historic motoring industry. Guests will be welcomed with a drinks reception then sit down to a three course meal while enjoying the ceremony, hosted by broadcaster and Formula 1 pundit Steve Rider.

BOOK YOUR SEAT TODAY
historicmotoringawards.co.uk



**TUFFSTUFF
FITNESS**
INTERNATIONAL

SAVE 7.5% ENZO*
WITH OFFER CODE

0% FINANCE
OPTIONS
AVAILABLE*

SXT-550 Hybrid Home Gym with Leg Press

The SXT-550 Hybrid Home Gym gives you the best of both worlds, merging popular functional training with traditional press arm and leg stations. A sophisticated, space-saving, forward-facing design, the SXT-550 complements any setting, while its versatility makes it a fantastic addition to your strength training kit.

The Home Gym features a combination seated leg extension/seated leg curl station and 6 pre-set pulleys in three separate training zones. Pads are high density, upholstered in two-tone, premium grade Naugahyde. The SXT-550 Hybrid Home Gym comes with a 200lbs centre-drilled steel weight stack.

High quality Leg Press add-on features a custom convex footplate, which encourages correct form, enabling neutral ankle and knee alignment. The adjustable, 6-position, ergonomic seat allows you to find your perfect position and offers smooth motion, while the 2:1 ratio provides 400lbs of weight resistance.

Save £1,749.00
Our Price £5,249.00



1000s MORE PRODUCTS | VISIT ONE OF OUR 10 UK STORES | OPEN 7 DAYS A WEEK

Northampton NN3 8RJ • Gloucester GL1 2UN • Newcastle NE11 9YS • Kent TN1 2AP • Chelmsford CM2 0ND
Manchester M41 7JA • Surrey GU16 7JD • Leeds WF10 4FR • South London SW18 4JB • North London NW9 6LH

✓ In-store demonstration ✓ Buy Now - Pay Later ✓ Expert Advice ✓ Free Delivery ✓ Never Beaten On Price

Call 01604 673000 or visit fitness-superstore.co.uk



**Fitness
Superstore**

*T's & C's apply, see website for more details. Code expires October 7th 2018. Prices may vary, see website for current prices.

Summer blockbuster

All eyes will be on RM Sotheby's in August, when the house offers 250 GTO chassis 3413GT

WORDS CHRIS BIETZK

PHOTOGRAPHY ARCHIVI FARABOLA, PATRICK ERNZEN

From top
Edoardo Lualdi Gabardi and 3413GT finished first-in-class at the 1962 Trento-Bondone Hillclimb - and just about everywhere else that year, too. In 1964 the GTO was rebodied as a Series 2 car by Scaglietti

BIG AUCTIONS THESE DAYS tend to be held alongside big events. It's a mutually beneficial arrangement, but in almost all cases the event remains, in the parlance of boxing promoters, the A-side. Every once in a while, though, the auction tent becomes the main attraction...

At Goodwood Festival of Speed in 2013, Fangio's Mercedes-Benz W196R caused more excitement than any car on the hill, and made £19,601,500 when it crossed the block. A year later it was unseated as the most expensive car sold at auction by 250 GTO chassis 3851GT, which changed hands for \$38,115,000 at Bonhams' Quail Lodge event and made headlines around the world. In 2015, *Rétromobile* became the Artcurial show as the auction house offered dozens of crowd-pleasing barn-finds from the long-neglected collection of Roger Baillon.

All of which is to say that when Monterey Car Week rolls around this year, you can expect to hear a lot more about RM Sotheby's than about the various concours, for, on August 24-25, RM will invite bids on 250 GTO chassis 3413GT. It is billing the Ferrari as the 'most valuable car ever offered at auction'.

Those words are like catnip to the mainstream media, whose interest in any car seems to be directly proportional to its costliness. It is expected that chassis 3413GT will command 'in excess of \$45 million', and whether that represents value or not - a subject for another time - we can see how the estimate was arrived at. Private sales are often unreliably reported, but similar cars (chassis 3809GT in 2016, chassis 3387GT in 2017) have been traded for reputedly similar sums in the last couple of years.

Some might wonder if a much more recent transaction will have a bearing on the price of 3413GT. In case you've managed to avoid all the 'You'll never guess how much this Ferrari sold for' stories, chassis 4153GT was bought in April by WeatherTech founder David MacNeil for the best part of \$70 million.

There's a school of thought that says 250 GTOs are scarce enough that the latest sale sets the market, but a 250 GTO is still a car; it's not Apple stock or a rare-earth metal. Condition, originality and history matter, and the premium paid for 4153GT, winner of the 1964 Tour de



France, reflects the fact that it is among the most desirable examples of the 'world's most desirable car' - the *crème de la crème de la crème*.

Chassis 3413GT doesn't have a Tour de France victory to its name, but its racing history is pretty impressive nonetheless. The third 250 GTO built, it was retained by Ferrari initially and used by Phil Hill in practice ahead of the 1962 Targa Florio, before being sold to gentleman racer Edoardo Lualdi Gabardi, who steered his new car to first-in-class in all but one of the races he entered that season.

In 1963, 3413GT passed to Gianni Bulgari (of Bulgari jewellery fame), and then in 1964 to Corrado Ferlaino, and it scored class wins at the Targa Florio in both years. More remarkably, it was never crashed, and the original V12 engine,

gearbox and rear axle are all present and correct.

You've probably noticed, though, that the car no longer wears its original Series 1 coachwork. At the request of the aforementioned Ferlaino, it was rebodied by Ferrari (or rather by Scaglietti) in 1964 when the Series 2 250 GTO, with wider wings and an inset rear window, became available. Generally, the Series 1 is preferred for its purity of line, but the 250 LM-influenced Series 2 is far less common, and 3413GT is the most seldom-seen variant of all: one of just two S1-to-S2 conversions to feature a long, elegant, spoilerless roof.

The car has been owned since 2000 by Greg Whitten, and the ex-Microsoft man has raced it (including at the Goodwood Revival) and toured in it often - testament to the fact that in addition to beauty, finely engineered brawn and exclusivity, the 250 GTO offers uncommon useability.

Who gets to enjoy it next is anyone's guess; the car will interest both knowledgeable collectors and super-rich accumulators of shiny things. That is lamentable, but it is the inevitable consequence of the 250 GTO's extraordinarily broad appeal. Most old cars matter only to old-car people. The 250 GTO, for one reason or another, seems to captivate everybody.

Rock and revs

Feast of music and track action in a packed programme of events for Ferrari owners

WORDS & PICTURES RICHARD DREDGE

THE FERRARI OWNERS' CLUB HAS had a packed season so far, with a wide range of events for all tastes. The club's two race series are well under way and it has also put on a couple of trackdays, a well-supported European tour and a number of purely social events, in addition to having an official presence at some key events around the UK. And as if all this weren't enough, the club has also worked with Silverstone Auctions to put on the UK's first sale focusing exclusively on Ferraris.

The season opener is traditionally a gala dinner, and this year it took place at the Grosvenor House in London. No fewer than 370 guests assembled for some delicious food and to see an abridged version of the fabulous West End musical *We Will Rock You*.

April saw the first trackday of the year (at Silverstone), which also provided an opportunity for the circuit racers to enjoy a day of testing so they could prepare for the forthcoming season, which kicked off at Passione Ferrari (also at Silverstone, see page 108 for more) at the end of April. This weekend event saw a large FOC presence and included the first round of the 2018 Pirelli Ferrari formula classic (PFfc) season.

A couple of weeks later the first two rounds of the Pirelli Ferrari Hillclimb Championship (PFHC) took place at Harewood; since then further rounds have been run at Prescott, Shelsley Walsh and Gurston Down. Meanwhile, the circuit racers have been having some fun at Oulton Park, Donington and Val de Vienne, the latter being the only PFfc venue outside the UK.

Still to come on the motorsport front are PFfc rounds at Brands Hatch (August 19) and Snetterton (September 23), the former as part of the excellent one-day Festival Italia event, at which the club will have a huge presence. Meanwhile, the PFHC hill-climbers will be in action at Loton Park (July 14-15), Blyton Park (August 11), Curborough (August 19 and September 30), Prescott (September 1) and Shelsley Walsh (September 16).

If you're a current or previous Ferrari owner you're eligible to join the Ferrari Owners' Club. In addition, the Prancing Horse Register (PHR) is open to anyone



Clockwise from above left

Grosvenor House was venue for gala dinner; guests enjoyed abridged version of *We Will Rock You*; hillclimb championship is now in full swing; owners get to take their road cars on track, too

who doesn't own a Ferrari but would still like to get close to the most exciting cars in the world. Whether you're a member of the club or the PHR you can attend all club events and you'll get a copy of the bi-monthly magazine. Full club membership costs £120 per year; PHR membership is set at £65.

For more information about membership or any of the events, log on to ferrariownersclub.co.uk or give the office a call on 01327 855430. You can also follow the club on social media: [facebook.com/FOCGB](https://www.facebook.com/FOCGB) and [@twitter.com/FerrariOwnersGB](https://twitter.com/FerrariOwnersGB).

'It's for anyone who would like to get close to the most exciting cars in the world'



OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING
LARGEST
INDEPENDENT
SUPPLIER OF PARTS
FOR FERRARI CARS

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE
CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE
SHIPPING DAILY
BIG ENOUGH
TO COPE, SMALL
ENOUGH TO CARE



FERRARI PARTS SPECIALIST
SUPERFORMANCE



SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

DESIRABLES

Ferrari-related objects of desire, including a definitive biography on Enzo himself



Bianchi SF01 Limited Edition Giallo Modena

£15,500 | store.ferrari.com

Released to mark the 120th anniversary of Enzo Ferrari's birth, and the Old Man would no doubt have approved of its go-faster construction. The carbonfibre frame weighs a mere 780g and benefits from a clever damping layer that reduces vibration, while the finish of the 94g saddle is just like that of the driver's seat in a Ferrari F1 car.

Walero base layer

£131.02 | walero.uk

Essential kit for anybody taking to the track in anger over the summer, this is no mere shirt: it boasts temperature-regulating technology developed by NASA, and has the FIA's stamp of approval.



Zodiac Olympos Limited Edition Automatic

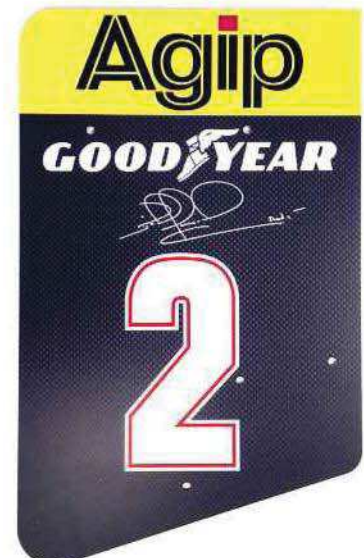
\$795 | zodiacwatches.com

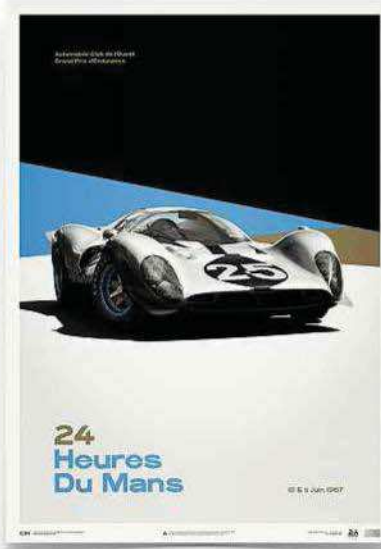
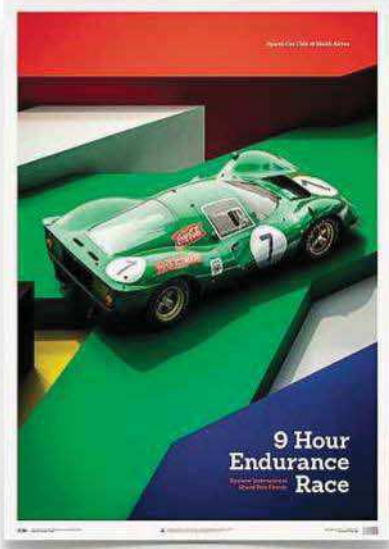
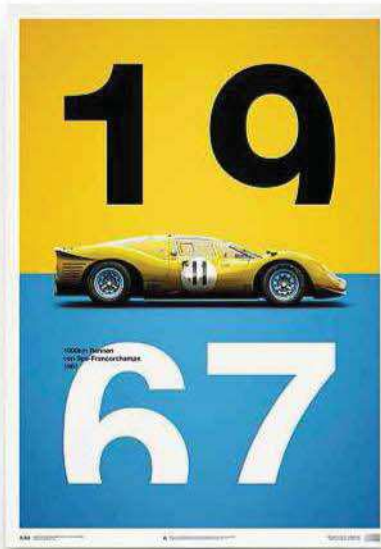
You might have to look across the pond (or go online) to find one, but this reissue of a classic design is well worth the trouble. As with other Zodiac offerings, the limited-edition Olympos is very nicely put together, with a 37.5mm manta-ray-shaped case and 'floating' hour hand.

641 endplate replica signed by Nigel Mansell

£199 | thesignaturestore.co.uk

He might generally be remembered as a Williams driver, but Mansell certainly had his moments with Ferrari, including a win at Estoril in 1990 in the 641. This is a full-size replica of the endplate from that car, signed by 'Il Leone' himself.





**412P posters
by Automoblist**

\$135 for the set, or \$45 each | automoblist.com

In 1967 there was no more spectacular sight in racing than a P4 or 412P (the customer variant) in full flow - and it remains among the most dramatic cars ever built, even standing stock-still. No wonder the folks at Automoblist were unable to stop at one poster.



**Fast Company
by Stanley Wanlass**

EPOA | pullmangallery.com

But for a shortage of fuel at a critical juncture, it might have been the 375 (MM) of Hill and Ginther that came home first in the 1954 Carrera Panamericana, rather than the 375 (Plus) of Maglioli. The Americans' heroic drive inspired this 24in bronze.



**Enzo Ferrari
by Luca Dal Monte**
£35 | bullpublishing.com

The size of this new biography alone is revealing; there are very few people about whom a 954-page book could be written. Dal Monte's tome, the product of more than a decade of research, is the definitive account of a complicated man and an extraordinary life, and all the more commendable for the fact that it presents all that meticulous research in a way that is actually readable.



**Ferrari
Ultimate
Garage**

£89.99 | lego.com

In one way, this new set reflects real life pretty accurately: given that they're made of plastic bricks, the cars are impressively well formed. We're pretty sure, though, that Legoland is the only place you'll ever see a 250 GTO, a 488 GTE and a 312 T4 in the same garage.

Q&A

WITH SUPERFORMANCE

Ferrari 308-355

Our recent Q&A feature on the Dino stirred much interest, with positive responses from as far afield as New Zealand. This month, Colin Sowter, proprietor of Ferrari parts specialist Superformance, shares with us various questions his team has fielded from Ferrari 308, 348 and 355 owners.

[QUESTION] Please can you help me? My 308 GT4 has a problem with its electric windows. At first, the passenger-side window was slow when going up or down so I sprayed some WD40 inside the doorcard to see if it would free-up the mechanism. It didn't have any effect. Now the driver's window is stuck open. What parts will I need to sort this problem and do you have these items in stock? Many thanks, Malcolm

[ANSWER] Hi Malcolm. The windows are traditionally slow on the 308s – we all know how good '70s Italian electrics were! There are two answers to your question. The stuck window will almost certainly need a new motor and regulator wire which we carry in stock. However, be careful when fitting it. If the wire springs off the spool, you will spend many frustrating hours in your sitting room trying to re-coil it! The slow window can be repaired using a Window Booster, which we carry in stock. This is a UK-built, 12V switch module that's hidden behind the doorcard just below the speaker. It boosts the window speed enormously for extra peace of mind. You will never be stuck somewhere with a window that doesn't work, and for only £64.95. Best regards, Colin

[QUESTION] Hello, my 308 GTB has just failed its MoT due to badly worn rear suspension bushes, a blowing exhaust manifold gasket which is causing high emissions, leaking rear shock absorbers and a broken rear light lens. I need to get these items fixed and only have eight days to re-test. Thanks, Bernard

[ANSWER] Hi Bernard, I'm sorry to hear that. It is always a worry when the tester gives you a list to work through and only limited time, but fortunately we can help with all

of those parts from stock. I would suggest your best option for the rear suspension is to buy a complete rebuild set of bushes. We can supply that for £204, which will take care of all the bushes you may need. Manifold gaskets are no problem. They are only £2.95 each. Rear shocks are available from stock for £225.95. Rear lights are also in stock. There's no need to worry – if you would like to go ahead, we can ship these items out via our next-day carrier. Best regards, Colin

[QUESTION] Hi, I am just about to carry out a cambelt change on my 355. Do you have a kit available and, if you do, I assume it will fit all models? I am an engineer so will be doing the work myself. Alex

[ANSWER] Hi Alex, that is no problem. We carry everyday service items in stock for each variant and the cambelt kits with Dayco belts for the 355 are the same for both the 2.7 Motronic and the 5.2 Motronic cars at £179.95. All the best, Colin

[QUESTION] Hello, do you have a header tank/expansion tank for a 1975 308 GT4? Also, I need a complete exhaust system (original type). Thanks, Kerry

[ANSWER] Hi Kerry, yes, that's no problem. We have the original steel type of header tank, plus an uprated aluminium one with superior heat dissipation for £207.95. The exhaust is no problem: we have an uprated full stainless steel sports exhaust for £795.00. Best regards, Colin

[QUESTION] Hi, I have just completed a full restoration on a 308 GTB. The wheels are showing signs of pitting and kerb damage so, rather than spend money having them refurbished, I would prefer to purchase a new set. They



are the original Speedline type. I have seen on your website that you stock these. Can you supply them?

[ANSWER] Hi, thank you for your email. The wheels we carry in stock are exact replicas of the original 16in wheels that were an option in period over the 14in wheels. They are an exact fit and a direct replacement for your original wheels at only £795.00 for a set of four. Keep it rolling! All the best, Colin

[QUESTION] I have noticed that my handbrake, when engaged, still allows the car to roll forward. Do I need a new handbrake cable? When speaking to people at the garage that looks after the car, they said that it could be handbrake pads but it has not been on a ramp to be inspected. What is your opinion? The car is a 1987 328 GTS. Thanks, Pierre

[ANSWER] Hi Pierre. You will need to check the operation of the cable. In cars that sit unused for a while, the handbrake cable can seize. You can check this by disconnecting the cable from the brake end, then ask a friend to operate the handbrake inside the car to check for free movement of the inner cable. If it moves freely, this is OK. If it sticks and doesn't slide smoothly, you will need to replace it. I must admit that I am a bit worried about your garage advising you to replace the handbrake pads as 328s have handbrake shoes! These are mounted inside the brake disc, which is specially cast to incorporate a drum that is used only for the handbrake. It is not uncommon for these to fail because with age the friction material simply breaks away from the metal backing plate. Check the handbrake cable operation, then remove the rear discs to inspect the handbrake shoes, and replace what's needed upon inspection. Of course, once you know which parts you require, they are all available from stock. Hope that helps. With best regards, Colin

[QUESTION] I have a bit of a worrying problem with my 348 tb! I have noticed when driving on an open road that, as soon as you lift off the throttle pedal, the car seems to sway. Then, once you accelerate, it seems to be fine.

Around town it is also fine. This only happens on a dual-carriageway or motorway. A fellow enthusiast said that it could be badly worn bushes in the rear suspension and that, once you lift off the throttle, the suspension becomes loose. He seems to make sense – what do you think? And will I need a complete rear suspension overhaul? Can you supply all the necessary parts? Thank you, Matthew

[ANSWER] Hi Matthew, this sounds quite serious and not a little worrying! I would recommend getting your car looked at by a specialist as soon as possible. Early 348s suffered from a little bit of unexpected rear-wheel steer when on-the-limit but this sounds dangerously exaggerated. I would agree, exactly as your friend suggested, that your car has some badly worn rear suspension bushes. To make your specialist's life easier, we sell these as a complete kit that consists of the inner and outer wishbone bushes, plus the drop links and anti-roll bar bushes for £426.95. I hope that helps – but get along to that specialist as soon as possible! With best regards, Colin

[QUESTION] I want to carry out a full service on my 355. Do you have a service kit available, and also engine and gearbox oils? I live in Hatfield so I can come and collect. Thanks, Larry

[ANSWER] Hi Larry, of course, that's no problem. A full service kit for a 355 is £179.95. The oils we sell separately and stock the full range of Agip oils from Italy (now rebranded as Eni), so we can supply the oil as well as the service kits. That is no problem. Just let us know when you plan to come over and we'll get everything ready for you. With best regards, Colin

FERRARI PARTS SPECIALIST
SUPERFORMANCE

[WEBSITE] www.superperformance.co.uk
[TELEPHONE] +44 (0)1992 445 300 | +44 (0)1992 468 365
[EMAIL] admin@superperformance.co.uk

FIRST DRIVE | 488 PISTA

FIRE AND



BLOOD

WORDS ANDREW FRANKEL | PHOTOGRAPHY ASTON PARROTT & FERRARI

The 488 Pista is rabidly, ferociously fast. Too fast to be enjoyed properly on the public road? We find out



I have a pair of cheap sunglasses that I take on car launches in sunny climes, and over the years, and unlikely as it may seem, they have taken up an inadvertent yet key role in my testing protocols. It is true that they probably do not qualify as scientific instruments, but the results they yield are unfailingly instructive and, in my experience, equally accurate.

The test starts with said sunglasses in their raised position, propped up on my brow. I then accelerate as fast as my car will go in third gear. If the specs don't move, the car is slow; they need to lift slightly and pivot around my ears before a car can be called truly fast. And just a few cars will require me to reach up and catch them before they part company with my bonce altogether.

In the Ferrari 488 Pista, however, there was no such chance: the acceleration was so violent that they flew clean off my head, bounced back off the rear bulkhead, ricocheted off my passenger's left shoulder and somehow landed in my footwell before I had a chance to react. The car really is that fast – and I now have a pair of slightly misshapen and scratched shades to prove it.

Did Ferrari really need to make a car even quicker than the frankly already pretty titanic 488 GTB? Of course it did, and the Pista exists thanks to a process indulged in by all supercar manufacturers. On the most superficial level it's another incredible and even faster Ferrari, dripping in desirability, and who'd not want one of those?

Dig a little deeper and you realise that what it shares with the 458 Speciale, 430 Scuderia and 360 Challenge Stradale (and all similar 'special series' cars produced by rival manufacturers) is that they come in the autumn of a model's life when demand might otherwise be starting to flag as punters start to look forward to an all-new version. It would be more unkind than unfair to call such machines run-out specials.

But there's something else going on, too: you might think that every Pista sold by Ferrari is bought instead of a 488 GTB, and that the profit therefore derives from being able to charge £252,765 before extras rather than £197,418. Not so. In fact, what cars like the Pista do is put the 488 back in the spotlight with a little added stardust. As a result, says Ferrari, not only can it sell every Pista it makes (the waiting list is already two years, by which time

Below

The 488 GTB's 3.9-litre twin-turbo V8 has been extensively re-engineered for the Pista, with lightened internals and more boost, lifting peak power from 661bhp to an astonishing 710bhp at 8000rpm



*'It's another incredible
and even faster Ferrari,
dripping in desirability,
and who'd not want
one of those?'*





'Ferrari is reminding us that it remains

the 488 will probably be out of production), but that it will sell more GTBs and Spiders, too. Which I think is called having your cake and eating it.

If there is a catch it is that at this level you can't just wind up the boost, strap on a little extra wing and expect the buyer to shell what for most is already the price of a pretty nice car for the privilege. So Ferrari takes the opportunity to remind us that whether or not their cars are bought by people more interested in show than go, it was, is and intends forever to remain motivated by pure automotive engineering.

Take the engine as an example. It retains the bore and stroke of the 488 GTB motor and therefore its 3902cc capacity, but whereas others might be content with a new line of code telling the turbos to work a little harder, Ferrari goes to town. Inside the block you'll find its crankshaft, connecting rods, pistons, camshafts and valves

are either new or modified. And those rods are now fashioned from titanium. Outside there is indeed 0.2bar of additional boost pressure, but also new manifolds made from a super-light and heat-resistant alloy developed for jet engines in the 1940s and called Inconel.

With higher-compression pistons, the net result is a rise in power from 660bhp to 710bhp, allied to a comparatively inconsequential rise in torque. It's tied to a transmission that's no different in the metal but whose gearchanges have been deliberately roughened up in Race mode to provide a bit more mid-shift drama. Make that a *lot* more drama.

Huge attention has also been paid to that great supercar growth area known as aero: so you lose a quarter of the boot space to accommodate the new 'S-Duct' nose that channels air under the front of the car but also over the bonnet to provide front downforce, while the radiators now recline, with their hot-

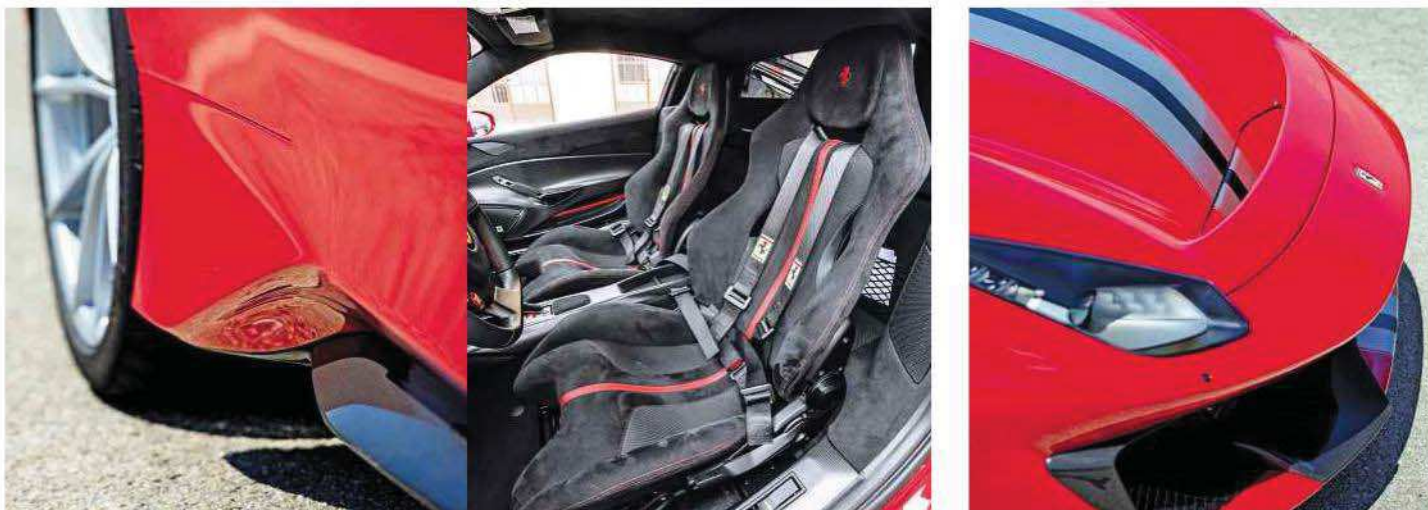
air exit routes reprofiled to ensure no slow and dirty air gets anywhere near the intercooler intakes. Front and rear diffusers under the car accelerate an already enhanced airflow and work with a blown rear spoiler that's 30mm higher and 40mm longer. Together they increase overall downforce by 25 per cent compared with the 488 GTB.

And it wouldn't be a special series Ferrari if it were not made a great deal lighter in the process. Those Inconel inlets combined with a lightened crank, flywheel and those titanium rods account for 18kg of weight lost in the engine bay alone, and that's without counting the lithium battery. On the outside there are carbonfibre bumpers, spoilers, splitters and a Lexan rear window while, inside, the glovebox has been deleted.

Altogether these add up to an 80kg weight reduction, which can be turned into a 90kg drop for those minded to spend £14,280 on



motivated by pure automotive engineering'



Above

Attention to aero has been key in the transformation from GTB to Pista. New 'S-Duct' nose (above right) sacrifices boot space for greater downforce, while hot air exiting the radiators is now streamed under the car rather than over it, so that it doesn't get mixed with the air feeding the engine's own intakes



Clockwise from top left
Carbonfibre-shelled racing seats and harnesses hint at the Pista's natural habitat; Fiorano circuit provides the chance to exploit its other-worldly performance; our man Frankel making the most of his track-time





‘Happily, and for a few laps at least, today I have Fiorano to myself’

carbonfibre wheels. I picked up one such wheel and it almost floated away.

The odd thing is that Ferrari didn't mention the steering, suspension or brakes until asked. And it turns out that while the steering is the same, the spring rates have been increased by an unspecified amount and the dampers tuned accordingly. With less mass to decelerate, the carbon-ceramic brakes of the 488 GTB are carried over.

So that's what it is, but what is it like?

The first and perhaps most important observation to make is that, for all its furious power and a performance potential of an altogether different order, the Pista is not as conceptually extreme as the Speciale it replaces. In fact, I'd argue that this, the fourth of the special series V8s, is the most civilised to date.

Disappointed? Don't be. There is nothing disappointing about a car like this that makes you want to drive it further and more often. On the contrary: my problem with the Speciale (and I accept I appear to be in a minority of one among my colleagues in preferring the standard 458) is that while it was exceptional on the track, it was pretty hard work getting it there and back. It was certainly not a car I'd want to take on holiday, nor even for a blast on anything other than quite exceptional public roads.

On this latter point, the Pista suffers from the same problem but for an entirely different reason. While thoughts of the Speciale's raucous voice and no-prisoners approach to ride quality act as an effective deterrent to long-distance travel, the Pista provides no such hindrance. Its ride might not be quite as unreasonably compliant as that of the superb 488 GTB, but it's more than comfortable enough for the most soft-bottomed plutocrat to tolerate indefinitely. And, yes, it's 10dB louder than the GTB but turbo engines never make much noise so this isn't really saying that much. A Speciale, by contrast, can make the insides of my ears itch. No, what might make me leave a Pista in the shed is that it's just too bloody fast.

A stupid thing to say about a Ferrari? Isn't that the whole point of a car such as this? If it is, then the point ignores the one factor even the greatest supercar manufacturer of all cannot engineer its way around: the environment in which you must drive it.

In my case that environment was a special test route devised by none other than Raffaele

**Above**

10,000rpm revcounter dominates digital instrument binnacle; flat-bottomed steering wheel features engine start/stop, wiper and indicator switches, and the familiar manettino, here with Wet, Sport, Race, CT Off and ESC Off modes

de Simone, who is to Ferrari today what the legendary Dario Benuzzi was a generation ago, minus the sunglasses. And even on presumably the best roads Emilia-Romagna has to offer, the Pista felt like a Bengal tiger roaming around a potting shed.

This car is so fast that it will hit 124mph from rest in 7.6sec – fully two seconds quicker than a McLaren F1 over the same measure and just 0.2sec slower than it took a 430 Scuderia to hit a trifling 100mph ten years ago. Ferrari doesn't publish 0-100mph times, but if it did you'd be looking at something around 5.5sec which, as luck would have it, is precisely the same time it took the 328 GTB to hit 60mph 30 years ago.

In short, the Pista is berserk. Far too berserk for roads such as these or, indeed, any that I know. And the 'sit back and suck it up' alternative is far less palatable than in the super-civilised 488 GTB. The Pista may be the

most rounded and nuanced of the super V8 Ferraris, but if you're not driving it very fast indeed, you do find yourself wondering what on Earth you're doing in it in the first place.

The answer is looking for somewhere to drive it very fast indeed which, for those not sold on the idea of slopping-out, means a circuit of some description.

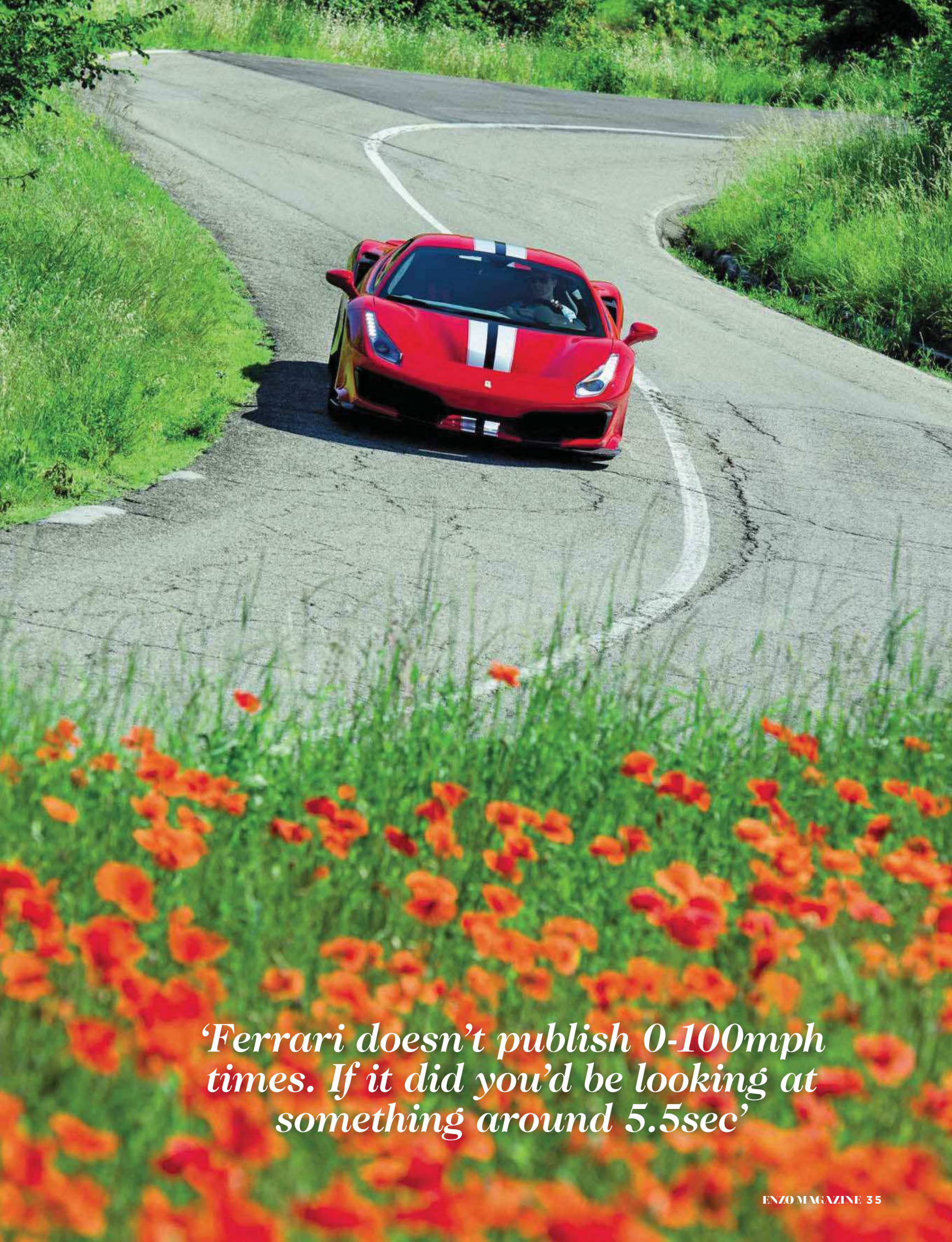
Happily, and for a few laps at least, today I have Fiorano to myself. Even setting aside the small matter of 710bhp in a car weighing exactly the same as a three-door Golf GTI, this is always an interesting exercise because you're allocated so little track time that if you're to gain any impression of what the car is like on the limit you have literally no choice but to go flat-out from the pits.

On purpose-built Michelin Cup 2 K2 tyres, the traction is so good and the torque so mighty that you can briefly feel giddy in a straight line,

even if you're driving. Suddenly change-up lights you'd never see on the road are dancing all over the steering wheel. With everything turned off, the shift strategies are quite deliberately made savage because apparently you can't have too much drama in here. In what appears to be an instant, you're doing 130mph.

But the brakes are even better at shedding speed than is the motor at acquiring it. Indeed they're so powerful I've rarely been more forcefully reminded of the limitations of even some of the best roadgoing tyres. On slicks, I expect it would try to detach your retinas.

And then you get into that part of Fiorano where it just flows, right to left to right. Inside the Pista you're struggling, not to control the thing but, on the contrary, to square each sweet-natured slide with the brutal lateral forces this car places upon your body. Something's up and it only takes a two-hour technical presentation



‘Ferrari doesn’t publish 0-100mph times. If it did you’d be looking at something around 5.5sec’

Specification

ENGINE V8, 3902cc, twin-turbo **MAX POWER** 710bhp @ 8000rpm
MAX TORQUE 568lb ft @ 3000rpm **TRANSMISSION** Seven-speed DCT,
 rear-wheel drive, E-Diff3, F1-trac, SSC **SUSPENSION** Front: double wishbones, coil
 springs, adaptive dampers, anti-roll bar. Rear: multi-link, coil springs, adaptive
 dampers, anti-roll bar **BRAKES** Carbon-ceramic discs, 398mm front, 360mm rear,
 ABS **WHEELS** 9 x 20in front, 11 x 20in rear **TYRES** 245/35 ZR20 front, 305/30
 ZR20 rear **WEIGHT** 1385kg (with optional lightweight features)
POWER TO WEIGHT 521bhp/ton **0-62MPH** 2.85sec (claimed)
TOP SPEED 211mph (claimed) **PRICE** £252,765



‘The memory that will live longest is not how fast the Pista is, but how easy’

to work out what. In amongst the endless acronyms that Ferrari uses to describe how it controls its cars when the safety systems are turned on, there’s a new one that’s active even when they’re not. And it doesn’t even open its eyelids until the car is oversteering...

Then, as the slide develops, it just effortlessly dabs an individual brake here and there to keep the yaw-rate consistent and linear, not that the GTB is in any way spiky. It’s called the Ferrari Dynamic Enhancer but it should be called Ferrari Instant Hero because that’s how it makes you feel and look as you exit corners foot down, hands crossed, opposite-locking your way onto the next straight.

And that’s really the memory that will live longest in my mind – not how fast the Pista is, but how easy. Given its potency, that is an extraordinary achievement.

It is as if Ferrari now tacitly acknowledges that the demands of the marketplace has brought it to the point where it knows its cars are just too fast to be savoured in full on any public road, so the challenge is to present that level of performance in all its savage splendour but in the most user-friendly way conceivable. These may sound like mutually exclusive objectives – and they are – but the fact that the Pista satisfies both so fully is its greatest achievement of all. 🏁



TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER

1959 FERRARI 250 GT LWB CALIFORNIA SPYDER



This genuine, beautiful and superb California Spyder with a fascinating known history, represents one of the most desirable examples of the ultimate open Ferrari of its era.



OTHER CLASSIC FERRARI AVAILABLE



1964 Ferrari 250 Lusso. Ex Chris Evans



1950 Ferrari 195 Inter Coupe by Touring



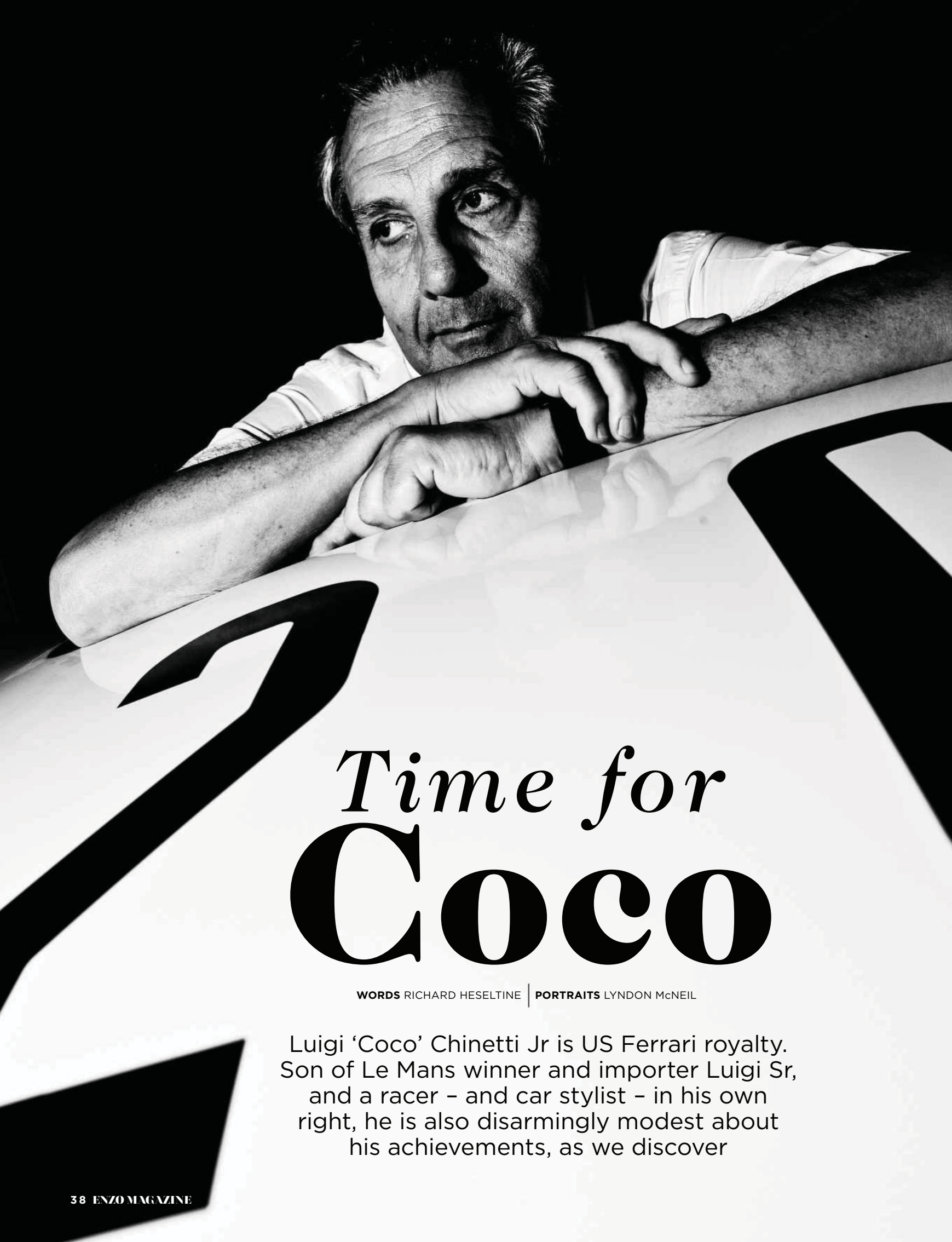
1967 Ferrari 275 GTB 4 Cam



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com





Time for **Coco**

WORDS RICHARD HESELTINE | PORTRAITS LYNDON McNEIL

Luigi 'Coco' Chinetti Jr is US Ferrari royalty. Son of Le Mans winner and importer Luigi Sr, and a racer - and car stylist - in his own right, he is also disarmingly modest about his achievements, as we discover

He raises an eyebrow and smiles, not for the first time. ‘You call that a career?’ he says, struggling to be heard in a high-decibel Milanese restaurant. ‘I wouldn’t say I had a racing career. You have to remember that I wasn’t a proper racing driver. I think I drove in maybe a dozen events, 15 tops.’ Luigi ‘Coco’ Chinetti Jr, it transpires, is equally dismissive of his role as an automotive couturier. ‘I loved car design, but I wouldn’t say I was a designer,’ he muses. ‘I just loved the romance of building cars, I guess.’

Such humility sells this former US Ferrari concessionaire and born raconteur short. The son of three-time Le Mans winner Luigi Chinetti Sr, our affable host bats away the suggestion that his future was preordained from childhood. ‘Absolutely not,’ he says. ‘You have to remember that Italians weren’t real popular after World War Two. Actually, dad came to the US during wartime. He was part of Lucy O’Reilly Schell’s Indy 500 team and, just like [French GP ace] René Dreyfus, who was a friend of the family, he never went home.

‘It was tough, I don’t mind telling you. Having an Italian surname was an obstacle. Back then, you needed a sponsor for the naturalisation period and dad’s was Zora-Arkus Duntov, who was a well-known driver but is now remembered more as the father of the Chevrolet Corvette. I was born in 1942 and grew up in New York. At my mother’s insistence, I went to one of the better schools where my classmates included General MacArthur’s son. Italians weren’t real popular so, yeah, it wasn’t easy. Being the son of a famous racing driver helped, but still.

‘When I was 12 years old, we moved to Connecticut. Dad won Le Mans for the third time in 1949, which was the first time the 24 Hours ran after the war. It was also Ferrari’s first victory there, and he pretty much established Ferrari in the US. Besides Le Mans, he also won some of Ferrari’s earliest victories in Europe outside of Italy. In 1958, he formed the North American Racing Team, so it was hard not to be influenced by that.’

One of the great names in Ferrari lore, NART was a regular in sportscar racing on both sides of the Atlantic, with more than 100 wheelmen driving for the team over the years, before the end in ’82. Luigi Jr had to overcome familial objections to become one of their number. ‘My mother did not want me to be get wrapped up in the whole car thing. Dad wasn’t real keen, either, at least not to begin with.

‘He was a clever guy, though. He knew how enthusiastic I was, but didn’t want to appear as though he was encouraging me. He went away on business and left a car in the garage with the keys in the ignition and dealer plates on the seat. It was a gold 250 GT Pinin Farina Coupé. I was a 17-year-old and had the keys to a Ferrari. Can you imagine that now? I mean, of course I took it for a spin. What would you do?’



‘I WAS A 17-YEAR-OLD WITH THE KEYS TO A FERRARI. I MEAN, WHAT WOULD YOU DO?’

‘There was zero family pressure to join the family business, but I butted in anyway. To begin with, I was the broom-pusher, but I soon got promoted to valve-grinder. The job I enjoyed most was demonstrating cars to our customers. We had some amazing clients; guys like Miles Davis. You had to be pretty intrepid to own a Ferrari back then, and often I had to teach our customers how to drive them. Some had never seen a clutch pedal before.’

The leap from demonstration driver to track-side warrior took a while, however. ‘I started out with a Lancia Flavia and did a few minor events, but nothing of any real consequence. I wasn’t about to be offered a drive by dad – I had to earn it. My first event in a Ferrari was the 1965 Shell 4000 rally, which I did with my friend Doug Grewer in a 330 GT 2+2. I remember one of our NART drivers, Pedro Rodríguez, did it in something more appropriate: a Studebaker sedan. He finished, whereas we were disqualified. I think it had something to do with us driving over someone’s lawn.

‘Anyway, from there I did my first race a year later. It was at Watkins Glen in our old 275P. I then shared the car with Charlie Kolb at St Jovite in Canada. We were lying in second place behind Lothar Motchenbacher’s McLaren when an Elva crashed in front of me and I drove through his fire. The “P” got burned up but not



Above and top
Coco the racer, on the Daytona banking in 1970 aboard the 1965 Le Mans-winning 250 LM, and (top) the NART-built 312P he shared with Garcia-Vega and Alain de Cadanet at Daytona in ’71

Right and below
Record-breaking at Bonneville in '74: from the left, Paul Newman, Chinetti and Milt Minter. Below: now in his mid-70s, Luigi Jr is as busy as ever, restoring old NART racers, still creating bespoke Ferraris, and compiling a vast family history

irreparably.' Chinetti still owns the car, which has long since been restored.

'You know, this might sound silly, but I never dreamed of being a big-time racing driver,' he muses. 'I wasn't in dad's shadow in that respect. I grabbed drives whenever they came up, but NART only did a few races each year, so not that many opportunities presented themselves. After the crash at St Jovite, I didn't race again until the 1970 Daytona 24 Hours.'

NART fielded six cars that year. Chinetti was armed with the 1965 Le Mans-winning 250 LM. 'That sounds great, but it wasn't this great historic car back then. Nobody wanted the LM. That was what it was like back then. We used to drive old race cars to lunch because we didn't want to put miles on a new road car. Seriously, that LM is now worth a fortune, but I had to convince our client, Gregg Young, to buy it for \$9000 and then take it to Florida.

'When we got there, the brakes didn't work and the transmission – always the weak link on

those – had to be rebuilt because it kept hopping out of gear. We got one of the factory mechanics to do it. I remember him telling us that it would probably break early on, and that I should take the first stint so that at least I could see what racing at Daytona was all about.'

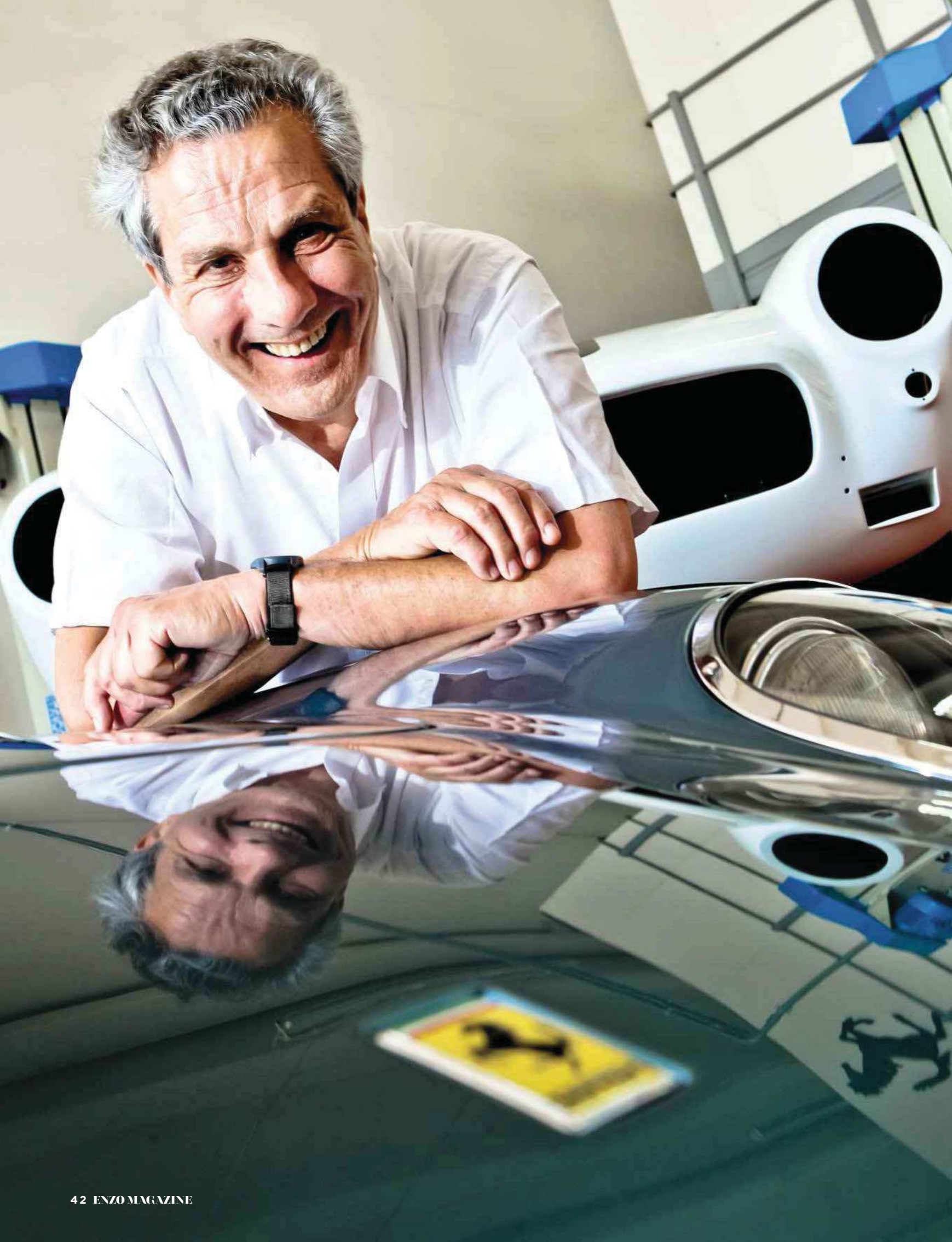
It didn't expire, at least not until the chequered flag descended. 'We finished seventh overall and the damn thing packed-up the second the race was over. A few months later, I shared our 312P coupé with Tony Adamowicz in the Sebring 12 Hours, but the water pump shaft broke so we were out early. I couldn't see well out of it, either, and realised that both ends of the car were too heavy, so we came up with a really light Spider body. Nestor Garcia-Veiga and I were fifth in the '71 Daytona 24 Hours in it and I finished fourth overall and first in class in that year's Sebring 12 Hours sharing with George Eaton. That was a great car.'

He has rather less affection for the 365 GTB/4 Daytona in which he made his Le Mans debut

'THEY DIDN'T THINK WE'D GET NEWMAN FOR BONNEVILLE. WE DID, AND HE WAS JUST GREAT'









in '71 alongside Bob Grossman. 'It was a bit of a comedown after the prototypes. That was a really difficult race for me, as I was on dad's home field. I was so slow in practice, it was embarrassing. Anyway, the next day I asked Teodoro Zeccoli, who had raced for us previously, what gear he was using for Maison Blanche. He said he was taking it near flat in fifth. Great – I was in the upper end of third!

'I managed to qualify and remember dad telling me how to nurse the engine to last the distance when Masten Gregory – who won there for us in 1965 – interrupted, saying "Coco, you listen to your old man; he knows this goddamned place". At any rate, we finished fifth overall behind two Porsche 917s and a pair of 512Ms. I didn't really care for GTs, though. Later on, we built a Daytona with a "cheater" nose. It didn't have front foglights: there wasn't room for any. We raised the back a little, too, but nobody ever figured it out.'

It was aboard this car and the team's 512M that Coco would enjoy one final hurrah as a driver. 'I did Le Mans three times, Daytona and Sebring plus a few other things, but there simply wasn't the money for me to do more. Anyway,

my hero growing up was the record-breaker Ab Jenkins. Over a few drinks back in early 1974, a group of us came up with the idea of going to Bonneville. The cars were just sitting in the shop. We then went to our sponsors and told them that it would cost about \$30,000 and we would return the money if we didn't set any records. We then started looking for drivers. There was Milt Minter and me and then we thought, "How about Paul Newman and Graham Hill?" We went to NBC, but they didn't think we'd get Newman. We did, and he was just great. It was through him that we got a deal with CBS TV.

'We had a ten-mile oval course on the salt and the highways department put up stakes, so you had at least some idea of where you were going. They also dragged the course to eliminate as best they could the bumps and cracks in the salt. It was like driving on gravel. I went out there in the 512M and the left-rear tyre blew: it took out a chunk of bodywork. I was going flat-out – about 220mph – at the time. Our guys managed to patch it together again, though.' The team left Utah with International Class C records at 10 miles (174.763mph), 500km (171.255mph), 500 miles (166.173mph), and 1000km (166.445mph).



From the top
330 GT 2+2 Shooting Brake styled by Chinetti and bodied by Alfredo Vignale, and Coco's astonishing Daytona 'Brake' under construction at UK coachbuilder Panther Westwinds in the mid-1970s

'I CAUGHT A LOT OF GRIEF FOR SOME OF THE NART FERRARI REBODIES, BUT THEY MADE SENSE FINANCIALLY'



‘THE ’70s WAS A DARK PERIOD. WE TOOK ALL SORTS OF CARS ON CONSIGNMENT JUST TO EARN A BUCK’

Then there’s Coco the coachbuilder, past collaborators including the likes of Giovanni Michelotti and Alfredo Vignale. ‘I loved those fellows. They were true artists but really humble, too. They wouldn’t stick their noses in the air at guys like me. I caught a lot of grief for some of the NART Ferrari rebodies, but they made sense financially. I thought I was going to get shot when we did the first station wagon. We had a tatty 330 GT 2+2 and Vignale charged us \$4000 to put a body on it. I sold it for \$12,000. The Daytona “Extended Coupe” was sold before we even started it. We did that with Robert Jankel at Panther Westwinds in Surrey. We went with Robert because by that time – 1974 – we were also the US agents for Panther.

‘The 1970s was a dark period. I was running the show by then and we took in all sorts of cars on consignment just to earn a buck.’ He sold the Ferrari concession in 1977. ‘We had



Top and above
Chinetti & Co took a variety of cars to Bonneville, including a NART Daytona. For Luigi Jr it was a childhood dream come true

nothing to sell,’ he says. ‘Seriously, nothing was homologated for the US aside from the Dino 308 GT4. One arrived in the shop, finished in brown with a mint green interior. I just stared at it and thought “How has it come to this?” I knew the game was up.’

Not that Coco was done with bespoke Ferraris. In fact, following a break of a few decades, a new car is in the offing; one that is still in the throes of creation, hence why he’s in town. Occupying rather more of his time is researching the family history in collaboration with author Michael Lynch. A multi-volume work should, hopefully, make it into print next year. ‘My wife Jacqueline has scanned more than 74,000 images and documents dating back to the 1800s, culled from at least 350 boxes. It has been a learning experience, that I can tell you. It’s going to pretty nifty, believe me.’ We wouldn’t expect otherwise. **1**



We put you in the Driver's Seat...

A selection of our inventory cannot be found in our advertisements or on our website. Many times buyers and sellers prefer discrete transactions away from the media hype and publicity auction sales often create. We presently have an impressive selection of vintage race and sports cars which are eligible for the world's top events. If you wish to sell or trade your classic, or if you are looking for a specific model, chances are that we know where to find it or already have a buyer. We are your reliable partner for buying, selling, or trading your classic automobiles.

Email: thomas@HamannClassicCars.com • Connecticut, USA
Tel: 1-203-813-8300 • Mobile: 1-203-918-8300
www.HamannClassicCars.com



FERRARI CURRENTLY AVAILABLE:

- 1952 225S Vignale Berlinetta
- 250 LM - Coming soon.
- 250 PF Cabriolet II
- 275 GTB/4 • 512 BBi

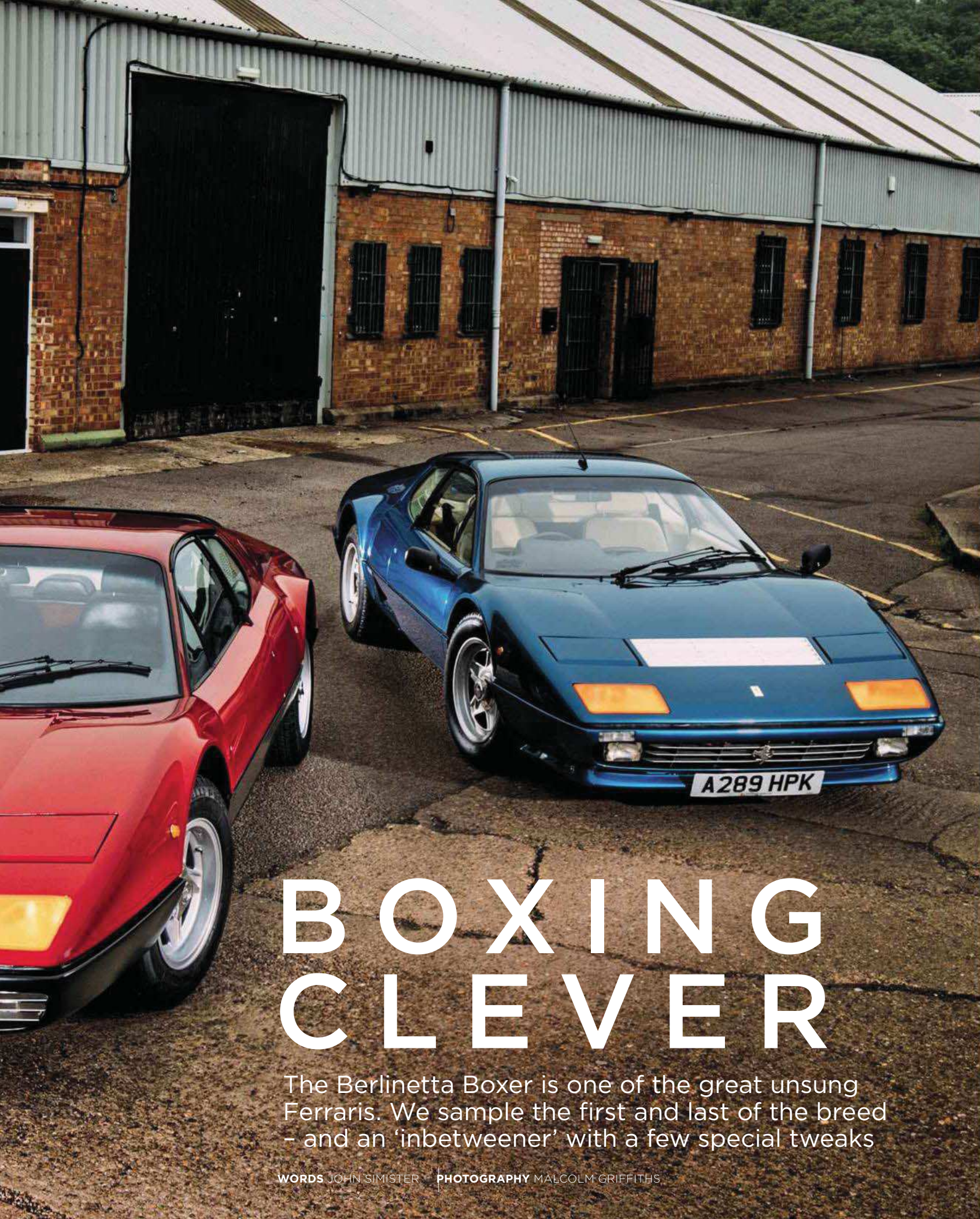
**WE ARE ALWAYS SEEKING
TO BUY ANY CLASSIC FERRARI
OF '50s, '60s & '70s
OR ANY OTHER EUROPEAN
RACE OR SPORTS CARS**



OTHERS CURRENTLY AVAILABLE:

- Aston Martin DB2/4 MkIII DHC
- Ford GT40 MkIII • Horch Special Roadster
- Lancia B20 • Lancia B24S Spyder
- Maserati 3500 GT Vignale Spyder





BOXING CLEVER

The Berlinetta Boxer is one of the great unsung Ferraris. We sample the first and last of the breed - and an 'inbetween' with a few special tweaks

WORDS JOHN SIMISTER | PHOTOGRAPHY MALCOLM GRIFFITHS



The Berlinetta Boxer. Ferrari's first genuine, full-fat, range-topping supercar, if you take the purist view that a supercar requires an exotically mid-mounted engine with a lot of cylinders, a hefty capacity and monstrous power. It's strange, then, that the BB is something of a forgotten Ferrari, a side-road off a highway trafficked by V12s and V8s.

It shouldn't be. The Boxer is a charismatically mad machine. Bad, too, if its reputation is to be believed. Place the engine on top of the gearbox, the pundits reckoned, and the resulting high centre of gravity would surely make an already tail-heavy car into a tail-snapping monster. But that was why the Boxer has, obviously, a low-built 'boxer' engine. It's a flat-12, the first roadgoing example of the type and,

as it turns out, the only example if you view its evolution into the Testarossa motor as fundamentally the same unit bar valve-count and camshaft drive details.

There are three phases of Berlinetta Boxer, progressively more house-trained but never any less captivating. We have one of each here, the BB story from start to finish, and their differences are significant. That's especially true of the middle car of the three, the bright red 512 BB, which has gained during its life an 'LM pack' for its engine and a set of wider wheels, dramatically so at the back, to sit beneath wide-arched front and rear clamshells by Koenig, a prolific Ferrari-modifier in the 1970s and 80s.

Each of these cars has its own story to tell, but first comes the bigger picture. Enzo Ferrari had long been sceptical about mounting a 12-cylinder engine in the middle of a road car, despite obvious

'STRANGE
THAT THE
BOXER IS
SOMETHING
OF A
FORGOTTEN
FERRARI'



critical acclaim for the designs of his Lamborghini rival and long experience of racing Ferraris with mid-mounted V12s. But with the 365 GTB/4 Daytona nearing the end of its production life, his engineers considered the idea anew.

Ferrari had committed itself to flat-12s for Formula 1 in 1970, having experimented with the design since creating a 1.5-litre example in 1964. So the idea of using a flat-12 in its new mid-engined supercar, the 365 GT4 BB, was hailed as highly glamorous on the new car's unveiling at the 1971 Turin show. Its capacity (365cc per cylinder), and indeed its pistons and connecting rods, were shared with the Daytona but the rest of the engine was new.

It sat in a body designed by Pininfarina, Ferrari's usual shaper of external forms, with a restrained crispness that has not only aged very well but emphasises how cluttered, contrived and oversized today's Ferraris (and most rivals) have become. Pop-up twin headlights and the world's largest indicator lenses occupied the low, flat nose. The body's black lower half gave a taste of a concept car. At the tail, the two groups of three round tail-lights were echoed by the triple tailpipes on each side, engine visible through the slats on the flat rear deck above, spoiler-like crossbar joining the tops of the buttresses beyond. The Boxer looked fantastic.

Two years later, the 365 BB went on sale. Its 4390cc promised anything between 344 and 380bhp, depending on who you believed, along with a 5.4sec 0-60mph time and top speed of 175mph, or even 180mph – these speeds making the assumption that the engine would pull peak-power revs in fifth gear, which might or might not have been possible.

Verifying such claims independently was always a problem with a Ferrari, the maker and the concessionaires famously unwilling to allow performance testing by magazines, but *Motor* did eventually manage to score a 365 BB for road test.



Right and above

Early 365 BB leads end-of-line 512i, followed by the carburetted 512 that came in between. The first requisite for a supercar: a speedometer that reads to 200mph



'THE BB FEELS
SMALLER AND
HANDIER THAN
YOU MIGHT HAVE
ANTICIPATED,
BARELY BIGGER
THAN A 308'





365 GT4 BB

ENGINE Flat-12, 4390cc, 4x triple-choke Weber carburetors
MAX POWER 344bhp @ 7200rpm
MAX TORQUE 302lb ft @ 3900rpm
TRANSMISSION Five-speed manual, rear-wheel drive
SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: double wishbones, dual coil springs and telescopic dampers, anti-roll bar
STEERING Rack and pinion, unassisted
BRAKES Vented discs, 288mm front, 297mm rear
WHEELS 7 x 15in alloy
TYRES 215/70 VR15
WEIGHT 1550kg
POWER TO WEIGHT 225bhp/ton
0-60MPH c6.5sec
TOP SPEED 175mph (claimed)
PRICE NEW £15,492 (£155,000 in today's money)
VALUES TODAY £275,000-£375,000



Below, left and above
 First of the breed: 365 BB distinguished by black lower bodywork, and also by triple rear lights at each corner (with matching triple exhausts below). Cabin is airy, with a great view out in all directions



It recorded a more believable 6.5sec to 60mph, but not a top speed. It also recorded an overall fuel consumption of 11.1mpg. A lot of fuel was sucked through those four triple-choke Weber 40 IF3s.

After only 387 cars had been built, 85 of them in right-hand drive, the Boxer transmuted into the 512 BB in 1976. Had Ferrari continued with its model designation according to individual cylinder capacity it would have been the 412 BB, but instead the name referred simply to five litres (actually 4942cc) and 12 cylinders. Power was up, possibly – 360bhp is the consensus – while torque was up a bit more. So was weight, thanks partly to air-conditioning and wider rear wheels, which meant that performance stayed more or less as it was.

Also new, and significant, were a twin-plate clutch to give a lower effort at the pedal, and a dry-sump lubrication system to cure reported oil-surge problems – but not to lower the engine, because the gearbox was in the way. NACA ducts in the sills and a front bib spoiler were obvious visual changes, along with four rear light lenses and tailpipes instead of six of each.

Then the pressure of exhaust emissions began to bite, and it was goodbye to the slurping Webers after 929 512s (128 of them in right-hand drive) had left Maranello. In the Webers' place came, from 1981, Bosch K-jetronic continuous fuel injection and a pair of plenum chambers leading to swirlingly curved inlet manifolds and a small drop in power to 345bhp. That was still plenty, especially as the same peak torque now arrived at slightly lower revs where it would be more useful. Michelin TRX tyres on metric rims were another innovation.

This final Boxer, the 512i, ran to 1984, upon which the new Testarossa took over. In the mood of 1980s optimism, the 1970s energy crisis forgotten, the 512i became the most numerous of Boxers with 1007 made, albeit only 48 in right-hand drive. That makes our metallic blue example a very rare machine.

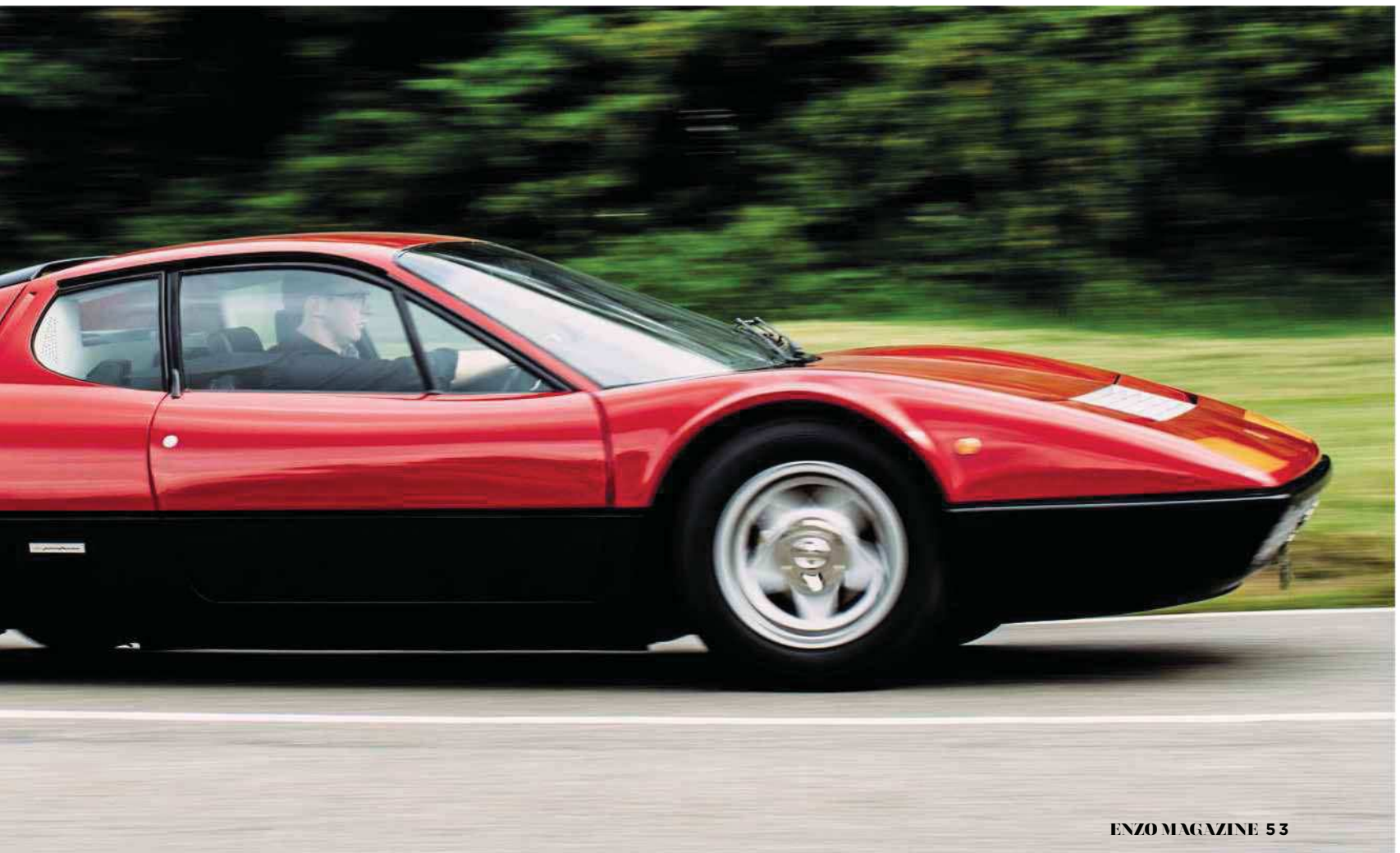
TWO OF THESE CARS have been on magazine covers before. Stephen and Daniel Gannon's 365 BB, smoulderingly understated in dark Bordeaux Red, featured on the front of *Autocar* 10 September 1977, driven at night by a mystery helmet-clad man, gazed at by an adoring woman. The 365 was a year out of production by then, and this one was three months away from its second birthday, but it signalled a feature inside whose star was unavailable for the cover shoot. In those days, a colour cover had to be printed well in advance of the monochrome pages inside.

Featured in that monochrome was a then-current 512 BB, registered OPC 86R. It was pale metallic blue, Maranello Concessionaires' demonstrator as displayed at the previous year's Earl's Court motor show, and the very first right-hand-drive 512 BB. It had its own *Autocar* cover-shot glory earlier in the year, 9 April 1977 for a 'sports-car special' at Prescott hillclimb, and it's the same 512 BB – somewhat modified, and in a new hue – that's with us today. Ferrari specialist Bell Classics, which has the 512 for sale, is hoping to get the registration number reinstated; it went off the radar during the BB's 26-year stay in an Austrian collection.

The chance links of history continue with our 512i,



'MOTOR'S
TEST CAR
RECORDED
11.1 MPG.
A LOT OF
FUEL WAS
SUCKED
THROUGH
THOSE
WEBERS'





‘THE
STEERING
HAS A
CLEARER,
CRISPER
RESPONSE
THAN IN
THE DINO’

lent to us by Ferrari specialist, and former main dealer, Rardley Motors. It's one of two BBis in its showroom, both right-hand drive and representing an impressive proportion of the total RHD 512i population. It was Rardley Motors that looked after the Gannons' 365 in its first years, including the time of its cover-shot glory.

SO, THE SCENE IS SET. First, the 365 BB, freshly restored and taking to the road today for the first time since it was finished. Much of the work has been done by Ferrari expert Geoff Shilton at Shiltech, but father and son Stephen and Daniel – they run classic, high-end, fast-car dealership Car-Iconics – have also made use of other talents they have got to know, such as the man who coated the body in its deliciously smooth and shiny paint.

It seems to sit high on its wheels, the arches gappy. That's how they were, although the lower-profile tyres worn by all three cars (the original sizes, as listed in our specification panels, being hard to find) emphasise the impression. Would making it sit lower make it feel less precarious? That's the reputational baggage niggling away again. Maybe it doesn't actually feel precarious in the first place. Certainly there was no mention of a Boxer's precariousness in those *Autocar* stories.

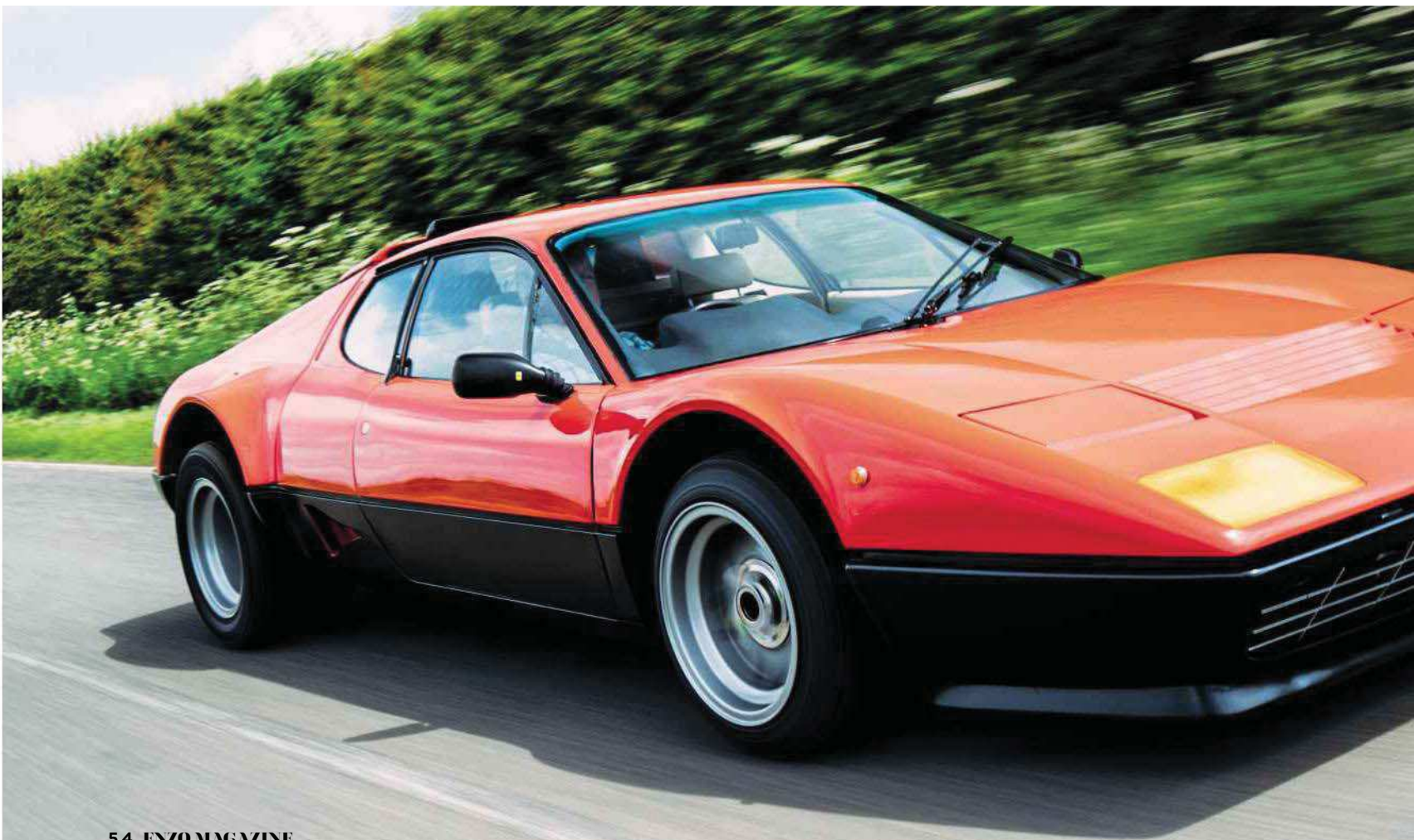
Actually, you wouldn't want it any lower. Once you're snug in the black leather seat with its oh-so-Italian transverse ribs, your head is no higher than the top of an SUV's tyre. Put that contemporary thought out of your head as you savour this 1970s cabin free of Fiat-sourced switchgear, Momo Prototipo steering

wheel ahead, slatted silver speaker grilles to each side, red-figured instruments cowed in shallow tunnels, giant ashtrays in the sills. And, of course, a slender, gently cranked gearlever emerging from the expected open gate and topped by a shiny black sphere.

It's amazingly airy in here, what with the low scuttle, the thin windscreen pillars, the deep side windows and an unexpectedly clear view aft. This is a key ingredient of the way the BB feels smaller and handier than you might have anticipated; it seems barely bigger than its 308 contemporaries.

Maybe there are Italian genes buried within my DNA, despite my assumption of a broadly Celtic genetic dominance, because I fit the Boxer perfectly. Taller people berate the offset pedals and steering wheel, the interference of knees with Momo, the lack of thigh support, the excessive stretch needed to reach the top of the raked wheel-rim. But it all works for me, the only snag being the effort required to bottom the clutch pedal.

This I must do, because a clean gearshift depends on it. And as long as I do what is needed, the changing of gears is a quick, metal-on-metal snick requiring only a wrist primed with a suitably heavy preload. I can't use many revs on this potentially very revvy engine because it has covered almost no miles and its brand-new pistons are still bedding into their brand-new liners. Not to worry; I can still feel how the Boxer moves along the road, how light and direct its steering is, with a clearer, crisper response around the centre than Ferrari's first mid-engined road car, the Dino.



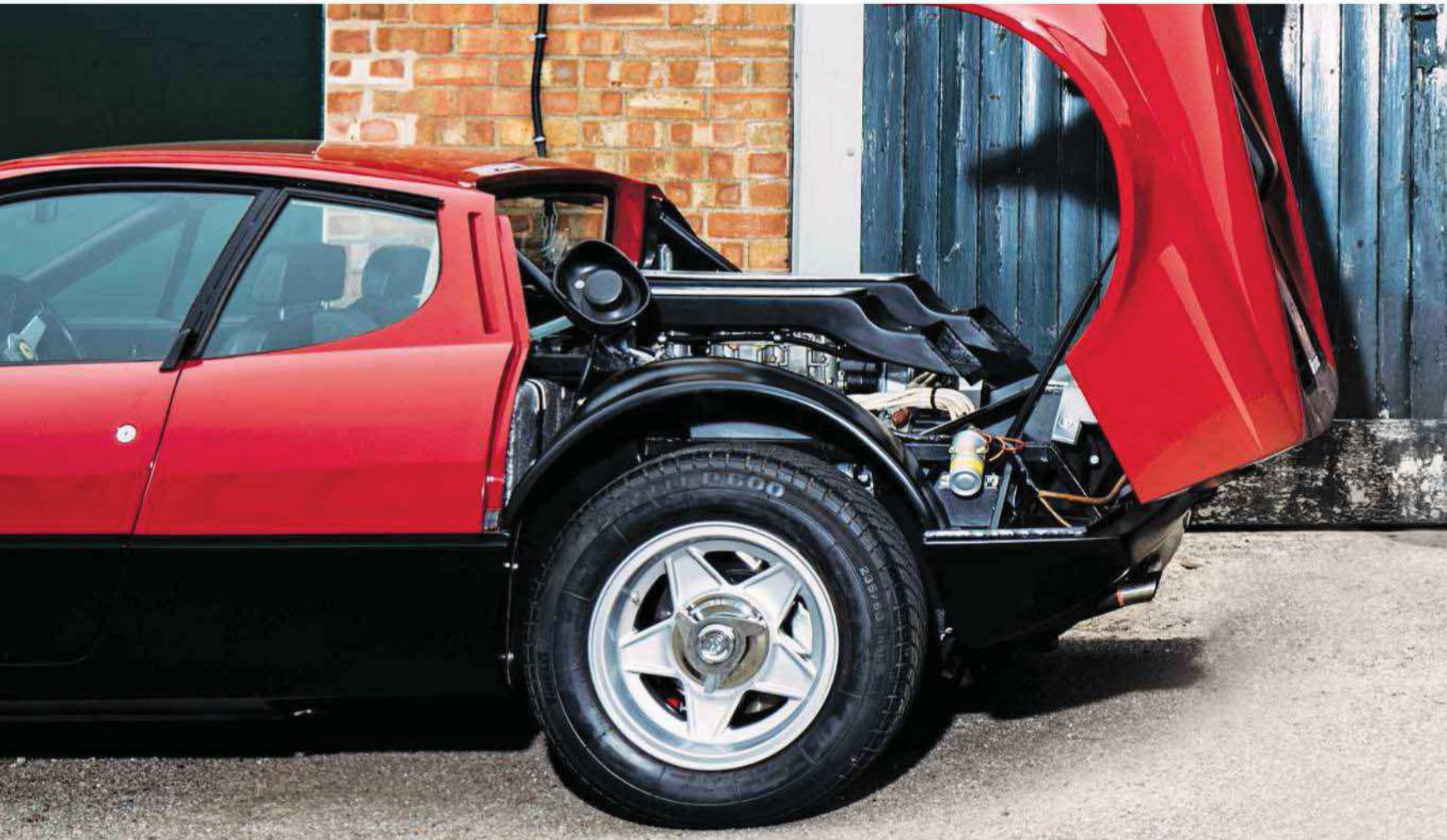


Left, right and below 512 was the second generation of the BB, but this example has a number of period mods, including a Koenig bodykit, much wider rear wheels than standard, and a Le Mans engine upgrade with hotter cams, said to lift peak power to around 400bhp



512 BB (standard car)

ENGINE Flat-12, 4942cc, 4x Weber twin-choke carburetors
MAX POWER 360bhp @ 6200rpm
MAX TORQUE 330lb ft @ 4600rpm
TRANSMISSION Five-speed manual, rear-wheel drive **SUSPENSION** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: double wishbones, dual coil springs and telescopic dampers, anti-roll bar
STEERING Rack and pinion, unassisted
BRAKES Vented discs, 288mm front, 297mm rear **WHEELS** 7 x 15in alloy **TYRES** 215/70 VR15 **WEIGHT** 1515kg **POWER TO WEIGHT** 241bhp/ton **0-60MPH** c5.5sec
TOP SPEED 180mph+ (claimed)
PRICE NEW £26,450 (£157,000 in today's money) **VALUES TODAY** £225,000-£300,000

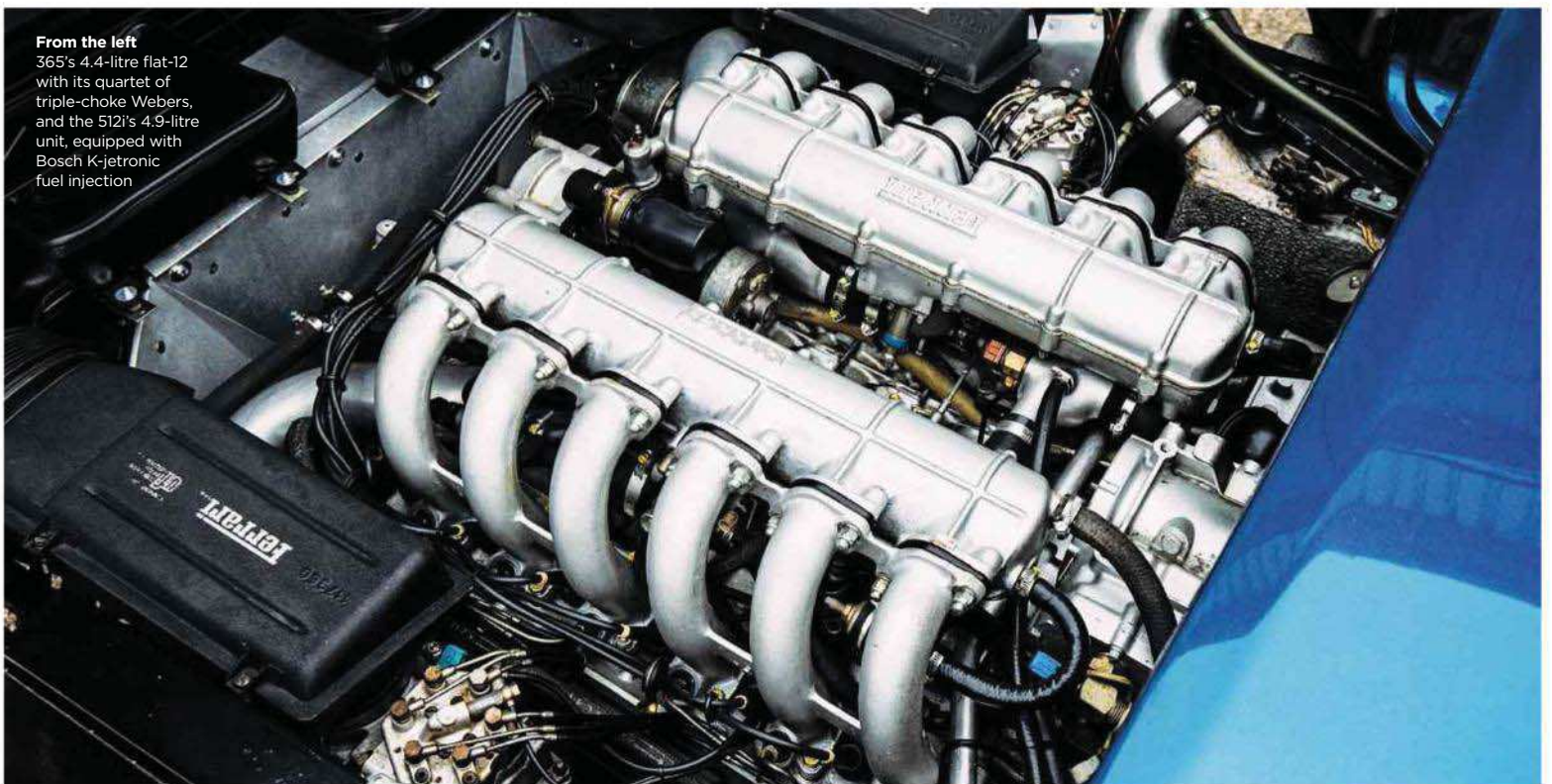


'PRESSURE OF EXHAUST EMISSIONS BEGAN TO BITE





, AND IT WAS GOODBYE TO THE SLURPING WEBERS'



From the left
365's 4.4-litre flat-12
with its quartet of
triple-choke Webers,
and the 512i's 4.9-litre
unit, equipped with
Bosch K-jetronic
fuel injection



'HERE IS
THE BOXER
HONED
AND
FETTLERD
AS ITS
CREATORS
INTENDED'

It kicks back a bit, too, and the brakes have a long travel. Is that how it's supposed to be, or is there alignment to do, brake pads to bed-in? I'll reserve judgement on these BB characteristics while I savour the tenor blare of the 12 cylinders, the whine of the gears en route to the cambelts' drive, the busy fizz of valvetrain, all those much-written-about Ferrari sounds that are no less enthralling for having heard them, and read about them, before.

I dive into a bend as fast as I dare, slowing from the 5000rpm Daniel is now permitting, a speed at which the engine is starting to sound really interested. Am I aware of a heavy weight behind my shoulders, in danger of triggering a top-heavy lurch like that of an overloaded truck? No. The Boxer just sits firmly on its outside rear wheel as I turn, pushes its nose slightly wide as I accelerate, counters that with a growing slip-angle at the back as I accelerate a little harder. All just as you would expect in a mid-engined car.

NOW, THE 512. Quite apart from the Koenig makeover on this particular example, there are changes from the 365 beyond those outlined earlier. The rear grille is formed from slats rather than slotted sheet metal, and the rear clamshell's shutline jinks forward towards the door a little so it can mimic the next shutline along. And in this case, under the extended arches are Pirelli P7s of very 1980s-supercar dimensions: 205/50 at the front, 345/35 at the back, still on 15in rims.

Also, the airboxes over the carburettors have been ousted in favour of air-scoops reaching to roof-level,

with no air filters to protect the very visible intake trumpets. Here is the Boxer as 1980s-flavour hot rod, the engine converted with an 'LM Specification' kit by Ferrari agent Emblem Sports Cars for £8212.92 when the 512 was 14,810 miles old. The kit includes hotter camshafts, and in peak health the engine should produce a good, genuine 380bhp, maybe even 400. But not today.

Certainly it takes off with a whipcrack ferocity, howling round the tachometer's scale with a hard, open-mouthed assault from the intake trumpets that a meagre glassfibre bulkhead can't really smother. Nor can it absorb the whistles and whines from the old-school electronic ignition pack. It's frantic in here, goading me to go ever faster if the engine, long dormant, would only give its all. But it does heighten the sensation felt earlier in the 365 of amazing deftness and agility. It feels far smaller than a Testarossa.

Two key attributes amplify the deftness. First, the clutch is acceptably light, which massively helps the precision and speed of my gearshifts. Second, slightly ridiculous as those fat, squat wheels look, they fundamentally change how the Boxer handles while still allowing it to ride with surprising suppleness.

It turns-in like a modern Ferrari: instant bite, no springiness, no kickback, and it grips hard with no suggestion of a wavering, squidding tail. It just hunkers down and blasts onwards, always friendly, never threatening, insidiously addictive. It's amazing what optimum tyres can do, even when they look wrong. Pity about the long-travel brakes, though, again. They surely shouldn't be like this.





Left, above and right Most sophisticated of the BBs was the fuel-injected 512i, of which this is a wonderfully fit example. Cockpit even boasts air-conditioning – and a none-more-80s graphic equaliser



512i BB

ENGINE Flat-12, 4942cc, fuel injection
MAX POWER 345bhp @ 6200rpm
MAX TORQUE 330lb ft @ 4200rpm
TRANSMISSION Five-speed manual, rear-wheel drive **SUSPENSION** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: double wishbones, dual coil springs and telescopic dampers, anti-roll bar
STEERING Rack and pinion, unassisted
BRAKES Vented discs, 290mm front, 295mm rear **WHEELS** 7.5 x 15in front, 9 x 15in rear, alloy **TYRES** 215/70 VR15 front, 225/70 VR15 rear **WEIGHT** 1580kg **POWER TO WEIGHT** 222bhp/ton **0-60MPH** c5.5sec
TOP SPEED 180mph+ (claimed)
PRICE NEW £39,991 (£163,000 in today's money) **VALUES TODAY** £225,000-£300,000

‘WITH THE
MASSES
WORKING
WITH YOU
WHEN YOU
NEED THEM,
A BOXER IS A
BEGUILING
DRIVE’

NOW I'M IN THE 512i and no, they shouldn't. It has terrific brakes, a firm pedal, lots of bite, just as you would hope for in a 12-cylinder supercar. It also has an engine that, unlike the other two, is clearly employing the full cylindrical dozen all the time with a wailingly crisp exhaust note to prove it. Maybe that's down to the injection, maybe a recent £12,000 overhaul.

Here is the Boxer honed and fettled as its creators intended, with the plumpest torque curve and a riotous encore from the exhausts each time the red line approaches. It's a brilliant thing, marred only by a savagely, toe-crunchingly heavy clutch, which the twin-plate design shouldn't be. Its tyres are new TRXs but, again, not in the original sizes: these have a lower, 55-per cent profile and are the same size front and rear, instead of presenting more rubber at the back.

That, and the abundance of power, make for another variation in the Boxer's dynamic signature, one which comes closest to the folklore. It's softer in its responses than our carburetted 512, rides even more smoothly, and you can feel it moving around on those rear tyres as the power comes and goes in a bend. If you unsettle it by lifting off after hurrying into a corner, you can indeed feel that weight wanting to head off in its own direction behind you and take the rest of the car with it, but – at least on the dry roads of our driving day – it settles as soon as you reinstate the power to the rear wheels.

With the masses marshalled, working with you when you need them, a Boxer is a beguiling drive. Clearly it's better with bigger tyres aft, as Ferrari itself found, and thus-equipped it's a car of rather more sophisticated attributes than I'd imagined. I got closest to the full Boxer experience in the lovely BBi, with working air-con and a fabulously '80s Pioneer stereo to help set the tone, aurally as well as ambiently. And it was joyous.

SHOULD YOU BUY a Boxer? Just finding a really good 365 is difficult, although Car-Iconics does have another which used to be owned by Sir Elton John. The 512s are slightly less uncommon, and ultimately they are all about as fast as each other in standard form. You might favour a 512i for its slightly less ruinous fuel economy and tidier engine management, a 365 for its first-of-the-breed purity, a 512 for its blend of both extremes.

All cost around ten times their prices when new for a good one. All will have had many thousands spent on them over the years, and that expenditure will continue even if you don't use your Boxer much. But you probably know all that. What I've discovered is that the Boxer is a machine of unexpected brilliance that has, perhaps, been unjustly overlooked. Handier than a Testarossa and less burdened by visual excess, it's a hidden gem. Maybe, if you have a quarter of a million to spare, it's time to rediscover the BB's charms. **E**



Many thanks to:
Bell Classics for the 512 (above),
Car-Iconics for the 365, and
Rardley Motors for the 512i

30 YEARS **Modena MOTORSPORT**

FERRARI SALES SERVICE RESTORATION F1 CLIENTI

FOR 30 YEARS WE HAVE BEEN RESTORING, SERVICING AND SELLING
CLASSIC ROAD- AND FORMULA 1 FERRARI.

BENEFIT FROM OUR YEARS OF EXPERIENCE WITH CLASSIC FERRARIS.



PLEASE FIND OUR CURRENT STOCKLIST ON WWW.MODENA-MOTORSPORT.DE

MODENA MOTORSPORT GMBH • ERNST-TELLERING-STR. 60 • D 40764 LANGENFELD
TEL +49(0)2173 22184 • FAX +49(0)2173 216 03 • WWW.MODENA-MOTORSPORT.DE



SALES



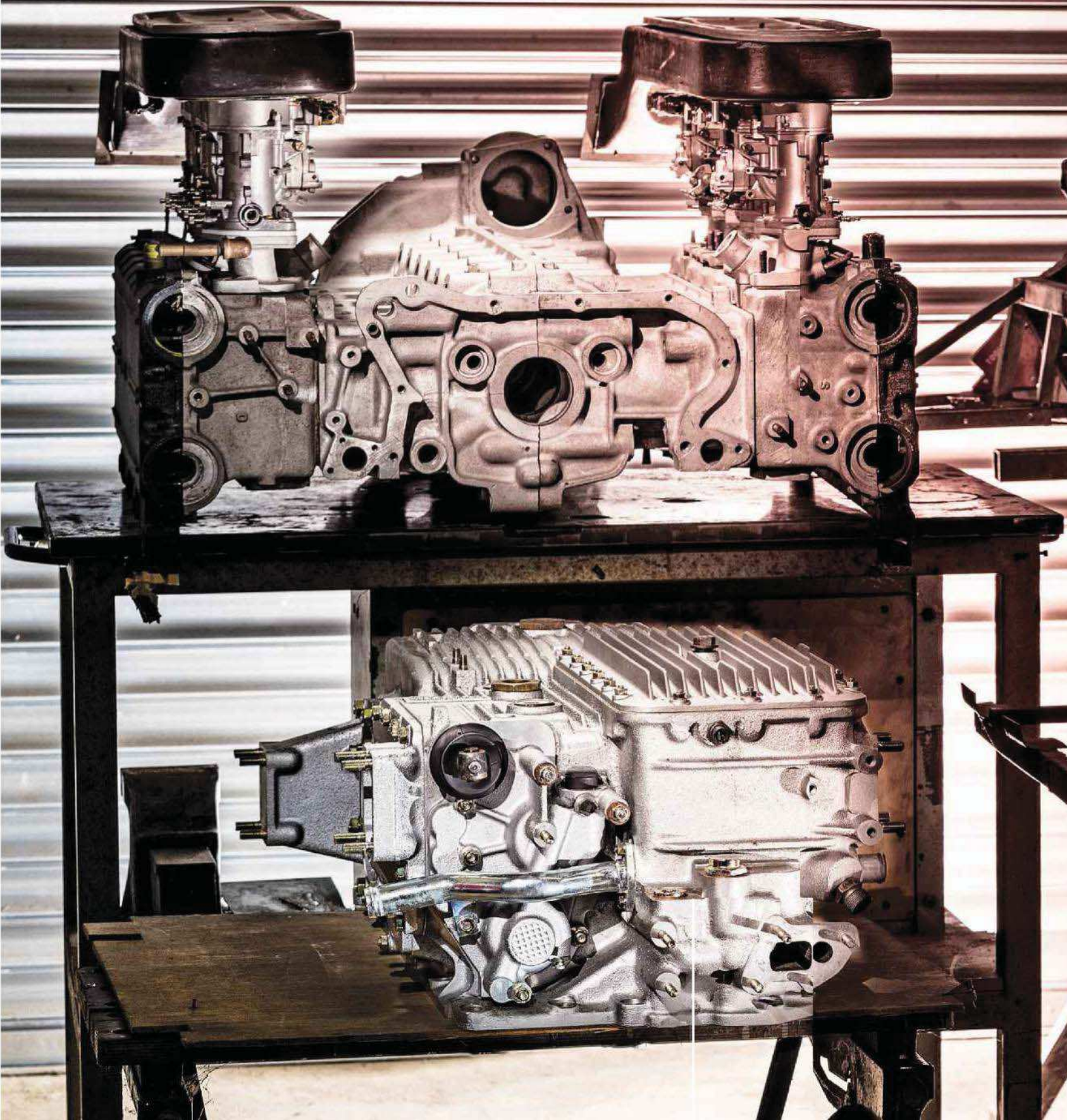
SERVICE



RESTORATION



F1 CLIENTI

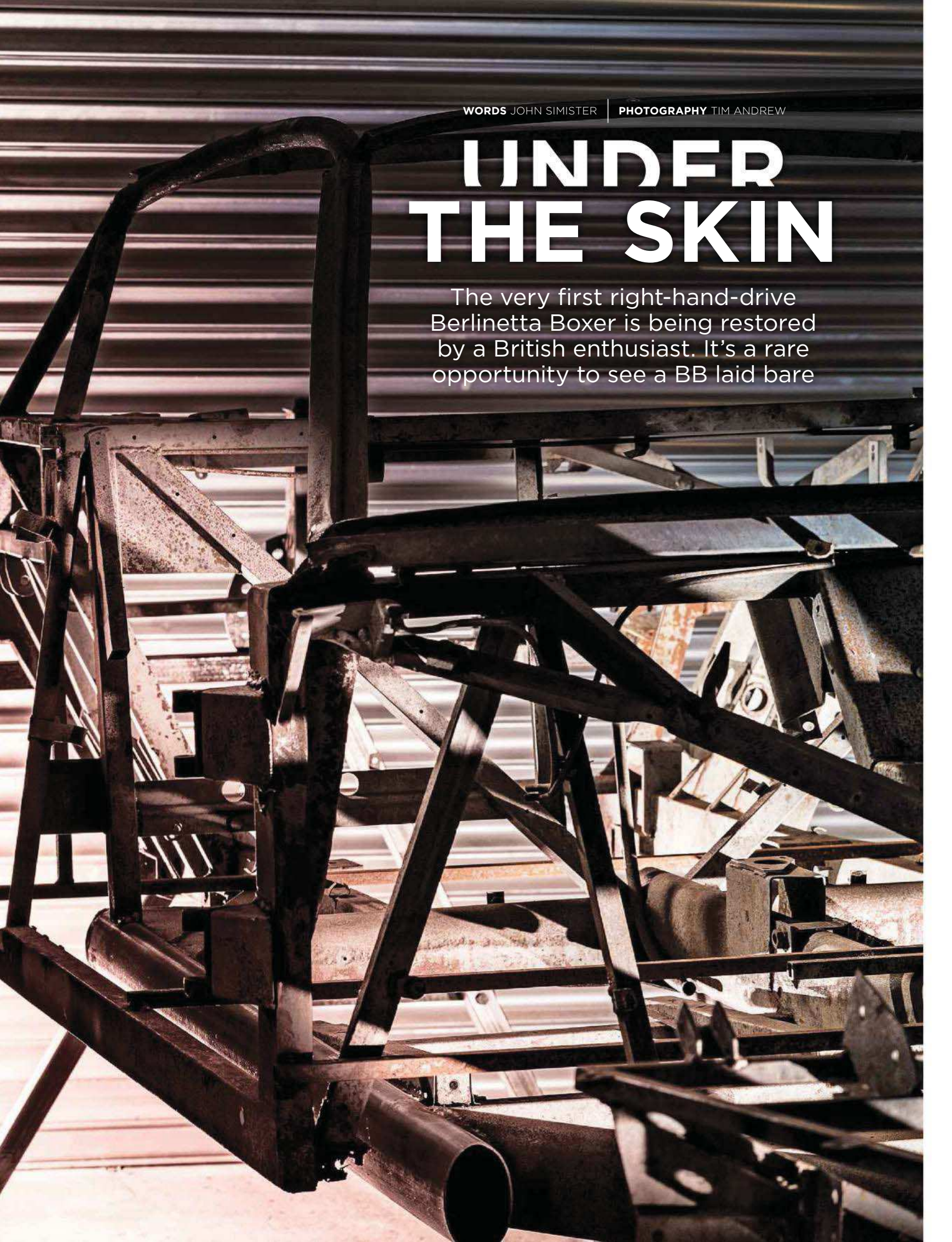


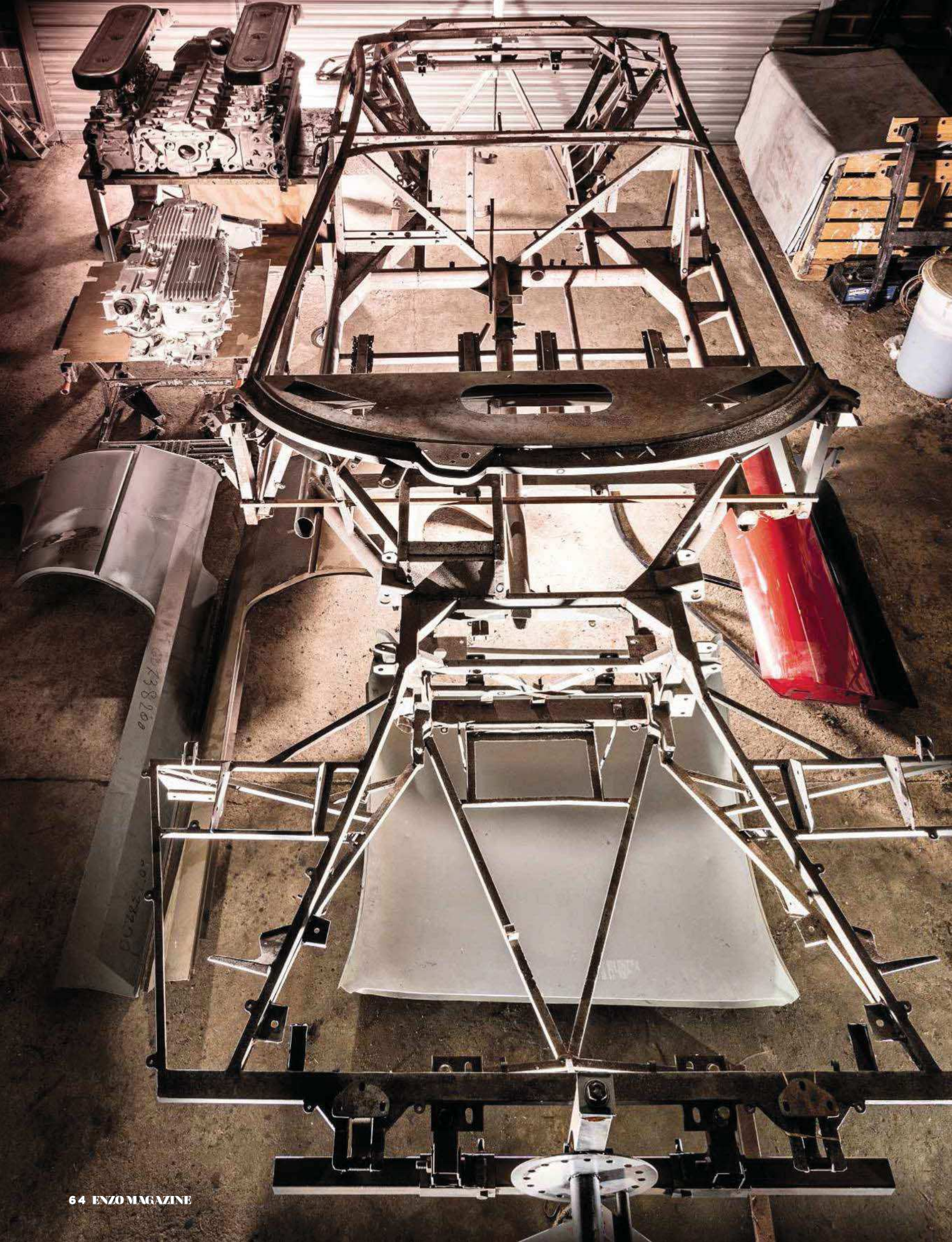
WORDS JOHN SIMISTER

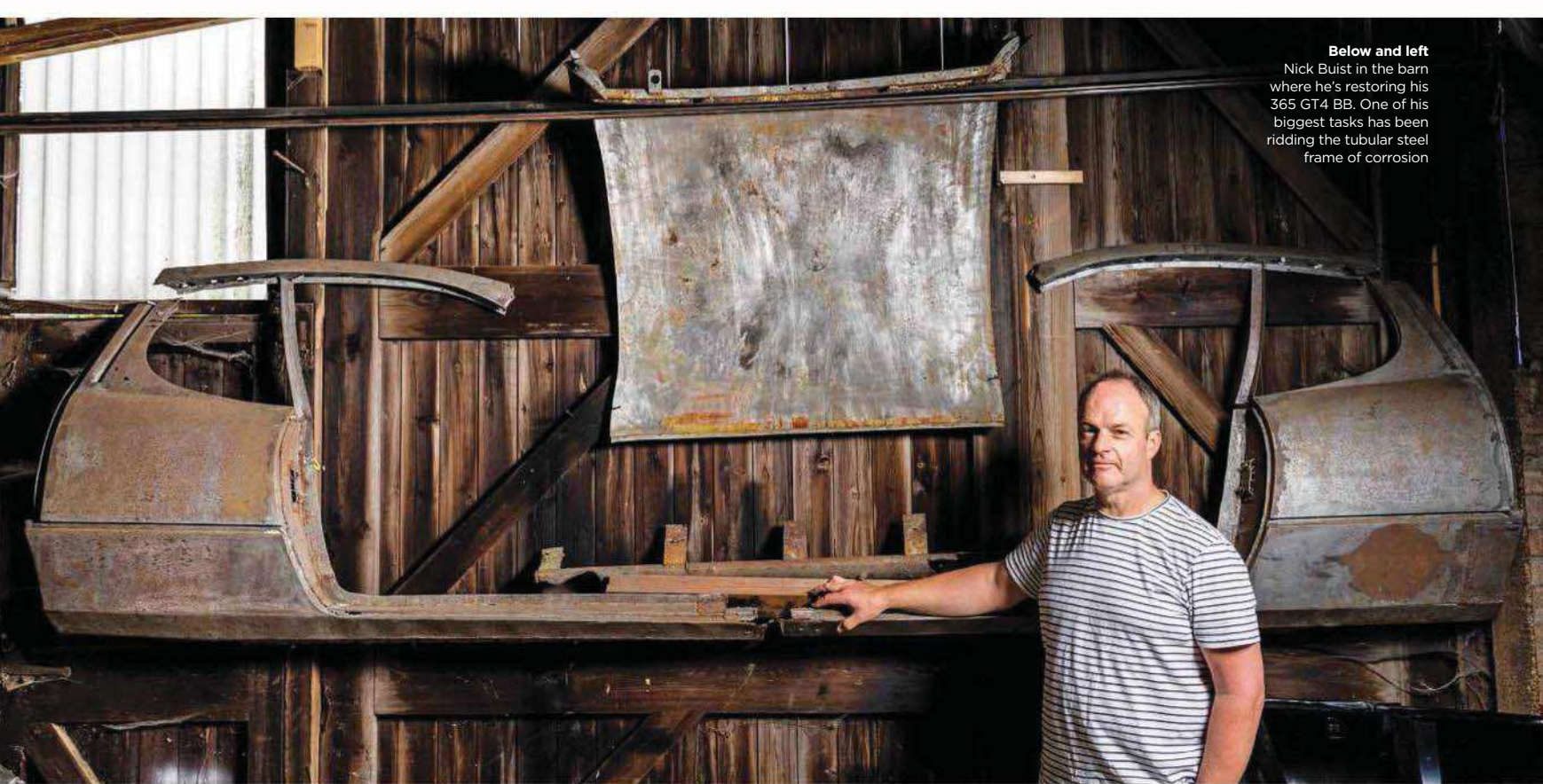
PHOTOGRAPHY TIM ANDREW

UNDER THE SKIN

The very first right-hand-drive Berlinetta Boxer is being restored by a British enthusiast. It's a rare opportunity to see a BB laid bare







Below and left
Nick Buist in the barn where he's restoring his 365 GT4 BB. One of his biggest tasks has been ridding the tubular steel frame of corrosion

Usually, when we major on a particular Ferrari family, we include the story of its engine, how it is constructed, how it was designed and developed. For this issue's exploration of the Berlinetta Boxer breed, though, we're doing things differently. That's because, during our research, we were led to the very first right-hand-drive Boxer to be built, which is now being rebuilt, slowly, by arch-enthusiast Nick Buist.

It's the inside of his barn that you see here, containing not just his 365 GT4 BB's engine (in pieces) and gearbox (freshly rebuilt) but also many of the body panels (some new), lots of fixtures and fittings and, in all its naked tubular glory, the chassis. A Boxer's bare bones. How could we resist?

'I bought it with about 30 per cent of stuff missing, including the engine,' begins Nick. 'Then I found the original engine in St Albans through the Ferrari Owners' Club magazine. "Don't sell that to anyone else," I said, "because I have the car." I probably shouldn't have said that, because it didn't improve my negotiating position.

'All the bits on it, the fuel pipes and so on, lined up exactly with what I had. It was spine-tingling.'

When Nick found his Ferrari, it was under a tarpaulin in a garden. 'I'd been a Ferrari apprentice, and I knew I could feel for corrosion in the chassis outriggers through the ashtray apertures in the sills. This one was corroded. Now it's stripped to the chassis, which was really badly made by Scaglietti. It's been checked by laser so I know it's straight, but it's had a few knocks.

'The car was metallic blue originally and will be again, but I confess I did paint it red when I got it 16 years ago. I would sit in it regularly and imagine the engine sound...'

To look at the chassis is an education in pragmatic construction. Tubes abut tubes and are held there by welds instead of being slotted into size-matched orifices. Jagged edges abound, and we get a clear view of the favourite corrosion spots, which Nick is working through, including those main side tubes with their oval cross-section.

Yet, for all the apparent cottage-industry crudity, it's a strong chassis. Restoring it, cladding it with body panels and fitting all the mechanical parts is going to be a deeply satisfying task. 'I think I've got about 90 per cent of the parts now,' Nick declares. So when will the Boxer be finished? On that, he will not be drawn.

AND THEN THERE'S THE ENGINE. Look in a Boxer's engine bay and the flat-12 seems a huge chunk of metal, somehow bulkier than a same-capacity V12 because it's so wide. Out of the car, it's even more imposing.

Partly this is because it sits relatively high, on top of the gearbox, which nestles next to the wet sump in a 365 (the 512 has a dry sump, as does the Testarossa that supplanted it). Drive is transmitted from the clutch, via an idler gear, down to the gearbox input shaft, which points forward, passing over the differential, to meet the gearbox itself ahead of the rear wheels. The gearbox casing and the sump are one big aluminium casting, but divided so engine and gearbox have their own separate oil supplies.

A key reason for Ferrari's introduction of a roadgoing flat-12 was that its F1 cars were using that configuration

'FOR ALL ITS APPARENT COTTAGE-INDUSTRY CRUDITY, IT'S A STRONG CHASSIS'



Above and right
When Nick bought the car, it was without its original engine, but chassis and engine are now reunited and slowly coming together. Flat-12 looks bigger than equivalent V12, despite same internal dimensions. Fuelling is via a quartet of Weber 40 IFC 3s



‘OUT OF
THE CAR,
THE BOXER
ENGINE IS
EVEN MORE
IMPOSING’

from 1969, with considerable success, in the 3-litre 312B and its descendants. That was a Mauro Forghieri design, as was Ferrari's first flat-12 – a 1.5-litre F1 unit used in 1965. There was a 2-litre sports-car unit in 1968, too. Clearly there was much marketing capital to be made in transferring racing ideas to a road car.

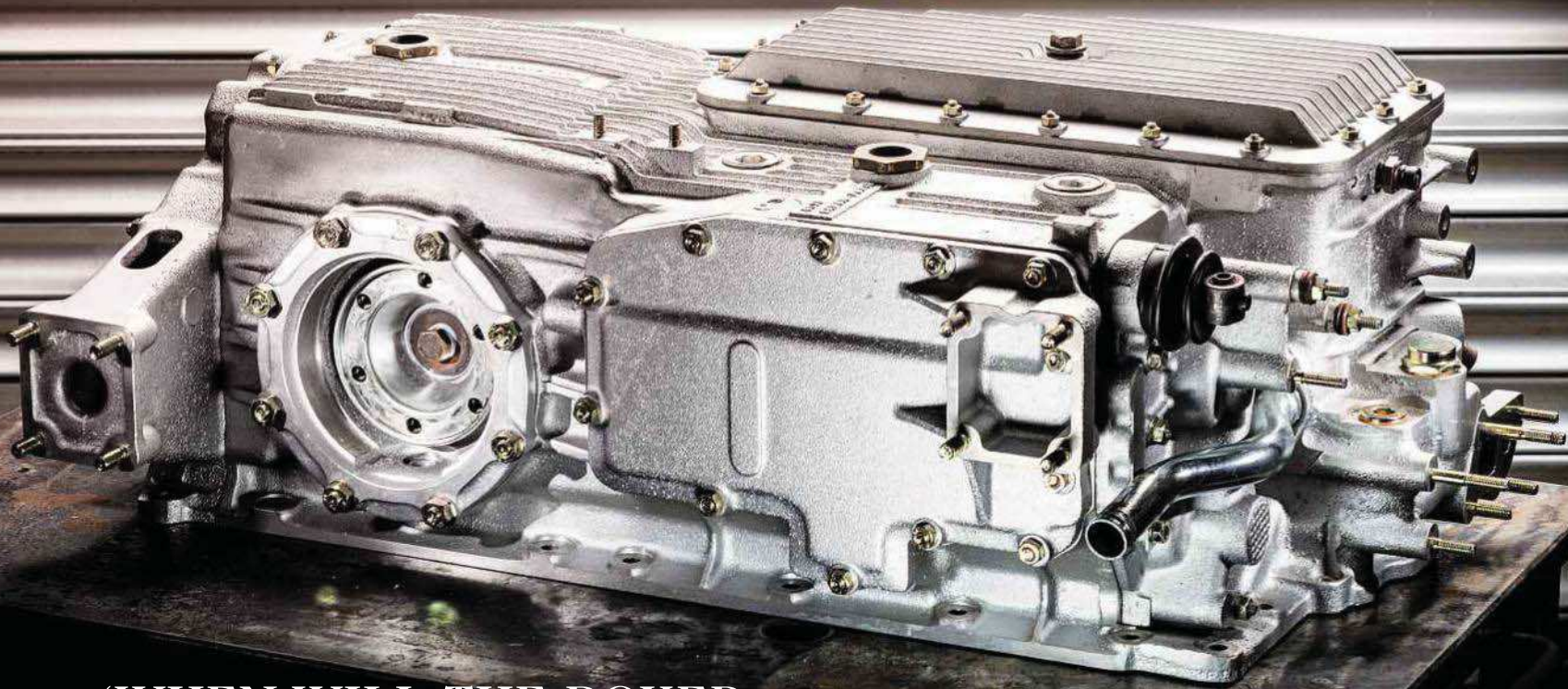
The other major driving force for this powertrain was compactness. To have placed the engine ahead of the gearbox, as in many a mid-engined sports-racing car, would have required a longer wheelbase or eaten greatly into cockpit space. But with the gearbox under the engine, the crankshaft is almost two feet above ground level so the flat-12 layout is vital to keeping the centre of gravity manageably low.

The roadgoing motor, designed by Giuliano de Angelis, clearly took its racing predecessors as its inspiration but was significantly larger at 4390cc. That capacity, the bore and stroke and even the pistons and connecting rods were as used in the Daytona's V12 engine, but one new departure was the use of toothed rubber belts, one per bank, instead of chains to drive each bank's pair of overhead camshafts. A crankshaft gear drove adjacent gears, again one per bank, which shared their shafts with the timing belts' driving sprockets.

In other respects, the engine featured familiar Ferrari technology, albeit with a 180° 'vee'-angle rather than the usual 60° of the time. Which leads us to a small controversy in definitions, given this engine's Boxer branding. A true 'boxer' motor has its opposite pistons moving in opposition to each other, both reaching bottom dead centre or top dead centre (to use vertical-engine terminology) at the same time. That, clearly, requires separate crankpins spaced 180° apart, and a slender crank-web between them, but to do this makes for a longer crankshaft and a bulkier motor.

So, as with the V12, opposite pistons' connecting rods share a common crankpin. This means that when





‘WHEN WILL THE BOXER BE FINISHED? ON THAT, NICK WILL NOT BE DRAWN’

one piston is at the top of its stroke, its opposite is at the bottom. It makes for a more compact engine, if a fractionally less smooth one because mechanical reciprocating forces aren't being directly cancelled out, but no-one could ever describe a Ferrari flat-12 as rough even as it heads past 7000rpm. The left bank sits a conrod's width further back than the right bank.

Typical Ferrari design features are tappet shims set on top of the bucket tappets, for easy removal and replacement and therefore valve-clearance adjustment, a separate distributor for each bank driven from the aft end of the inlet camshafts, and cast iron wet cylinder liners. The block/crankcase in which they sit is split vertically into left and right halves.

As a 365, the engine has slightly oversquare bore/stroke of 81/71mm. Enlargement for the dry-sumped 512 made the dimensions close to square, unusually so for a Ferrari, at 82/78mm. Both were fed by four triple-choke downdraught Weber 40 IFC 3s, but that changed with the 512 BBi, which used a stereo pair of Bosch K-jetronic

continuous injection systems resulting in big improvements in fuel economy and emissions. As for power, all three versions made something between 340 and 380bhp, depending on who you believe; even Ferrari couldn't agree with itself in its technical literature.

This two-valves-per-cylinder family of BB engines, dubbed F 102 AB by Ferrari, was in production from 1973 to 1984. It was then heavily revised for the Testarossa, which itself evolved into the 512TR and 512M, with four valves per cylinder, shrink-fitted and Nikasil-coated aluminium cylinder liners, and cambelts driven directly from the crankshaft. The result was 390bhp at 6300rpm and 362lb ft of torque at 4500rpm, delivered cleanly and with a fuel efficiency unimagined in the 365 BB's early days. All that, and red camshaft covers too... but by 1996 it was all over for the flat-12.

Will we see a Ferrari flat-12 again? It's unlikely, but it would be a welcome dose of mechanical variety. As it is, Ferrari remains number one in roadgoing flat-12s. In a field of one. **E**



Top and above

The gearbox nestles next to the wet sump in a 365, the gearbox casing and sump forming one big aluminium casting, but divided so engine and gearbox have their own separate oil supplies



BARKAWAYS

— FOR YOUR FERRARI —



Here to help you simply enjoy your Ferrari.



Servicing and repairs for all Ferraris, in-house body work, paintwork, award winning restorations and the sourcing or selling of your Ferrari.

All carried out with an open and honest, common sense approach.



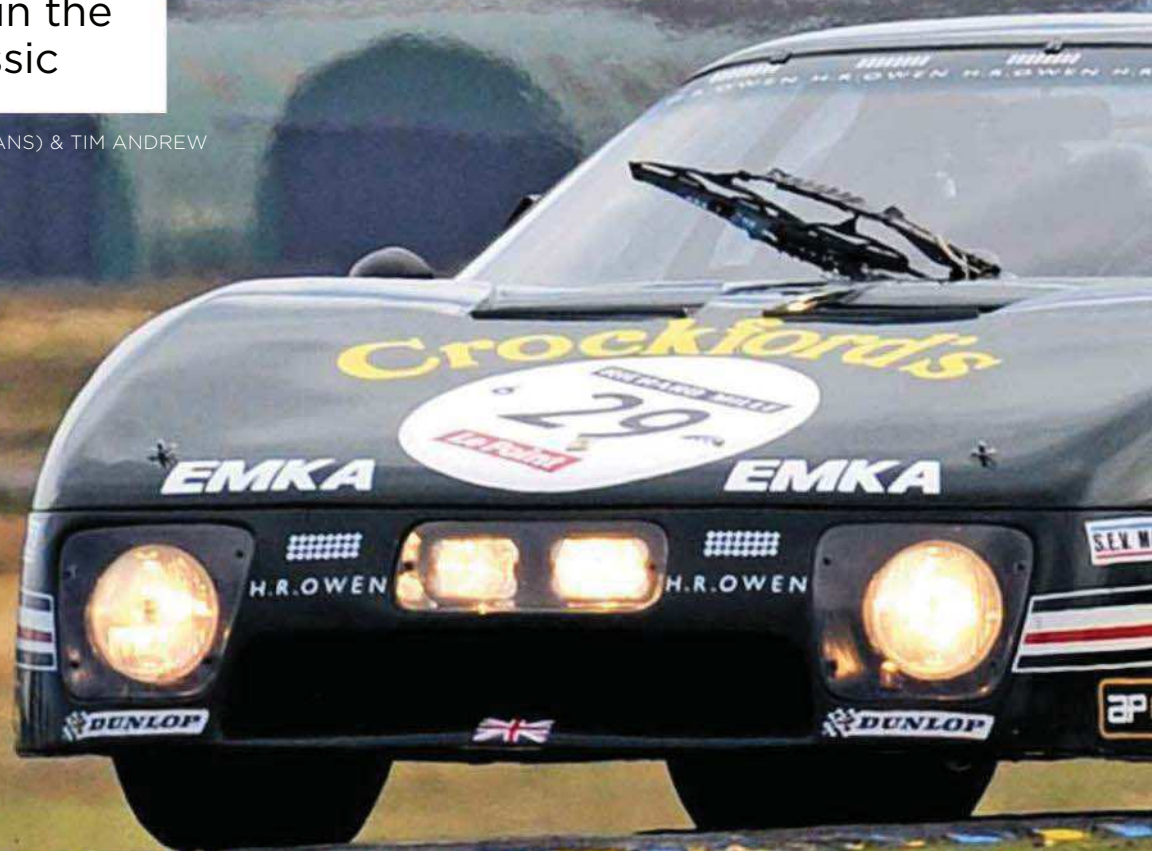
RESTORATION • SERVICING • SALES

01622 872100 | info@barkaways.com | www.barkaways.com

12 OVER 24

The Boxer made a charismatic endurance racer, as Mark Hales discovered when he got a chance to drive this 512 BB LM in the Le Mans Classic

PHOTOGRAPHY JEFF BLOXHAM (LE MANS) & TIM ANDREW





'Until I drove it, Le Mans was just a place of legend. Now it's like a drug'

Above and right
This 512 BB LM
raced at Le Mans
in 1979 and 1980.
It's pictured here
in the 2014 Le
Mans Classic

There are so many exciting things about the Circuit de la Sarthe. The hugely fast dive off the main road onto the infield, followed by the sequence that makes up the Porsche Curves. The two chicanes along Les Hunaudières where the braking is so hard to judge, especially at night. The swerve up to the Dunlop Chicane after the pits that's so tempting. And, of course, the gladiatorial streak past the amphitheatre of grandstands and pits where the noise reverberates off the walls and pours back into the cockpit.

Until I drove it, it was just a place of legend. Now it's like a drug. After every visit, every lap, the next one absolutely has to be better. I can definitely brake later for the chicanes, take more speed towards the Mulsanne corner and into Indianapolis; remember not to pinch the last entry at the Porsche Curves; use more kerb on the Ford Chicanes...

But it's the plunge into a sometimes oil-slicked night along the kinked road joining Mulsanne to Indianapolis that stands out. It remains one of the most exciting things I've ever done in many years of motorsport.

For most of the year, this stretch is just a piece of rural French road, a tree-lined way

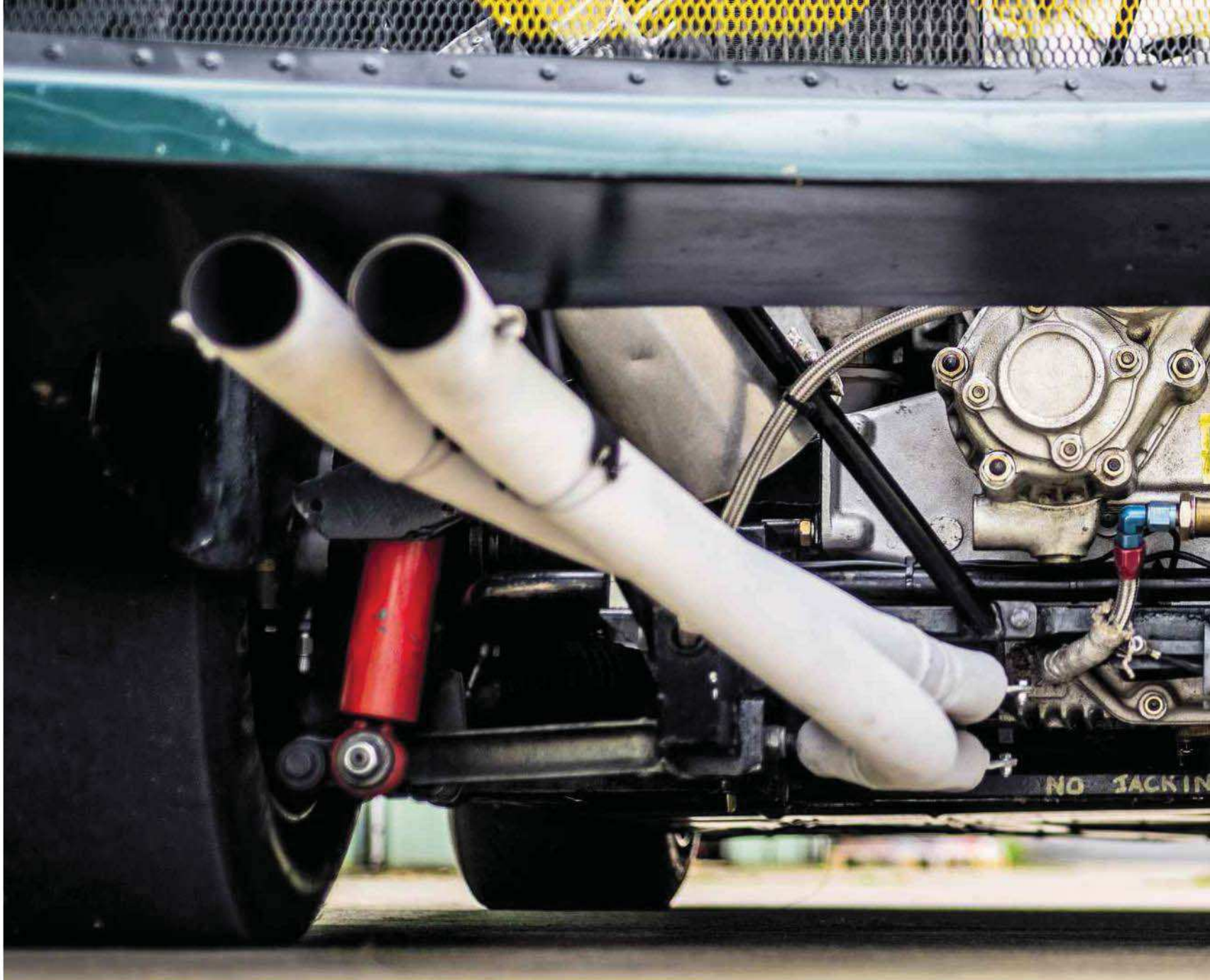
to work or play for the locals, which you're welcome to drive any time you like. In daylight you'll barely see the rise about halfway along, just where the road bends so gently to the right; you might overlook that it's just steep enough to hide the roof of a car coming the other way. No matter, for most of the year there's a line along the middle to keep you separated. In the pitch darkness of a brief June night, behind the wheel of something that needs absolutely every centimetre because there's five litres or more behind you but no wings to push everything down, it all seems so very different...

The corridor between the trees either side of the cockpit closes in like a tunnel, a grey-green, grey-black blur flashing by in the periphery of your vision. A glance tells you there's barely any run-off area, just a small piece of verge, then Armco, then trees. The speed somehow shrinks the road, brings them so close that you could surely reach out and touch the leaves. And still you can have no idea what lies beyond the crest.

The clerk of the course put it so succinctly during the briefing. 'If you are afraid to drive at night,' he said, 'then please stop. Don't do it.' He's right. If you lift your foot along that stretch of the D140, there's no point doing the event. That's why you go. To taste the freedom







'It seized a front wheel bearing, which exploded

of ridiculous speed on a public highway, sample a unique aspect of a road that's so long but still only a fraction of the whole. And having made the decision, all you can do is aim the nose and stare into the gloom beyond the four yellow pools that light the road ahead and hope there's nothing parked.

Something like a 512 BB LM, though, makes the decision easier. Squeeze the steering wheel's chunky rim and aim the nose somewhere way out of sight. Feel the almost leisurely heave in response to the command, almost more than you expect for a steer that's little more than a thought. Easy to overlook how fast we're travelling. Then, as the road rises and falls, we float over the crest as if the earth beneath has become a living swell. One corner, then the rest, and then the tail.

Now everything settles as the last piece of road comes sweeping to meet the left-front wheel and the steering stops its little fidget,

which says the corner that isn't and the crest that wasn't have both passed beneath...

It was just beyond that same rise at the Le Mans Classic in 2008 that the BB – which had seemed so friendly and so nice and easy to drive – chose to seize a front wheel-bearing, which then exploded to leave the wheel flapping like a landed fish. The car's mass had ensured only staying power could edge it towards the podium in 1979; now it turned right and headed towards the barriers, then thought better of it. There wasn't much I could have done. The fact that it happened in the dark at about 170mph, and that I didn't hit anything, was in the lap of the gods – that and perhaps the specification that the Ferrari 'Customer Service' department had contrived to suit wealthy buyers in independent teams.

Nick Mason's 512 BB LM, chassis no 27577, is a survivor of the 1979 and '80 events (it finished a very respectable 12th in 1979) and one

of only 12, supplied new to long-serving Belgian customer team Ecurie Francorchamps. The LM used the road car's fuel-injected 4.9-litre flat-12 engine, lightly modified to push out about 400bhp at 7200rpm. The longer nose and tail were conceived to smooth the airflow and keep everything stable down the longest of straights (Ferrari and Porsche had both learnt from Lola here), and there was slightly stiffer suspension plus wider arches to cover much wider rims.

Built for stamina rather than outright speed, it's a heavy old lot, tipping the scales at nearly 1200kg and this, together with wide ratios in the road car gearbox, makes it feel less like a racer than some, but it's relaxed and friendly, much more so than the road car on which it's based. That long nose and tail – and a set of huge slick tyres – spread the envelope wide enough to contain power and speed that seem modest by comparison with the works racers of a decade earlier.



to leave the wheel flapping like a landed fish'



Above and top

Owned today by Nick Mason, chassis no 27577 still wears the livery from its second Le Mans outing in 1980. Heavily revised bodywork of the 512 BB LM was designed to promote high-speed stability on Le Mans' epic straights





Below and left
Hales back with the car he's raced twice in the Le Mans Classic – with mixed but memorable results

I had driven the car a few times before we set off for the Le Mans Classic all those years ago, so I already knew that the heavy metallic bark from those four pipes, poking out like shoots in search of light, was worse than the bite. It didn't howl like a 512S's V12; it was more of a crackly, braying sound. I'd learnt to anticipate the car's mass, make the steering input progressive and early and get the car leaning on its laden wheels sooner in the turn – you couldn't hurry it and you couldn't scrap. Try to hussle and the front end would wash wide, so you needed to be smooth, which was probably just as well because those big tyres made for heavy steering and a need to use arms and shoulders rather than a flick of the wrists.

Meanwhile the mass of transfer gears and hefty internals, with a set of ratios that spanned a theoretical 188mph top speed, gave the synchros a lot of work to do if you used the full 7000rpm, so you couldn't hurry the gearshift either. The synchros are tough, though, and should you be tempted to rush things, they would block you out and bruise the palm before shedding any teeth. The gaps between the gears might also occasionally tempt you to select a lower one in search of more acceleration and then have to shift in the middle of the corner, a strategy that always took longer than tickling the pedal and waiting for the cams.

The 24-hour track at Le Mans must be the only one in the world where the straights are almost as exciting as the bends. Some of it's the camber of public roads curved to drain water, a detail that would spook the drivers as their cars edged beyond 200mph at the end of the 1960s: Brian Redman is on record after his first outings in the 917 with the shorter tail, saying the bloody thing would use all the width of the track without any input from him. But it's also the way you get to top gear so early on and then hold it for an age, listening to the revs creeping up, 100 or so at a time. That and feeling for any vibration, any sound or smell, anything that

doesn't seem normal. I drove Nick's 512S there and it would get to 170 or so and then just hold back as if some invisible hand had grasped the car. It always felt as if it was starved of fuel because the engine was working so hard, but it was just the air clawing at the bodywork.

And then as the chicanes began to fill the screen – over to the left for the first one, keep right for the second – you had to be so careful with the brakes. It's a common factor in cars like this – use them hard for even a lap and the BB LM's pedal would grow longer and you'd end up having to pump it at. Must have been the same for the good guys in period, so how did they manage it? It's something I've asked myself many times. Tread too hard and you'd have no pedal; too little and you'd be giving speed away.

There was, too, the question of oil pressure. The BB's flat-12 engine was dry-sumped, had to be because of the layout, so why did the needle dip to zero at a Silverstone shakedown and stay there for seconds? I came straight in to see if someone had forgotten to fill up the tank, but no. Bob Houghton, who ran the car in the 1980 race, said it did exactly the same in period, and Ferrari had said not to worry. I asked Geoffrey the engine-builder for a second opinion. He took one look at the tank and said they couldn't have designed anything better... if they were looking to promote oil-surge. He drew a quick sketch and said to try that, adding that we'd find something similar on any Lola or Chevron. The alu-wizards swiftly stitched one together and the needle has never moved since.

There were all the essential rituals beforehand, too, like the workout that was lifting the massive tail and propping it on the bespoke stay so that Ben or Charles could clamber beneath, remove the airboxes and squirt neat petrol into the intakes while I sat in the cockpit and cranked the engine via a regular ignition key – complete with prancing horse fob. And then I would look up to see the attendant crowd, ears covered to keep out a wall of sound unlike anything else,

all enraptured by the whole performance. It was a stage and I was just fortunate to be the player.

The first Classic, I drove the car with Nick – a veteran of five Le Mans races in the 1970s and '80s – but the wheel-bearing incident meant we didn't finish. By 2014, Ferrari garagiste Bob Houghton had turned racer instead of mechanic and suggested we tackle the Classic once again and that he'd already asked if we could borrow the BB LM and that Nick was fine with the idea. Nick was busy that weekend though, so maybe Mark would like to sub for him...

Naturally, I jumped at the idea. The car would go back to the hunting ground for which it had been designed and Bob would be driver instead of engineer. It would be like putting the band back together.

And so the car and I duly found ourselves back at the Classic, which had become busier than ever, and the four races slightly shorter. My first outing turned out to be a touch frustrating – out came the pace car early on and it stayed out, so that was that. It's one area in which the event has become a victim of its own success. Still, there was the night stint to look forward to, for which the grid would assemble under floodlights down on the Bugatti circuit, an hour beforehand.

There's something special about the sense of occasion at this hour. It was about 1:30 in the

morning and a long row of time-served Le Mans veterans sat waiting. The anticipation of what we were all about to do, which is to dive into a black void and travel well beyond three figures on a public road, hung in night air that was chill but above ground that was warm, in that uniquely European way. Breath steamed under the lights as we made small talk to while away what seemed like an age of waiting.


And then it began to drizzle. On the car was a set of wide Avon slick tyres. Bollocks. Was it worth changing? There was no information to make any kind of sensible decision. Ben and Charles could maybe have brought the wets down in a Jeep but they were back up in the pits and I had no way of contacting them. And more to the point, was it the right thing to do? Just how wet was it?

I decided that, if it didn't get any worse, then slicks would be fine. Wets wouldn't last, and besides, I had the weight and wheelbase of a BB LM on my side. Think of it not as a problem but as a potential bonus.

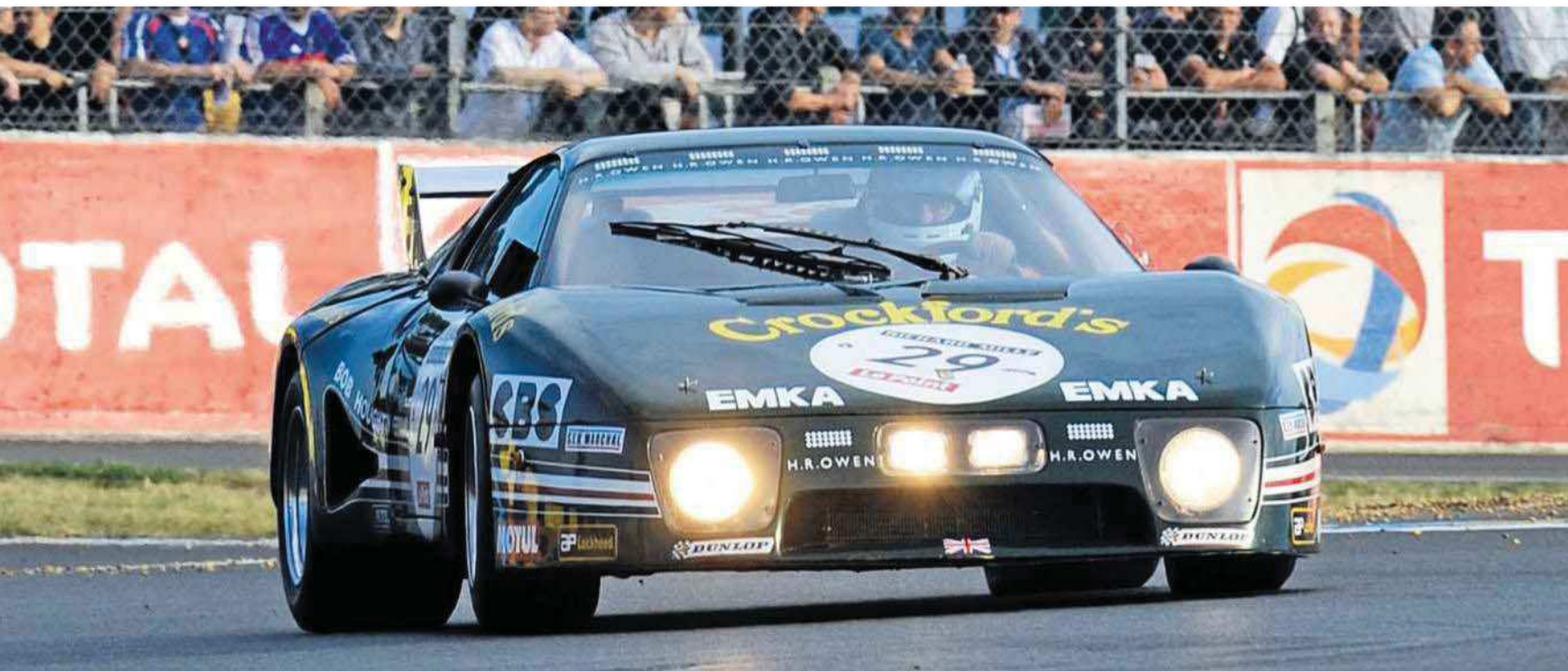
Now the wait seemed to be over too quickly. Marshals waved their arms, engines were fired up and we were shuffled onto the track, where we trundled round on the pace-car lap while I tried to create some space to experiment. Hold back. Don't lock the front wheels. Open up the entry to the turn and roll the car in with a bit

more speed than feels right, then let it lean on the front tyres. Let the car finish the job and see how much grip we've got. And be patient. Get the car straight before treading the pedal. Spin-up rears that wide and you risk going skating. But... it felt good. There were others around me clearly less comfortable so I began to get that glorious feeling of confidence that comes when you feel you have an advantage.

Sadly, I wouldn't get the chance to take it. I was already threading my way through the prototypes when the pace car came out again. Something had happened elsewhere on the 13.629km and we were back to what felt like walking pace. But in the end it didn't make any difference and, as the drizzle turned to lashing rain, even the 512's weight and wheelbase were no help. One minute I was rolling it confidently through Indianapolis and Arnage, the next I was gritting my teeth as the nose washed straight towards the grass at the Porsche Curves.

Wouldn't have been so bad if, later in the day, Bob hadn't enjoyed an uninterrupted run in glorious sunshine. Not that I wish him ill, of course. Le Mans... however you get on, you will always feel the need to go back and have another go. Unless, perhaps, you're Nick Mason. Sometime on Sunday afternoon, I received a text message. 'Like Enzo,' it read, 'I sit at home and wait for news of my cars...' 

'As the drizzle turned to lashing rain, even the 512's weight and wheelbase were no help'





TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



A fascinating new book... **Dealing in Dreams by John Collins**

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export. Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of King's and love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.

ORDER YOUR COPY SECURELY ONLINE AT TALACREST.COM



WWW.TALACREST.COM

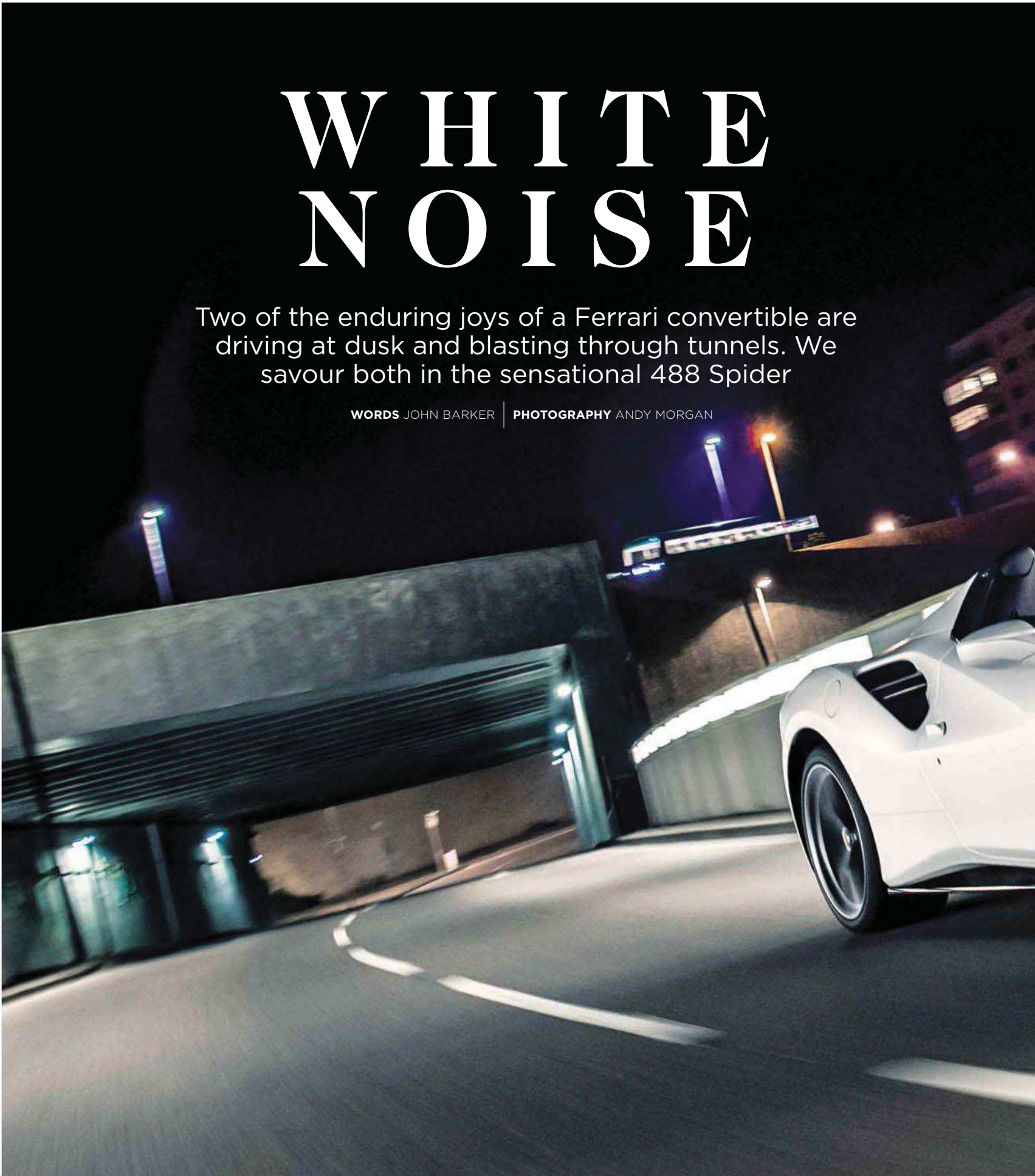
+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com



WHITE NOISE

Two of the enduring joys of a Ferrari convertible are driving at dusk and blasting through tunnels. We savour both in the sensational 488 Spider

WORDS JOHN BARKER | PHOTOGRAPHY ANDY MORGAN







I knew it was going to be loud when we entered the tunnel, but the volume and resonance still came as a sensory shock, like turning on a TV and finding that the surround-sound has been cranked to maximum. And this echoing yowl was merely the Spider's V8 on the overrun. What on Earth would it sound like hauling hard in second gear?

It was no coincidence that our photo location featured a choice selection of tunnels. Nor was it a surprise, as evening faded into night, to find that this spot at the Brighton Marina was a magnet for others. The illuminated car park beneath one of the elevated sliproads was the muster point for a gathering of cars, vans and motorbikes, and there was a relaxed, regular feel to the scene.

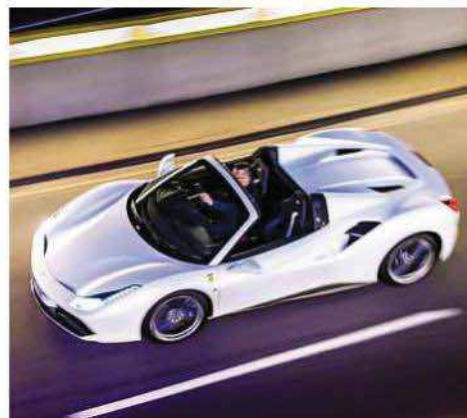
It played out like a low-budget recreation of *The Fast and the Furious*, the objective, as far as we could tell, being to arrive and depart with audible enthusiasm. Filling the air in turn were a couple of growly, fat-piped Nissan 350Zs, a parpy, single-cylinder trials-style bike, a sweet-sounding 16-valve Corolla... and at one point a seismically rumbly black AMG Merc stalking the car park.

It was so very tempting to go for a full-bore hack in the Spider but we had a couple of hours' work to get through so kept a low profile. Not easy in a Ferrari, even less so in one that's flat metallic white, or 'Bianco Italia Opaco' in Ferrari speak. As my good friend (and photographer's assistant for the day) Tim Milne and I had discovered in London earlier in the day, a white Ferrari with the roof down tells people that a) you crave attention and b) you are up for a race.

When I picked him up from his West London home, Tim insisted we should have the roof down, and he was right; on a warm day like today, the capital is a richer, more enjoyable place when you're open to the elements. Driving a coupé, you're on a mission, ducking and diving, nipping and tucking, cocooned in your own environment, air-conditioning and stereo cranked up. The world passes by like a movie. Convertibles are different.

Drop the roof and you instantly change your relationship with your environment, becoming more aware and more of a part of it. Your view goes from CinemaScope to iMax, and aurally it's like pushing the door open on a busy pub, the volume jumping up and the soundscape expanding and becoming more detailed. Teasing aromas waft in, your arms and brow warm in the sun and the wind ruffles your hair. It's such a delicious sensory experience that you drive more slowly, soaking it all up, drinking it all in.

Even so, over the years I've had an enduring love/hate relationship with convertibles, and roofless supercars in particular. Who needs a 200mph convertible? Mainly, though, I've objected on the grounds of engineering fundamentalism. When you remove the roof, there also tend to be some negative additions to the sensory smorgasbord, such as the way the rear-view mirror shakes and the steering wheel shimmies when you hit a pothole, the degraded steering response and the less precise wheel control, all because the body is less rigid. There's also all that turbulence in the



Above and left

Spider is 50kg heavier than the GTB, but Ferrari claims an identical 3sec for the 0-62mph sprint. Slightly inferior aero, on the other hand, means the top speed is slashed to a piffling 203mph

Below and right
488 loses a little visual tension in the translation from coupé to Spider, but fans of open-air motoring won't give a fig about that. It works quite beautifully as a convertible, with little turbulence even at motorway speeds

cockpit, more wind noise when you have the roof up, blunted performance because of the added weight, less security...

I admit this is a position that has become increasingly less tenable. Engineers have become better at designing open-top bodies but the biggest shift has been effected by the folding hard-top. This best-of-both-worlds, convertible-coupé solution has evolved rapidly since Mercedes revived it for its dinky SLK in 1996. Maranello's engineers built the 488 Spider around its RHT (Retractable Hard Top) and reckon that, thanks to its simple mechanism and aluminium construction, it weighs 25kg less than a motorised fabric roof would. Mind, you wonder if a mohair top would be viable at the car's top speed of 203mph. It would probably balloon so much you'd think someone inside had pulled the cord on an emergency inflatable life-raft.

No question, roof-down you're much more aware of the aural output of the twin-turbo V8 just behind you. With the manettino set to Sport, it has a 'stealth' zone, sub-2000rpm, where the exhaust gases are channelled through a quiet route. Above that, the tailpipe valves open up the more direct, less silenced route, delivering a fruity blare. Being a flat-plane-crank engine, it's not

a traditional, heavy-duty V8 note like the AMG's but it is loaded with character, and what's clearer in the Spider is just how strongly digital the shift from quiet to loud is. Occasionally you can even hear the metallic clink of the valve mechanism. Twist the manettino one notch higher, to Race, and the valves open much earlier and the saucy drawl is there almost from the get-go.

Over some of West London's lumpier roads, there are hints that the Spider isn't quite as structurally resilient as the GTB. Delve into the technical specs and you'll discover that the convertible weighs 50kg more, the premium shared between the clever roof and some strengthening to the aluminium sub-structure. In truth, the additional weight does little to blunt the performance: the 0-62mph time remains a scintillating 3sec dead and, although it does add 0.4sec to the 0-124mph time, 8.7sec is still pretty darned rapid. The Spider is virtually as aerodynamically efficient, too, getting to within 2mph of the GTB's top speed.

Sadly, there is an obvious price to pay for the Spider's folding hard-top and it's that the 660bhp bi-turbo V8 is no longer on display like a piece of art in a museum cabinet. Still, it's always fascinating watching these retracting

'NO QUESTION, ROOF-DOWN YOU'RE MUCH MORE AWARE OF THE TWIN-TURBO V8 JUST BEHIND YOU'







Specification

ENGINE V8, 3902cc, 32v, twin-turbo
MAX POWER 661bhp @ 8000rpm
MAX TORQUE 560lb ft @ 3000rpm
TRANSMISSION Seven-speed DCT, rear-wheel drive, E-diff
SUSPENSION Front: double wishbones, coil springs, electronic dampers, anti-roll bar. Rear: multi-link
BRAKES Carbon-ceramic discs, 398mm front, 360mm rear, ABS
WHEELS 9 x 20in front, 11 x 20in rear
TYRES 245/35 ZR20 front, 305/30 ZR20 rear
WEIGHT 1525kg
POWER TO WEIGHT 441bhp/ton
0-62MPH 3.0sec (claimed)
TOP SPEED 203mph (claimed)
PRICE £205,271

**Below and right**

The only regret you might have if you buy the Spider is that the twin-turbo V8 with its red, crackle-finish plenums, is hidden from view under a solid panel. Roof can be raised in just 14sec, and at speeds of up to 30mph



roofs in action and the 488's is particularly satisfying; the buttress panel flips open and the two-part roof hinges backward, overlapping as it goes, so that when it's flat on its back its curled edges sit neatly beneath the voids of the buttress panel. It can be raised in just 14sec at speeds of up to 30mph, which is handy – unless it's in free-flowing traffic on the M25 that you find yourself when it starts raining...

To be honest, in an ambient 20°C it's not an unpleasant experience; even when the rain is at its hardest there's just a refreshing mist gently swirling around the cockpit. The small, upright rear screen drops by about a third when you stow the roof, setting it to the ideal height for minimal turbulence, so there's never more than a gentle teasing of your hair, even at speeds above 150mph, apparently.

Off the motorway, the pace of the Spider compared with the GTB is not perceptibly diminished. This is a car that, shown a decent straight, has an astonishing ability to make it feel dramatically shorter than it appeared just moments before. Pin the throttle and the 488 lunges forward on a wave of torque that rapidly becomes a high-rev keening; turbocharged it may be but this is an engine that loves to rev. Somewhere around 8000rpm, the dual-clutch transmission transfers drive seamlessly to the next ratio, the acceleration uninterrupted. The engine note and the tacho needle drop but both

are instantly climbing again. Keep the throttle pinned and the Spider will repeat this a few more times before the wind resistance starts to drag at the acceleration, as it does in the GTB, only with the roof down you're much more aware of the car pushing through the air.

As poor surfaces in London had hinted, there is a slight degrading of structural stiffness, but once the Spider is committed to a turn, the same magic is there. The 488 looks and feels as wide as it is long, endowing it with an innate agility, and this combines with terrific grip to deliver a car that feels endlessly willing to carry speed and slice into, through and out of turns. Meanwhile, throttle response is incredibly crisp for a turbocharged engine, so you can precisely mete-out how much energy is driving the rear wheels and influencing the dynamic balance.

True, in the Spider there is some shimmy over potholes, and the crispness of initial steering inputs is slightly blunted, but the 488 is so willing and beautifully balanced that it doesn't diminish your engagement and enjoyment. The extra 50kg the Spider carries is all in the right place, between the axles, so weight distribution is unaffected. And the feeling in the 488 is that most of the mass of the car is low down, below hip height, so when you commit it to a turn, the physics feel like they're very much on your side.

As with the GTB, the Spider has poise to spare, so when the grip at the rear slips away,

**'THE EXTRA
50KG THE
SPIDER
CARRIES IS
ALL IN THE
RIGHT PLACE,
BETWEEN
THE AXLES'**

even unexpectedly, the transition from grip to slip and back again is so calmly dealt with by the chassis, you wonder why you were initially bothered. Understeer seems never to happen – you turn, the car obeys. And if the road surface is particularly choppy, you can always thumb the button that softens the damping and takes the sting out of the surface. I find myself doing this more than I did in the GTB, mostly because I spend more time ambling in the Spider.

It's a rather lovely late afternoon when we arrive in Brighton. Photographer Andy Morgan directs us to a quiet spot on the promenade where we can snap details and statics before it gets dark. Again, the car attracts plenty of attention, but people are unfailingly polite and courteous, asking before taking photos, even the youngsters in the Corsa practising handbrake turns.

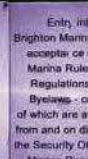
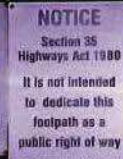
The shoot is in the bag by about midnight, by which time the local gathering has dispersed, which is a shame because they never got to hear the 488 at full voice. We're in Race mode and manual, and giving the throttle a decent squeeze in first gear on the up-ramp creates a solid, complex and rapidly escalating howl that must

sound rather as though the multi-storey car park is being sawn in half.

Gently around the curve, into second gear and just before we plunge into the mouth of the tunnel, I pin the throttle again. It's an explosion of sound, a physical, disorientating blast that penetrates deep into your core and drills into your head. And then we're out into clear air and the noise dissipates. I ease off, stunned. I was expecting a sonic blast, but not this. If this was a cartoon, I'd be Wile E Coyote, standing by a patch of scorched earth with a blackened face and a burnt taper, having returned to an ACME rocket that hadn't gone off.

Moments later, there's a light jangle and a flash from the centre console. It's a text from Andy, who was still packing away his gear when we hit the tunnel: 'That Ferrari... it's bangin'!' Sure is. It's been a lot of fun, but now it's late and we have a couple of hours of motorway ahead of us. Having thrilled us, the Spider will now soothe us. As we roll up to the next set of lights, the roof goes up and we complete our journey in what feels just like the GTB. Who said a 200mph convertible doesn't make sense? **L**

'JUST BEFORE WE PLUNGE INTO THE TUNNEL, I PIN THE THROTTLE AGAIN. IT'S AN EXPLOSION OF SOUND'



AMARI™

“The UK’s Number One Buyer for Ferrari”



We want to buy your Ferrari

All Models Considered

Top Prices Paid

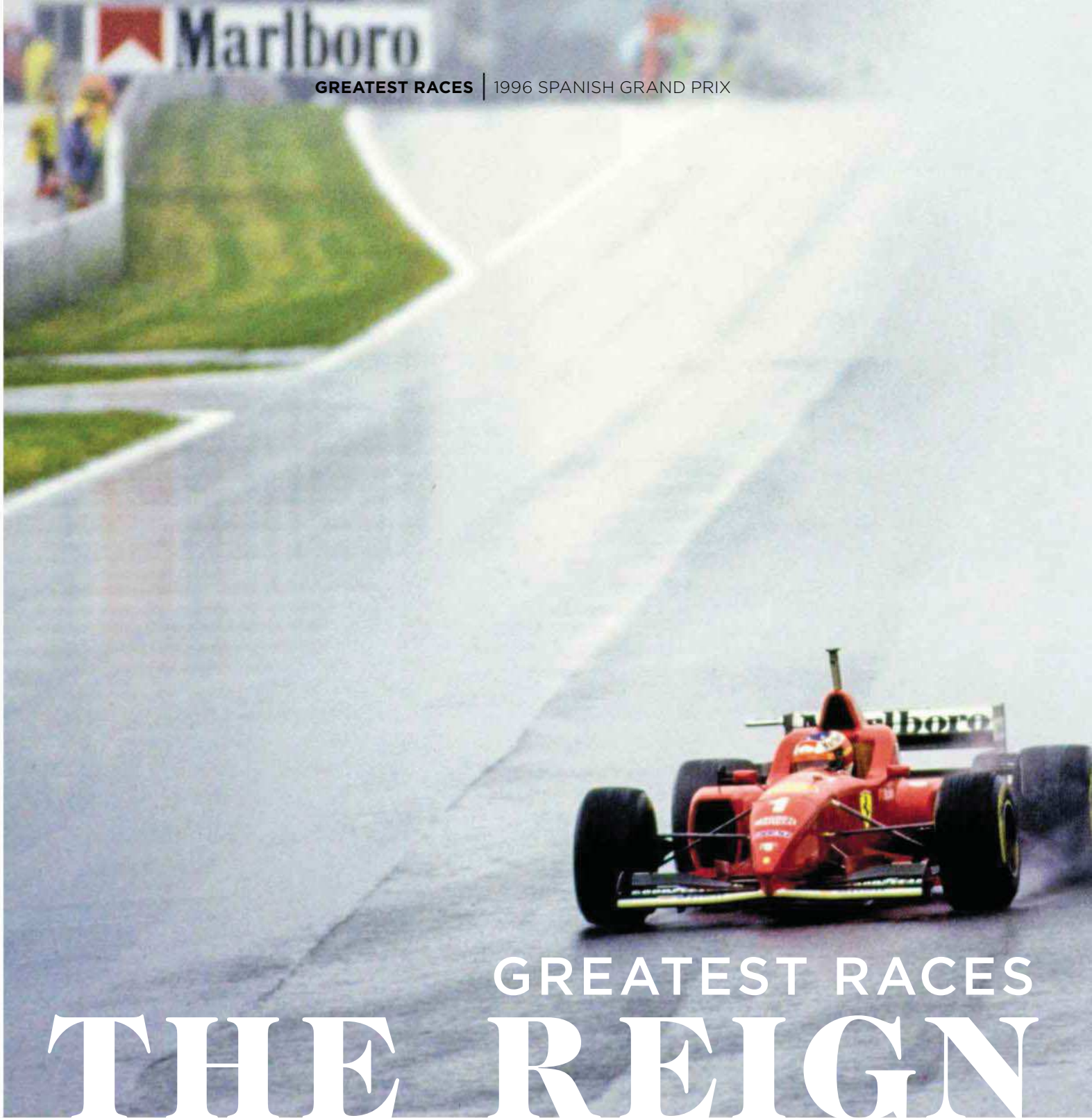
Instant Decision

Immediate Payment

WWW.AMARISUPERCARS.COM

Preston, Lancashire, PR2 5BW | +44 (0) 1772 663 777 | sales@amarisupercars.com





GREATEST RACES | 1996 SPANISH GRAND PRIX

GREATEST RACES
THE REIGN
IN SPAIN

In atrocious conditions at the 1996 Spanish GP in Barcelona, Michael Schumacher was all-conquering

WORDS ANDREW FRANKEL | PHOTOGRAPHY LAT



Sometimes the meaning of words changes according to who is saying them. Take this quote about Michael Schumacher's performance in the 1996 Spanish Grand Prix as an example: 'That was not a race. That was a demonstration of brilliance. The man is in a class of his own. There is no-one in the world anywhere near him. I do not think there has ever been a driver who is so far clear of the field in terms of ability. It was one of the most fantastic demonstrations of skill I have ever seen, up there with Senna and Fangio.'

Had they been uttered by Schumacher's manager, Willi Weber, or spokesperson Sabine

Kehm we might not take them quite as seriously as their apparent gravity suggests. Spoken by Stirling Moss, possibly the only other person alive guaranteed also to figure in anyone's list of greatest racing drivers of all time, they mean something else altogether. And when you look more closely at what Schumacher achieved in Barcelona that day, it's not hard to see why.

BUT FIRST A LITTLE CONTEXT. By the time Michael Schumacher joined the Scuderia for the start of the 1996 season, he was already a double world champion, the man who took the Benetton team and by means both fair and, on occasion, foul, vanquished the seemingly insuperable Williams team. By contrast, Ferrari

'Ferrari was in the middle of its longest fallow spell since the early '50s'

was in the middle of its longest fallow period since the Formula 1 world championship had started in 1950. Not since 1979, 17 long seasons ago, had one of its drivers carried off F1's ultimate prize.

But a championship title is a child of many parents, and it would not be until the turn of the century that Ferrari was able to put together the team including Rory Byrne and Ross Brawn that was required to consummate the deal. But a single race? That was different. Just occasionally circumstances might contrive to magic a victory out of, well, almost nowhere at all.

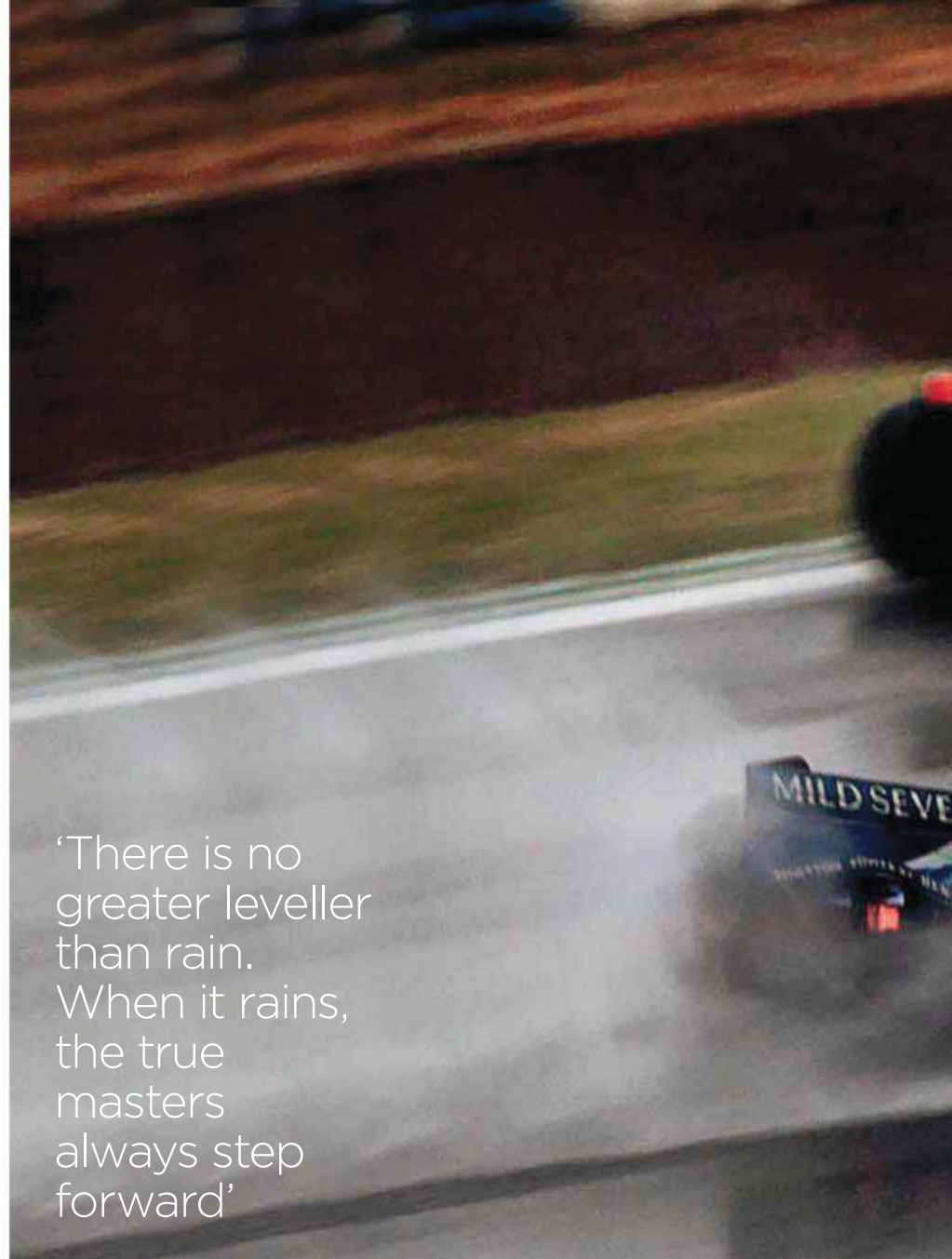
To understand the enormity of what Schumacher achieved that day, we need also to understand where Ferrari lay relative to the opposition at the time. In comparison to the rampant Williams team, that was precisely nowhere. Yes, he did qualify in third place behind the Didcot pairing of Damon Hill and Jacques Villeneuve, but that said everything about the man behind the wheel and the fact that, even by his own admission, he did a perfect qualifying lap – and very little about the truculent, aerodynamically inexact Ferrari F310 at his disposal. Even so, he was still over a second off Hill's pole pace. Eddie Irvine's sixth place on the grid, achieved after extensive testing at the track and behind both Benetton drivers, was a far more accurate estimation of the Ferrari's real pace.

Such speed as the F310 did possess came, in traditional Ferrari fashion, courtesy of its engine. With rules reducing engine capacity to just 3 litres, Ferrari finally abandoned its beloved V12s that – turbo era aside – had served in its cars since, ironically enough, the 3-litre formula was first introduced in 1966. The new V10 was seen to offer similar power to a V12 with better torque and fuel consumption, thanks in part to lower frictional losses, and with the bonus of a shorter, stiffer construction.

Schumacher, fresh from a Benetton powered by a Renault V10 believed to be the best engine on the grid, had no complaints about his new car's power at all. By contrast, Irvine had rather greater grounds, not least because by the end of the season he would have retired from ten of its 16 rounds, including a stretch of eight on the trot, starting in Spain.

As for the car, the Ulsterman dismissed it as 'almost undriveable' while even its creator, John Barnard, conceded that it was not one of his better designs. Indeed it and its F310B update would be the last cars he'd design from his Guildford Technical Office, and the last Ferraris to date not designed and engineered in Maranello. Byrne and Brawn replaced Barnard in 1997 and set out on a path that would deliver five Drivers' and six Constructors' World Championships between 1999 and 2004.

But, back in Spain in 1996, Schumacher was so unsure of his chariot that in practice he tested two entirely different set-ups, not in the least sure of which one represented the right way to go. It was already looking like it might be a very long weekend.



'There is no greater leveller than rain. When it rains, the true masters always step forward'

And then the drivers woke up on Sunday morning, looked out of their hotel windows and were greeted by an entirely different world to that in which they had qualified the day before. It wasn't just raining; it had been raining steadily and heavily for hours. Some would no doubt have gone happily back to bed but not, I suspect, Michael Schumacher. Always the hardest working driver in Formula 1, he will have bounced into the pits that morning and greeted his engineers with something of a spring in his step. In racing there is no greater leveller than rain, and, when it rains, the true masters always step forward.

Moss was uncatchable in the rain, as was Jim Clark. At the 1968 German Grand Prix, held in deluge conditions, Jackie Stewart won the race and was out of the car and spectating before the next car came by four minutes later. Ayrton Senna was in a league of his own when he won his first Grand Prix at a wet Estoril in 1985 and again when he won his last at Donington in 1993. In similar conditions at the fast and challenging Circuit de Catalunya,





Clockwise from left

The F310 had a fine engine but its chassis was a long way behind the Williams-Renault's, which just made Schumacher's drive all the more remarkable; here (main pic) he blasts past Berger's Benetton and (above right) chases down one of the Williams. It had been raining for hours when the cars took to the grid



'You didn't need a stopwatch to tell Schumacher was going faster than anyone else'



'By the end of the second lap, six cars, almost a third of the field, had crashed or spun off into retirement'

Above
After a slow start that saw him down in seventh at the end of the first lap, Schumacher had to fight his way through the field, past both the front-running Williams and both the Benettons

Schumacher would have reckoned that his talent would make up for the manifest shortcomings of his car. If he could just wrestle his way through at the start and get the Williams pair behind him, he'd have backed himself to keep them there.

It was Helmuth von Moltke, a 19th-century head of the Prussian army, who said 'No battle plan ever survives first contact with the enemy', and so it proved at Barcelona. Had the race been held today it would have been started behind a safety car or not at all, but back then, while there was talk of a rolling start, it came to nothing and all the cars lined up as usual. For Ferrari, the good news was that Hill was indeed slow away from pole, the bad that Schumacher, troubled by a sticky clutch, was even slower. Passed by both Benettons at the end of the first lap, he was down in seventh place.

To give you some idea of the conditions, by the end of the second lap, six cars, almost a third of the field, had crashed or spun off into retirement, including Irvine. Visibility was so bad that, to this day, David Coulthard is not sure whom he tangled with to end his race.

The only person who could see was Hill's team-mate, Jacques Villeneuve, and in a car designed by Adrian Newey on a circuit now legendary for the advantages it confers on cars with effective aerodynamics, he should have scampered away. But he didn't. And Schumacher wasn't letting his early setback put him off his stride.

He was further helped by Hill, who appeared completely unable to cope with the conditions and spun three times in seven laps, finally ending in the wall and out of the race. By the time of the first of these spins, Schumacher was already lining up Gerhard Berger's Benetton for third place; five laps later he was past Jean Alesi's sister car for second, and three after that he displaced Villeneuve from the lead. Simple as that.

Those who saw him thereafter witnessed a man in a race of his own. As if to atone for uncharacteristically binning his Ferrari at the previous round in Monaco, it seemed as though Schumacher had challenged himself not merely



‘The car was clearly not firing on all ten, and yet still the gap grew’

Left The reaction of the pit crew said it all; they had witnessed something that touched genius at the Circuit of Catalunya. Schumacher's first win for Ferrari would be one of his greatest



far slower affairs than today thanks to refuelling requirements, and yet even when he rejoined the next best car was still over a minute behind the ailing Ferrari.

Only then, and with his point proven in the most dramatic and unambiguous way, did the World Champion ease off the throttle, cut back on engine revs and cruise to the finish. Even then he was still 45 seconds ahead of Alesi and 48 seconds ahead of Villeneuve. Everyone else had been lapped.

Michael Schumacher would win twice more that season, memorably at Spa and again at Monza in front of the adoring *tifosi*, dragging Ferrari up to second place in the Constructors' Championship in a car that probably had no business being anywhere near the sharp end of such a competition.

But when I look back at the myriad victories and titles Schumacher would deliver, Spain in 1996 is always the one I remember most fondly. Not because it was his first for Ferrari – though it was – and not even because it was his best, because I don't feel in a position to make such a judgement. It's a race I love to think about because it's the one that convinced me that Michael Schumacher was not the pantomime villain of F1 the Damon-loving British press had made him out to be. Yes, he had flaws and some of his driving while at Benetton was indefensible. But at Barcelona that day I saw an F1 car being driven in a way I'd not seen since Senna's opening lap at Donington three years earlier.

But this demonstration lasted an entire race and, by the end of it, I was as convinced as I remain today that Michael Schumacher was in a league of his own, the best driver of the post-Senna generation. To this day I have seen nothing from either Lewis Hamilton or Sebastian Vettel – brilliant though both undoubtedly are – to make me modify that view. **E**

to show the world that he was the best driver in the business, but by a margin that not even the most ardent fan of Williams, Hill or Villeneuve could contest.

As cars and drivers succumbed to water-induced failures – half the field was *hors de combat* before one third of the race was complete – you could see those who remained go into survival mode. Just get to the finish, they thought, and there would be points to have. And they were right even in those days when points were awarded only to the top six finishers, because that's how many made it to the end.

Schumacher took a somewhat different view. Even then, relative speed at the level of F1 was hard to see because a car going down the road at 180mph looks much the same as one doing the same at 170mph, but you didn't need a stopwatch to tell Schumacher was going faster than anyone else: you just needed eyes. He was visibly faster than anyone else. Nor was this a Prost-like exhibition of precision driving; indeed at times it looked as though someone

of finest Scandinavian rallying stock had slipped behind the wheel of the F310.

I've forgotten almost every Grand Prix I've watched in the intervening 22 years, but not this one. This was car control of a kind I'd not seen in F1 since the days before downforce made it more efficient to drive without a significant yaw angle. Yet here was Schumacher throwing this undeveloped, aerodynamically flawed Ferrari around like it was a Mk2 Escort. In F1, gaps are measured in tenths, hundreds and occasionally thousandths of a second, but not today. On certain laps he was three entire seconds quicker than anyone else on the track.

But that's not what was most staggering about what Michael Schumacher did that day. It is that he did it with a car that was not only uncooperative, but sick as well. Early on in the race, his engine had sounded a little rough, but by half distance it was clearly not firing on all ten, and maybe not even nine. And yet still the gap grew. He pulled in for his second and final pit-stop on the 42nd of 64 laps; these stops were

01692 538 007
07831 379 111



THE OLD RACING CAR COMPANY

www.OldRacingCar.co.uk
rkent@oldracingcar.co.uk



1951 Ferrari Monoposto Chassis #102

Eligible for all World Class Historic Events

Restored by DK Engineering

This highly eligible early Ferrari Monoposto is already a veteran of the Goodwood Revival and Monaco Historique and would be a welcome participant in any World Class Historic Event.

According to Ferrari Classiche Chassis #102 was originally sold to Giovanni Bracco in March 1950, and later resold to Giannino Marzotto. It featured a 12-cylinder 2.5 litre engine and De Dion rear axle, and was raced by Dorino Serafini at Syracuse GP and Pau GP in March 1951.

In 2008 it was the subject of a chassis-up rebuild by renowned Ferrari specialists DK Engineering, having been invited to run at the Goodwood Revival, and has been a regular participant in international events since the 1990s. **LPOA**

1959 Ferrari 250 PF Chevy



Ex-James Allington TR59R



1970 Ferrari 365 GT 2+2 RHD



1981 Ferrari 308 GTB RHD 'Spyder'



Ex-Mille Miglia Alfa 1900



Maserati Bora 4.9 Rare RHD



Ex-Regis Fraissinet 250 TR60R



1957 250 TdF Recreation



1974 Ferrari 365 GT4 BB RHD

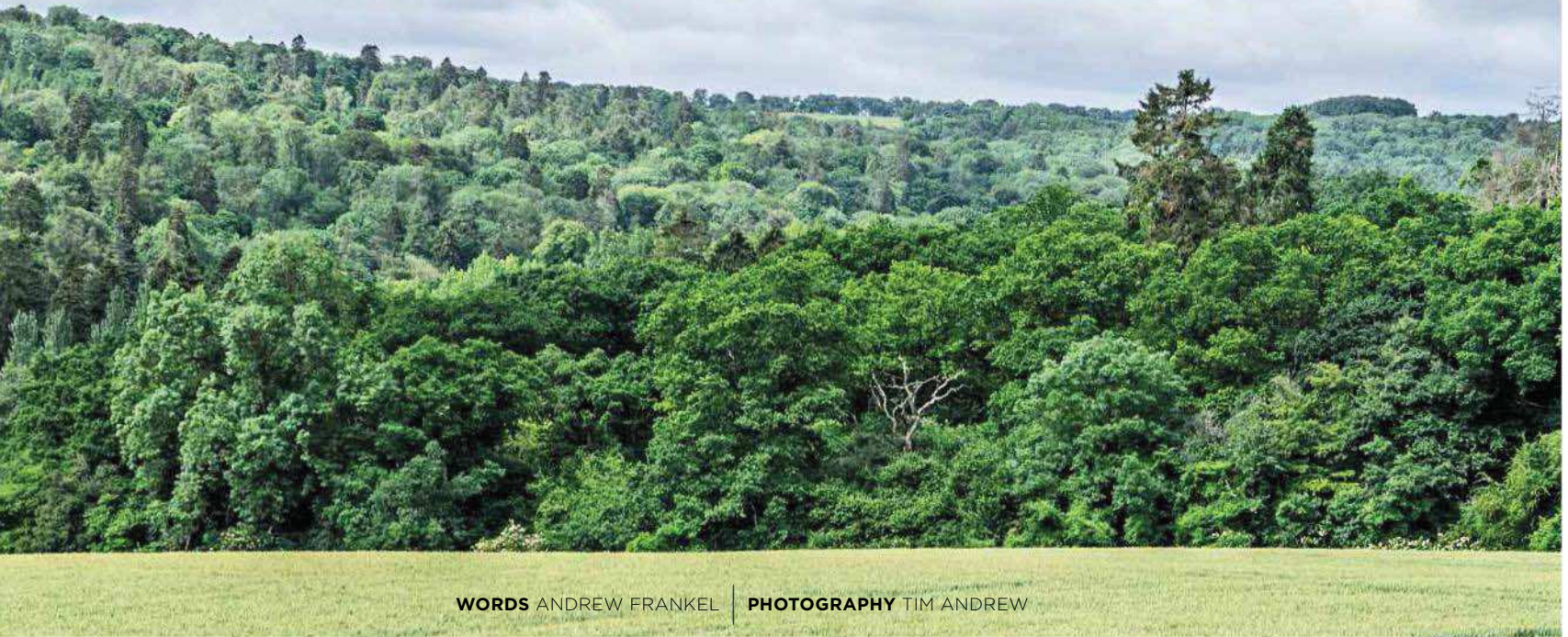


Follow us on Instagram (@oldracingcarcompany) to see all the latest new stock



COUNTRY CLASSIC





WORDS ANDREW FRANKEL | PHOTOGRAPHY TIM ANDREW

It was what Enzo himself drove. It was also the best-selling Ferrari of the early '60s. We take a 250 GTE for a drive in the English countryside



'The starter motor churns only briefly before the V12 music begins'

If you were to compile a shortlist of the most important Ferrari road cars, most of its members would not be hard to choose. There'd be the 275 GTB, the 365 GTB/4 Daytona, the Dino 246 GT, the F40 and so on and on, up to the LaFerrari. But how many of you would include this one, the car known variously as the 250 GT 2+2, the 250 GTE and 250 GT/E? Not many, I'm guessing.

But you should. For this was the car that was not only Ferrari's first successful volume production car, it transformed the business from cottage industry to major manufacturer and, in the process, began a brand new model-line for Ferrari that endures to this day. By the time production ceased in 1963, more than 950 examples had been sold, a hitherto unprecedented number for any Maranello product. Not bad for a car that at one time was thought fit for nothing more than to be butchered to make fake 250 GTOs and SWBs. So next time you see a GTC4 Lusso, an FF, a 612, a 456 or any other four-seat Ferrari, just remember it all started back in 1960 with the car you see here.

Ok, there will now be those among you ready to point out those Ferraris bodied in the 1950s by such coachbuilders as Vignale and Ghia that were also, in theory at least, capable of carrying more than the regulation two occupants. But these were ultra-low-volume cars and never part of the mainstream Ferrari model line-up. It was the 250 GTE that was Ferrari's first production family car.

If it seems strange that the GTE didn't come sooner, given that the likes of Aston Martin had a 2+2 in production by 1953 and that Maserati had found its business transformed in 1957 by the introduction of the 2+2 3500 GT, you need remember only that Ferrari was rarely, if ever, first out of the blocks with such innovations. But the success of the Maserati and, latterly, the





Aston Martin DB4, meant that this was a market altogether too lucrative to ignore.

Its design, however, suggests that Ferrari was still not certain it would be a success. For most engineers charged with adapting a chassis to accommodate four people, job one would likely be an extension to the wheelbase. Instead, Enzo Ferrari chose to retain the same 2600mm wheelbase as the standard two-seat 250 GT and change almost everything else.

So the engine was pushed forward by 200mm, the track pumped out at both front and rear, and Pininfarina was commissioned to design a body that was not just longer, but wider and higher, too. With a repositioned fuel tank, the result was a car with the ability to seat four, not occasionally or merely in an emergency, but as an everyday proposition for a family with two children. They didn't even have to be that small. And it came with a boot more than big enough to swallow the holiday luggage of a family keen on careful packing.

Also, Enzo made no attempt to adapt the engineering to suit what was, in effect, a brand new role for a Ferrari road car. In the nose of the spaceframe chassis sat the already-old, single-camshaft-per-bank Colombo V12, still bearing the 58.8mm stroke that had first been introduced in 1948 (and which would continue until 1967).

It had the same 2953cc capacity as the Testa Rossas, SWBs and GTOs, but came with a rather conservative 8.5:1 compression ratio compared with the 9.8:1 used by the sports-acers, and was fed by three 36mm twin-choke Weber DCF carburettors. Claimed outputs range from 235 to 240bhp at 7000rpm. It ran through a four-speed gearbox fitted with a Laycock de Normanville overdrive on top gear.

The chassis was Ferrari convention itself: a coil-sprung double-wishbone arrangement at the front was matched by a leaf-sprung live rear axle at the rear, with disc brakes at all four corners. You could use exactly the same description to describe the chassis of the 175mph 250 GTO.

For Ferrari's most street-oriented product to date, Enzo chose a somewhat unorthodox venue for his new car to make its world debut: it turned up unannounced at the 1960 running of Le Mans, not as a competitor but a course car. It seems that Ferrari was keen to maintain the racing association and it clearly brought good luck, sparking a run of six successive wins for the Scuderia in the French classic.

Its more formal debut came later that year at the Paris Salon, the first right-hand-drive car being shown at the London Motor Show at Earls Court, wearing dark blue paintwork with



‘Almost as soon as we’re off the premises, the GTE starts surprising’



a pale blue interior. And while the colours have changed, the car has not. For the car seen here in Grigio Nürburgring paint is the Earls Court car, chassis 2185, owned for the last 30 years or so by renowned Ferrari restorer Bob Houghton.

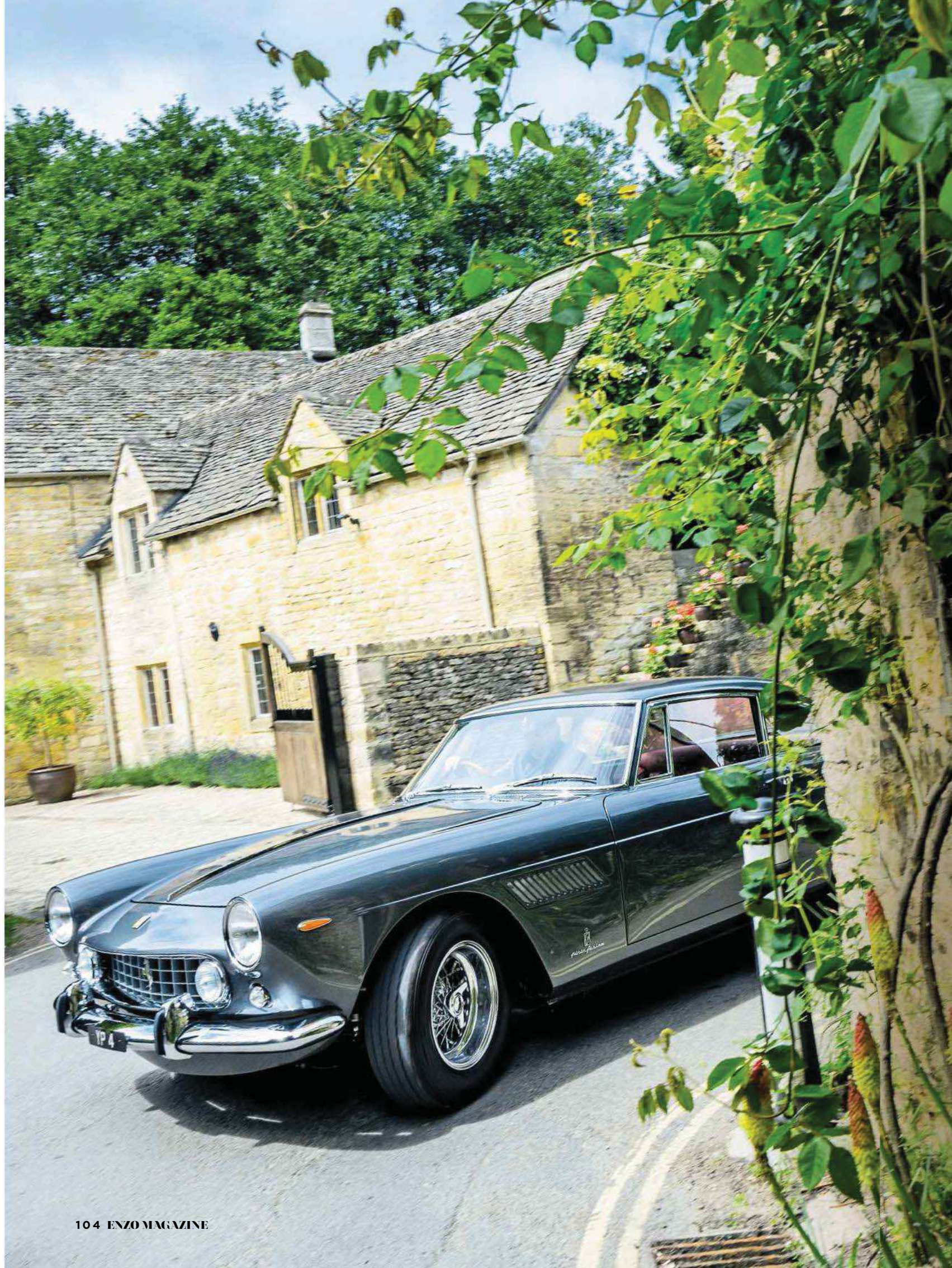
Bob uses it regularly, so much so that he's had a special leather-trimmed platform made, which slots in over the rear seats to provide the perfect perch for Jack, his black Labrador. Bob and Jack are in good company: Enzo Ferrari had a GTE of his own and his son Piero has been quoted as saying: 'He loved the 2+2... this was his personal car. My father was normally driving himself, but he always had a driver with him, and a little dog. So, for him, a two-seat car wasn't enough.' The primary difference, then, is that there is nothing 'little' about Jack at all.

Bob's GTE has just emerged from its own restoration and looks suitably magnificent. It may not be one of Pininfarina's greatest beauties, but the way such interior space has been packaged within such a svelte shape is admirable. To me, only its rather upright nose is a little too formal, but this was a Ferrari for business folk, so perhaps it is to be expected.

There are no such qualms about the interior, for it is nothing less than exquisite. This is a world populated by acres of the finest leather, chrome-rimmed Veglia dials with their spidery numerals set on grey backgrounds, and that stunning alloy-spoked, wood-rimmed Nardi steering wheel. There are chunky push-buttons for ancillary operation, sliders for the ventilation (air-conditioning was not even an option at this

Above and left

Surprisingly, the 2+2 used the same wheelbase as the two-seater berlinettas of the day, so the designers did well to create so much rear seat space. Details, from window catches to classic Borrani wire wheels, have a functional elegance



'The V12 will pull without complaint from below idling revs in any gear'

time) and, on the right, a simple key slot that, in traditional Ferrari fashion, you twist and push to fire the motor.

The starter churns only briefly before the V12 music begins. To me, this is the song, the one I would play to anyone asking me to define what I love most about cars by sound alone. I've heard it in so many places throughout my life and its infinitely complex, multi-layered harmonies never fail to stir my soul.

That said, I have my expectations of this car under quite close control. This is a big car and its 1400kg heft represents a lot of mass by Ferrari standards. It has agricultural rear suspension, soft springs and unassisted worm-and-roller steering. So I'm expecting something heavy, not that quick and, because the motor has been pushed all that way forward, fairly cumbersome, too.

Bob has earmarked some roads for us, and almost as soon as we're off the premises the GTE starts surprising. The steering is not heavy at all, and nor has its lightness been achieved by that old and crude trick of gearing it so low you have to twirl the wheel like a maniac just to negotiate a roundabout. Instead it operates through just 3.5 turns and with a commendably tight lock – one advantage of the decision not to extend its wheelbase.

And I'm just loving the gearbox. This may be the name-drop to end them all, but the only previous four-speed Ferrari 'box I've driven was in Stirling Moss's TT-winning alloy-bodied 250SWB and this one feels equally indestructible and precise. It's not an especially quick shift,

but its meaty feel and absolute absence of any lost motion is simply outstanding.

For now, the engine is content to woofle along, revs low, warming the oil in its sump until the needle on the gauge lifts off its stop. It is so smooth and exquisitely balanced it will pull without complaint from below idling revs in any gear. As you might expect from a medium-sized engine with a dozen cylinders, maximum torque is modest – just 181lb ft developed way up at 5000rpm, but the curve is gentle and suits the car's grand touring aspirations to perfection. When you consider that this engine was also a multiple Le Mans-winner in the 1950s and '60s, mounted in purpose-built prototypes, you get some idea of its incredible versatility.

The road opens out. Of course I *could* just make use of the motor's flexibility and merely flex the toes of my right foot. But I'm done with cruising and want to drive this car like I'm hoping all Ferraris demand to be driven. So down goes the heavy clutch, across and back comes that black-topped, steel shaft. I then reapply the power hard.

The GTE does not leap down the road, but nor does it amble. The exhaust note hardens as a rising crescendo of thrust propels you forward with ever-increasing urgency, the engine sounding happier with every additional 1000rpm. These motors are near-bulletproof and have been buzzed way past 8000rpm with no adverse effect, but Bob's is new so today we're not even going to the 7000rpm at which peak power is produced. Even using peak

torque as a change-up point, you get to experience the GTE in full flight, and it is an unexpectedly impressive and majestic thing. Even by modern standards the car feels rapid, so strong in fact that I later ask Bob whether the engine has been breathed upon at all. He gives me an old-fashioned look and says it's standard from end to end.

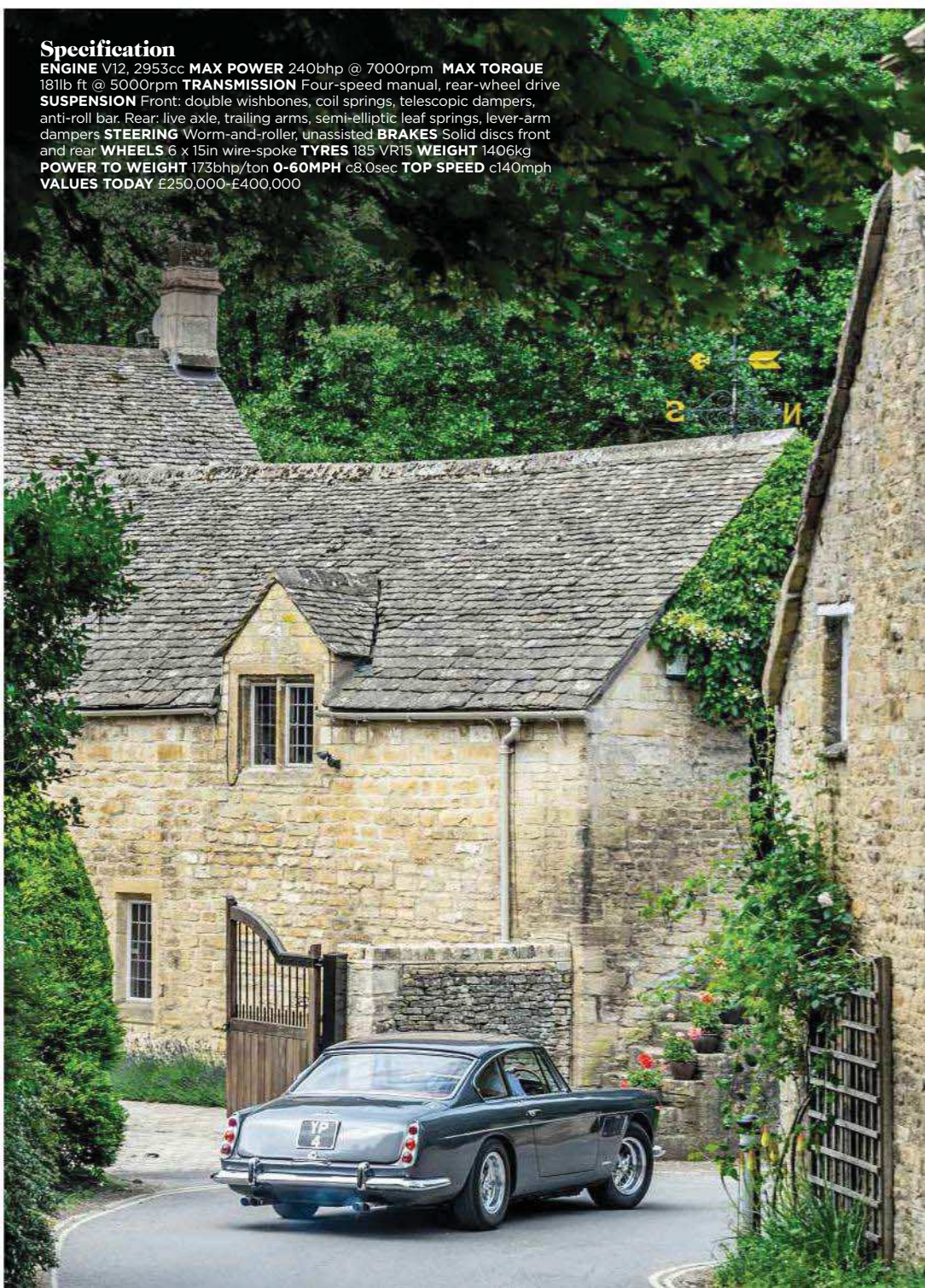
Which I am sure it is, but, as with the rest of the car, it is clearly in outstanding health. Everything about the GTE is better than I'd imagined. It's quicker yet quieter, more nimble yet comfortable, so much so that I begin to wonder whether this is not, in fact, the most under-rated Ferrari of them all.

Soon I've almost forgotten its extra weight, seats and length. It's flowing gently but accurately from apex to apex, sitting securely on its Avon-clad Borraris (Pirelli Cinturatos would have been standard when new), its well-cushioned ride belying the primitive nature of its rear suspension. I'm told that GTEs suffer quite pronounced understeer if pushed harder than they care to go, but this seems neither the day nor the car for such behaviour. Grip levels are more than adequate when driving as fast as I want to make the GTE go, and I delight instead just in feeling the car working beneath me.

But I don't have long enough and, yes, you could say as much about any drive in almost any Ferrari. But I mean it more literally here: by the time I have to return the GTE to Bob, I know I've still not seen this car at its best. For a few hours marauding around the Cotswolds is a lovely way of passing the time, but the GTE was born for far greater things. A thousand high-speed miles knocked off in a couple of days with the kids snoozing in the back. I know you can't do it any more, but I'd bet plenty that the V12 would allow the car to cruise all day long at 120mph in overdrive top in effortless comfort.

Still, I'm delighted just to have made its acquaintance, for the Ferrari 250 GTE was not what I expected at all. No, it was neither the fastest Ferrari I've driven nor anywhere near the most exciting. It's not the most spacious or the most beautiful, either. But the most surprising relative to my expectations? That distinction it claims for itself, and at a canter. **1**

'I'd bet plenty that it would cruise all day at 120mph in effortless comfort'



Specification

ENGINE V12, 2953cc **MAX POWER** 240bhp @ 7000rpm **MAX TORQUE** 181lb ft @ 5000rpm **TRANSMISSION** Four-speed manual, rear-wheel drive
SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, trailing arms, semi-elliptic leaf springs, lever-arm dampers **STEERING** Worm-and-roller, unassisted **BRAKES** Solid discs front and rear **WHEELS** 6 x 15in wire-spoke **TYRES** 185 VR15 **WEIGHT** 1406kg
POWER TO WEIGHT 173bhp/ton **0-60MPH** c8.0sec **TOP SPEED** c140mph
VALUES TODAY £250,000-£400,000

VINTAGE, HISTORIC & CLASSIC CAR SERVICES



Jim Stokes Workshops have a global reputation for:

- Maintenance & Restoration
- Engine Building & Rebuilding
- Engine Manufacture
- Component Manufacturing

Ferrari 250 GTE engine rebuild and refit

Telephone - +44 (0)2392 254488 Email - info@jswl.co.uk
Pipers Wood Industrial Estate, Waterlooville, Hampshire. PO7 7XU UK

JSWL is a part of the JSW Group

 @jimstokesworkshops



jswl.co.uk



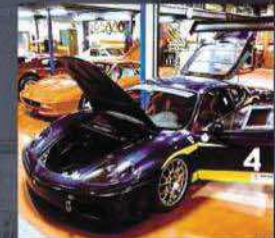
SERVICE



SALES






RESTORATION



RACE

BOB HOUGHTON FERRARI SPECIALIST IS LOCATED IN THE HEART OF THE COTSWOLDS IN GLOUCESTERSHIRE. WITH A GLOBAL CUSTOMER BASE AND EXTENSIVE FERRARI EXPERTISE WE'RE PROUD TO HAVE FACTORY TRAINED, EXPERIENCED AND KNOWLEDGEABLE TECHNICIANS. OUR EXTENSIVE RANGE OF SKILLS ENABLE US TO MAINTAIN YOUR FERRARI, MASERATI AND LAMBORGHINI.

TEL: 01451 860794 FAX: 01451 860424 EMAIL: russell@bhferrari.com WEB: www.bhferrari.com

 @bobhoughtonltd  @bobhoughtonltd  bobhoughtonltd  Bob Houghton Ltd, GL54 3JD

DEDICATED FOLLOWERS OF PASSION

WORDS PETER TOMALIN | PHOTOGRAPHY ASTON PARROTT & FERRARI

Passione Ferrari was a weekend-long festival of racing (and more) at Silverstone. We went along to soak up the atmosphere and chat to some of the participants



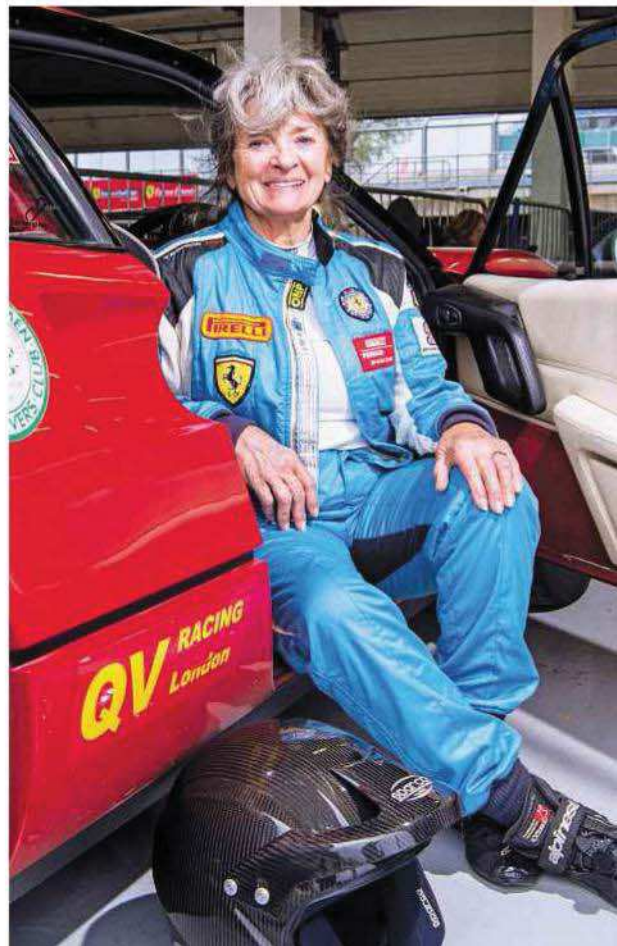


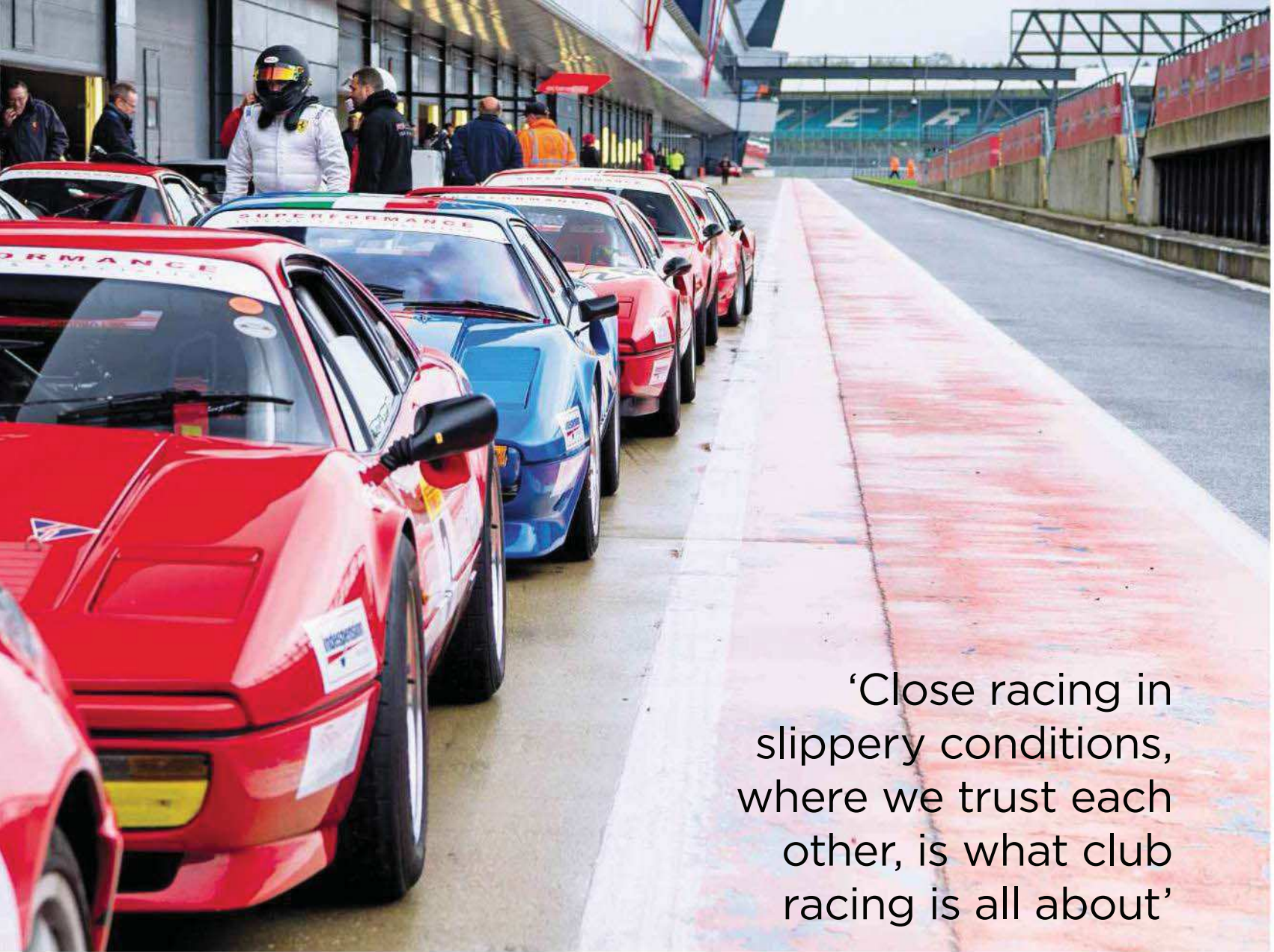
You hear them long before you see them. The distant, unmistakable wail of high-revving race cars, punctuated by whipcrack gearchanges and a crackling fusillade of exhaust gunfire as drivers get hard on the brakes for the next turn. I'm barely through the Silverstone barriers and already my heart is beating that little bit faster. It's been a while since I've been to the 'home of British motorsport', and much has changed here in recent years, but that ability of racing cars to accelerate the pulse and heighten the senses never changes. It's good to be back.

We've come to the Northamptonshire circuit for a new event called Passione Ferrari. Actually, it's not entirely new – what we're looking at here is an expanded version of Ferrari Racing Days, which has previously taken place towards the end of the season. Passione encompasses not only rounds of the Ferrari Challenge Europe, but also the Ferrari Owners' Club GB's own race series. Add trackdays, lots of Ferrari UK dealer activity, including test drives on the circuit in the latest showroom models, throw the gates open to owners, customers, club members and *tifosi*, and you have all the ingredients for a full-on weekend of Ferrari fever.

But it does need the weather to play its part, too. Unfortunately on Saturday it's wet and overcast in a way that British race circuits manage with more conviction than most. But Sunday is at least dry and fine, if not exactly balmy, and there's a definite buzz around the paddock and pitlane. Nowhere more so than in the pit garages that have become home for the weekend to the Ferrari Owners' Club and the cars and drivers taking part in the latest round of the Pirelli Ferrari formula classic (and yes, I think it should have capital letters, too, but that's trendy marketing types for you).

The cars are assembling in the pitlane when we arrive: everything from mildly modified mid-70s Dino GT4 road cars to late-90s 355 Challenge racers, but split into classes to give everyone a chance of going home with a pot or two. Practice and qualifying were yesterday; now we're counting down to the first race of the day. Most of the drivers are in the cars, race faces firmly on. I decide this is not the time to be asking them lots of silly-arse questions, so wander off with photographer Aston to find a vantage point and





‘Close racing in slippery conditions, where we trust each other, is what club racing is all about’



Opposite and left

Pauline Goodwin and Tim Mogridge race in the Owners' Club's Pirelli Ferrari formula classic series, which is sharing the Silverstone bill with the factory-backed Ferrari Challenge. Classic racers include Mondial (above) and 308 GTB (far left)

watch some of the action. The track's still drying out but there's a close-fought battle at the front of the field between the 355 Challenge cars of Wayne Marrs and Tim Mogridge and the 328 GTB of Gary Culver. The racing is fast and competitive but also clean and fair – just how club racing should be. At the flag, Marrs just pips Mogridge by half a second. At the prizegiving in the pit garage soon after, the applause for Marrs and the other trophy winners is warm and genuine. Many of these cars are run on a shoestring in comparison to the current Challenge cars further down the paddock, but the enthusiasm – the passion – is unmistakable.

Afterwards I catch up with two of the drivers – second-place man Tim Mogridge, and Pauline Goodwin, who's just returned to racing after some time away. Pauline first, and clearly she's still



‘Froggatt started racing only around 18

buzzing from the excitement of being back on track in her 328 GTB. ‘I managed a very dynamic start!’ she tells me. ‘There was a corridor down the middle and I just thought “go for it!” and I must have passed four or five cars. They soon came past me again – but it was very exciting. I’m a hill-climber usually, so the start is my forté, I suppose.’

She’s not kidding. Last year at Loton Park, in her 328 hillclimb car, Pauline set a new FOC championship record off the line (0-64ft in 2.14sec). ‘I’m still living on that!’ she laughs.

A former canoe slalomist who competed in the 1972 Olympics, she first tried motorsport 13 years ago. ‘Every big birthday I have a new challenge, and motorsport was my 60th birthday challenge,’ she beams. Hill-climbing came first and the following year she started racing too, competing in group 3 for essentially standard road cars. ‘I think I’ve always been competitive. I was towards the back of the grid today, but I was very determined not to finish last!’

Very much at the sharp end of the grid was Tim Mogeridge in his 355 Challenge. ‘Qualifying was extremely wet. We’re on trackday tyres, which are great in the dry, very bad in the wet, so I was very pleased to get pole. Unfortunately Wayne and Gary – both great racing mates – got

me very early on, so then it was fightback time! I managed to get past Gary but Wayne did a brilliant job defending and made his 355 very wide and difficult to get past. Meanwhile Gary’s nibbling away, trying to get past me!

‘That kind of close racing in such slippery conditions, where we trust each other, is what club racing is all about. And in the paddock; we all own our cars and support each other. The camaraderie is fantastic.’

THERE’S CAMARADERIE, TOO, at the other end of the paddock. There are also some properly impressive support trucks – and some seriously impressive catering arrangements. The Ferrari Challenge is big business, be in no doubt, but the guys who race in it – mostly keen amateurs of substantial means – are just as passionate about their sport as the club racers.

For those unfamiliar with the Challenge, it’s the globe-spanning official Ferrari race series, broken down into three regions – America, Europe and Asia/Pacific. This is the Challenge Europe, and Silverstone is hosting Round 2 (of six) of the 2018 series. It all culminates with the ‘world finals’, usually in Italy, where the leading drivers from all three regions come together and the overall winner is crowned world champion.

Just to make it a little more complicated, there are categories within the series – in Europe you have the Trofeo Pirelli, which is for the really serious drivers, some of whom will have raced professionally, and the Coppa Shell, for the more typical gentlemen drivers.

Still with me? Good, because the important bit is the racing, and this is hard-fought, often incident-packed and always spectacular. How could it not be, with dozens of dramatically liveried – and mechanically identical – 488 Challenge cars doing close battle.

Naturally the intensity is ramped up for the Trofeo Pirelli races, although when we catch up with leading Am (for amateur) driver Chris Froggatt ahead of the final race of the weekend, he seems surprisingly chilled and happy to chat. Remarkably, he started racing only around 16 months ago. ‘I’d driven my road cars on track before [his garage includes a 458 Speciale and a TdF], but then I decided I wanted to race in the Ferrari Challenge, went to Dubai to get my international race licence, did six sort of sprint races in three weekends in a 458 Challenge, and two weeks later I had my first round in this!’

He’s doing rather well, having finished third in 2017, his debut year, and currently heading the 2018 Pirelli Am standings [the Silverstone



months ago. He's doing rather well...'



Opposite page
Alexander Nussbaumer and support crew celebrate an Am class win in Saturday's Coppa Shell race.
This page, going clockwise from left
Chris Froggatt, currently leading the Am standings in the Trofeo Pirelli; tifosi snap hypercars in the paddock; Challenge cars fight for grip; Ferrari apprentice Tom Smart



‘Taio does karting and wants to be a racing driver. For Ferrari, of course’

weekend will see him complete a remarkable double-win in the P-Am class]. ‘I really like the competition, the fact everyone’s driving the same car and it’s nearly all down to the driver – you can only do so much with set-up. And the car is great to drive; it’s really fast, the braking is really good, and it’s easy-ish to get close to the limit.

‘I’d really like to win it this year, which would let me go into the Pro category next year, and ultimately I’d like to do GT racing. With a Ferrari, of course. I just love the brand, the people, the environment, everything about it. If I did stop Challenge racing, I’d miss the atmosphere here, the drivers, the fact that it’s all Ferrari. There’s nothing else quite like it.’

Chris’s family is in the commercial property development business, and I have the feeling that he’s not short of a bob or two. This is a rich man’s game: a 488 Challenge car costs about £320,000 and having a support team like Silverstone-based FF Corse run it for you is around £80,000 for a season; with other costs, reckon on around half a million, though the car is then yours to sell – or to carry on racing.

Happily, there are ways for those of more modest means to enter the Ferrari world, and one route in for younger enthusiasts is to become an apprentice. Alongside the track activities, the Silverstone weekend is a chance for Ferrari’s UK operation to promote its apprenticeship programme, to show youngsters the opportunities that exist within the dealer network – and to show owners and potential owners the technology that’s employed in today’s workshops.

Tom Smart, a third-year apprentice, is here today to help spread the word. ‘As soon as I’d finished my GCSEs at 16,

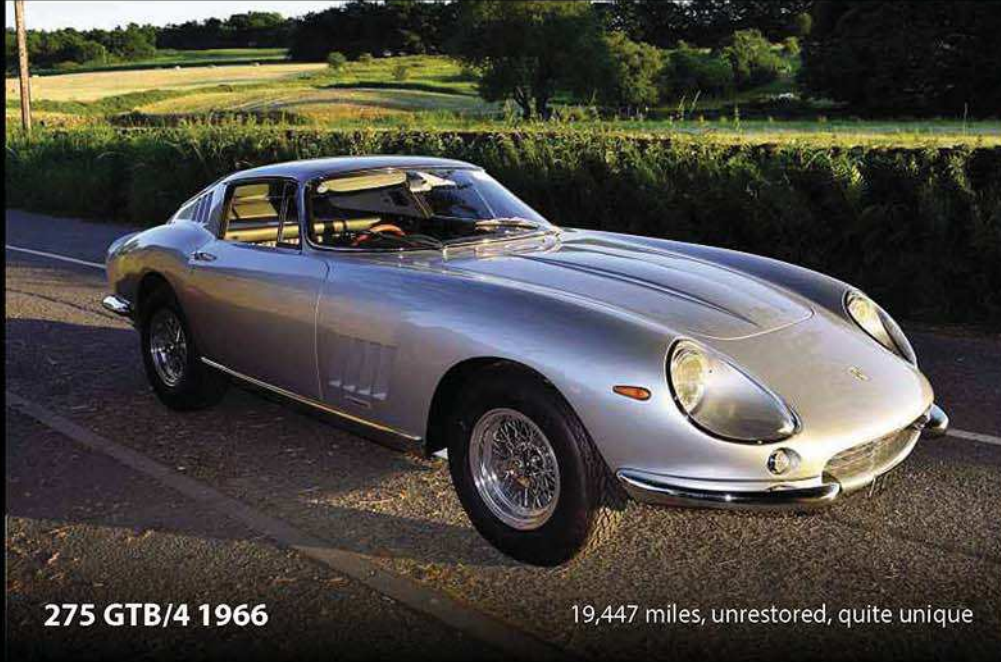
I wanted to get into work as soon as I could,’ he tells me. ‘I’ve always had a passion for vehicles. With my dad and grandad I rebuilt an old Mini, which taught me the basics. I thought I’d finish up in some small garage, but one day I was looking online and saw this ad saying “Apprentices wanted for Ferrari”, and I thought: I have got to go for that!’

After interviews and tests, he landed a place on the training scheme at Slough. He’s now with Graypaul Birmingham and on course to be a qualified Ferrari technician by the age of 19. He clearly loves everything about the job: he spent his 18th birthday last year sharing his passion at the Goodwood Festival of Speed. ‘I remember when I told my mum I’d got an apprenticeship and she said: “Great. Who’s it with?” and I said: “Ferrari!”. I mean, how cool is that?’

Out on the circuit, between races, prospective customers are having a ball driving the latest road cars, expert instructors alongside, just in case enthusiasm gets the better of them. Berni Williams, a property developer from Exeter, is trying a 488 GTB, which is slightly puzzling, as his wife has just told me he’s considering a Portofino! When I catch up with him, he’s climbing out of the 488 with a big grin on his face. ‘We’ve got a Portofino on the way, due September next year,’ he says. ‘Maybe this will be the next step up one day!’ Ah...

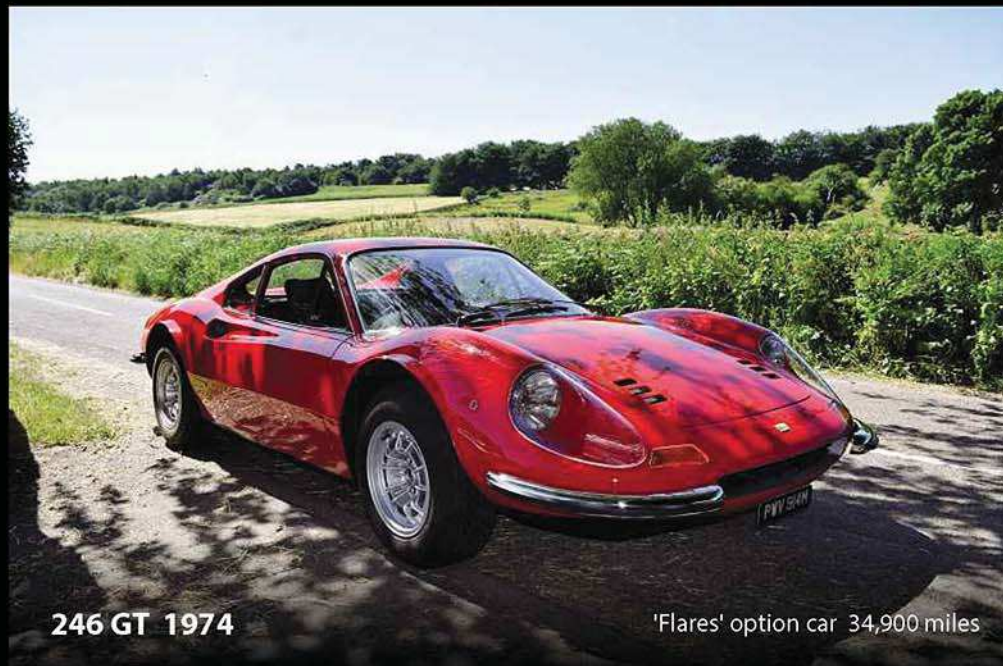
He’s blown away by the 488. ‘Lovely car. Six hundred and sixty brake horsepower! I got four laps. He was telling me to use the brakes a bit more than I was! I got up to about 140 at one stage. Which is probably fast enough.’ I’m sure by the time this article appears, all will be sweetness in the Williams household. If not, Berni can just blame that old *passione*. 🏎️

Above
Kobi (on the left) and brother Taio have travelled down from Stafford the day. Taio does karting and wants to be a racing driver. For Ferrari, of course. Above left: customer Berni Williams about to take to the track in a 488 GTB



275 GTB/4 1966

19,447 miles, unrestored, quite unique



246 GT 1974

'Flares' option car 34,900 miles

SALES

SERVICING

RESTORATION

Phone: +(44) 01629 56999

email: contact@nickcartwright.com

www.nickcartwright.com

Unit 3&4 Brookfield Park, Tansley, Nr Matlock, Derbyshire, DE4 5FY

View Ferrari stock on our website



OPEN SECRET

If your budget won't stretch to a 488 Spider, a Mondial Cabrio provides open-top fun at a fraction of the price

WORDS PETER TOMALIN | PHOTOGRAPHY GRAYPAUL

'A MONDIAL IS STILL ONE OF THE MOST AFFORDABLE ROUTES INTO FERRARI OWNERSHIP'

For many years, Mondials topped those lists of 'bargain Ferraris' so beloved of motoring magazines. The same lists also included the wedge-shaped 308 GT4 2+2 and the 365/400/412 range of saloons. All were the rather-less-sexy siblings to the two-seater berlinettas and fire-breathing supercars. They were also the more practical Ferraris; the cars in which you could take the wife and kids along for the ride. Which meant that, when they were new, they sold in very respectable numbers – which in turn helped keep secondhand prices low.

Today, none of these is quite the bargain it once was. A good GT4 is well north of £50,000, a really nice 400/412 could be as much as £75,000 – not so many years ago you could have picked up a tidy example of either for £20,000. Same went for the Mondial, the slightly frumpy Ferrari. You'll not find one for pocket money now.



Above and right
Mondial was a very useable
2+2, built in both coupé and
Cabriolet forms. Mondial T
(pictured) was final version
and also the most powerful



And yet, while you'll be lucky to find a good one for less than £40k, a Mondial is still one of the most affordable routes into Ferrari ownership – and if you're looking for an open-top mid-engined Ferrari with rear seats for the kids (or even for adults of modest dimensions), the Cabriolet version is in a class of one. But, as with any exotic car, purchase price is one thing; running costs can be a whole different matter. Not for nothing has an optimist been defined as someone who thinks they can just about afford to run a Ferrari...

So you need to go into this with your eyes wide open, and the first thing to understand is that there are key differences between the four distinct Mondial generations.

The launch model was the Mondial 8, introduced in 1980 as a direct replacement for the 308 GT4 2+2, and available in coupé form only. Under the Pininfarina-penned shell, it was based on the contemporary 308 GTB two-seater, so it had the by-then-familiar 3-litre V8 (also fitted to the GT4 2+2), mounted transversely and driving the rear wheels through a five-speed gearbox, and essentially the same steel spaceframe, wishbone suspension, disc brakes and manual steering.

The longer wheelbase and extra seats meant the Mondial was around 10 per cent heavier than the GTB, and, with just 214bhp thanks to tighter emissions regs, the '8' wasn't exactly a rocketship. Still, it handled well enough and, while its looks earned mixed reviews, the overall package was well-received.

The QV, or Quattrovalvole, introduced in 1982, addressed the performance deficit. Four-valve heads helped lift peak power to a healthier 240bhp, and for the first time a Cabriolet version was offered.

Better yet was the Mondial 3.2 that arrived in 1985, with the 270bhp, 3185cc engine from the 328 GTB/GTS and a cleaner new look, with body-coloured bumpers rather than the black items of the early cars. The interior was nicely updated, too, while ABS arrived in 1987.

The final evolution was the Mondial T, an example of which can be seen here and easily distinguished from the earlier cars by the smaller, neater vents in the rear wings. Introduced in 1989, it was a major departure from the earlier versions, in that its V8 engine was mounted longitudinally. With the transverse gearbox, the new layout formed a 'T' shape, giving the car its name and establishing a format that would be followed by subsequent generations of mid-engined Ferraris. One tangible benefit was that the engine could be mounted lower, improving the handling.

The engine was the updated and enlarged 3.4-litre V8 from the 348 (in fact, the Mondial T beat the 348 into production by about six months) now with dry-sump lubrication and producing a nice round 300bhp. An interesting option introduced part-way through the production run was the Valeo semi-automatic gearbox: while the gearshifts were actuated using a traditional lever, the clutch was actuated automatically, so no clutch pedal. A crude

Above and below
Interiors were much improved for the 3.2 and T; large teenagers or modestly-sized adults fit easily in the back; T distinguished by smaller, squarer vent in rear wing





‘THERE ARE KEY DIFFERENCES BETWEEN MODELS WHEN IT COMES TO SERVICING COSTS’

forerunner of today’s F1 automated gearboxes, it was pretty horrid and generally best avoided. Another new bit of tech introduced on the T was electronically variable damping, the driver selecting from three different modes.

SO, WHICH TO GO FOR? The 3.2 and the T tend to be most favoured, for their generally more pleasing looks and their extra performance. The 8 and the QV are still very decent cars, and are likely to be at the more affordable end of the market. None of them is particularly problematic, but there are key differences when it comes to servicing and running costs.

‘Reliability-wise, there’s not much that goes wrong on any of the Mondials,’ says Dean Pallett, service manager at Graypaul Nottingham. ‘They’re essentially a 308/328/348, so provided they’re serviced on time – and with the small mileages they do, that means every year – the engines can reach very high mileages without requiring major work.

‘One difference is that the Mondial T is an engine-out job to change the cambelts, just like the 348 and 355. It needs to be done every three years whichever model you’re looking at, but while on the transverse-engined cars the cost is around £700, it’s more like £2000 on the T.

‘Conversely, the clutch is slightly easier to change on the T. It’s not a difficult job on any

Mondial T Cabrio

ENGINE V8, 3405cc **MAX POWER** 300bhp @ 7200rpm
MAX TORQUE 224lb ft @ 5500rpm **TRANSMISSION** Five-speed manual, rear-drive, limited-slip differential
SUSPENSION Front and rear: double wishbones, coil springs, electronic dampers, anti-roll bar
STEERING Rack and pinion, power-assisted **BRAKES** Vented discs, 282mm front, 280mm rear, ABS **WHEELS** 16in front and rear
TYRES 205/55 ZR16 front, 225/55 ZR16 rear **WEIGHT** 1570kg
POWER TO WEIGHT 194bhp/ton **0-62MPH** 6.3sec (claimed)
TOP SPEED 157mph (claimed)
PRICE WHEN NEW £67,999 in 1989 (£175,000 in today’s money)
VALUES TODAY £40,000-£70,000





Mondial, but it takes about four hours on a T, as opposed to six hours on an 8. The Valeo gearbox is best avoided. They're super-rare and, in our experience, quite troublesome.

'A thorough checkover should pick up any mechanical problems. Look out for any leaks – engine and transmission oil leaks, brake fluid leaks. And if the suspension bushes haven't been changed, that's something you should factor-in. Ideally, get the car on a ramp and have a good look at the suspension. You can simply change the bushes, which will cost around three grand, but many owners choose to rebuild the suspension, have everything stripped and powder-coated, which will be more like ten grand. As the values go up, more people are willing to spend money on them.

'There's variable damping on the T, with a switch on the dashboard to select the mode – it was the first Ferrari to get this. It's not a huge difference between modes, so don't expect night and day, but it's usefully tauter in the firmer setting if you're pressing on. Any faults here can be pricey to rectify, so beware a warning light on the dash. Or if, when you start up, the light doesn't come on before going out, you'll need to get it checked out. The good

'THE GOOD NEWS IS THE VARIABLE DAMPERS CAN BE REBUILT, BUT THE MOTORS ARE ABOUT £800 A CORNER'

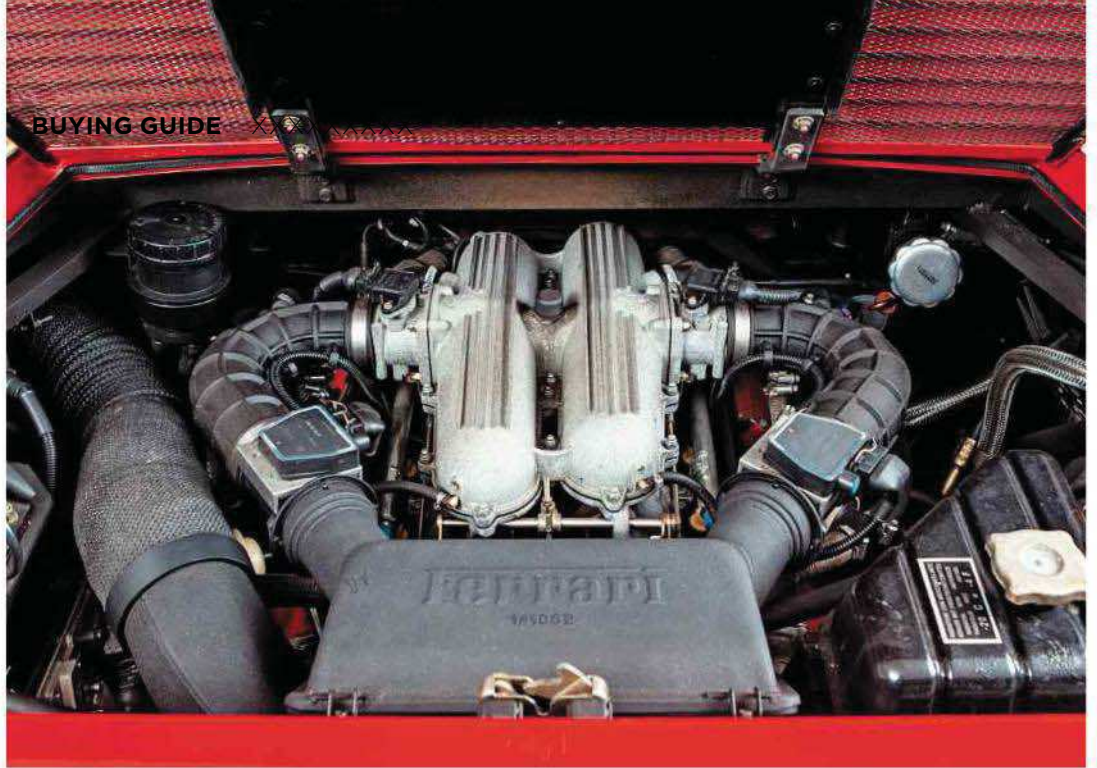
news is that the dampers can be rebuilt now rather than replaced, but the motors themselves are about £800 per corner.'

Check the condition of the tyres – while there's reasonable choice and availability for the T, earlier cars should be on the original-spec Michelin TRX, which is made in only occasional batches by Michelin so can be tricky to find and expensive (£400-plus per corner). If you're not a stickler for originality, a set of four Goodyears can be had for around £420.

'While the car's on the ramp, have a good look at the sills,' says Dean. 'The body is mostly steel and older cars may well be showing some corrosion. The sills are a good place to check; also the wheelarches, which get stone-chipped, and the bottoms of the doors. The tubular chassis frame itself tends not to give too many concerns – it's quite thick steel and well-built.

'There's quite a lot of electrics to check – windows, obviously, but also all the electrical catches, such as on the glovebox. Check the air-con works – the control panel is pricey. Also, a lot of the older cars are running the old air-con gas: if the air-con doesn't work you'll probably have to convert the system, which means upgrading to a new compressor: around £700.

Right The first three generations had their V8 mounted across the car; for the T it was placed longitudinally, forming a 'T' shape with the gearbox. It's basically the engine from the 348 and has the same servicing costs...



'Some coupés have an electric sunroof – check its operation carefully because they can give problems, and they can be quite expensive to repair if they're playing up. The gears wear out, the cables seize up... it's not a very nice design. Cars with sunroofs: best avoided.

'Generally check that nothing's missing or damaged or not working – trim, light lenses, all the electrics, the detail stuff. It might not seem much, but it's going to be expensive – and that's *if* you can find what you need.'

So which is the pick of the Mondials for Dean? 'The 3.2 would be my preference. It's the happy medium. More power than the early cars, but without the added expense of having to take the engine out for the belt change – and potentially with the electronic damping.

'Though the 3.4 is the more modern engine and the T is quite a bit quicker, if you're looking for your first step onto the Ferrari ladder, the 3.2 does the job. It's a good first Ferrari.'

MICHAEL WRIGHT chose a Mondial for his first Ferrari, but he fell for the extra power and smooth lines of the younger car. Last year he bought a Mondial T Cabriolet very much like the one in these photos, but with black trim.

'I've had a few interesting cars – Renault 5 Turbo 2, Lancia Integrale, Lotus Carlton and a Lotus Evora GTE, which I bought new about three years ago and still have. Generally, I tend to want to move onto something else every few years. Anyway, I'd managed to save a bit by last summer; the bank's a dull place to put it, I'm not interested in stocks and shares, so I thought about another car. We've also got two children, so it had to be at least a plus-two.

'I was one of the few people, it seems, who really liked the Mondial when it was new! I'd have been about 11 when it first came out and I always liked the looks, and when the cabrio came out I thought that was even better. My wife liked it, too, so I started looking.

'I wasn't so keen on the early car with the black bumpers; the 3.2 looks nice and has the benefit of cheaper servicing, but there wasn't one around when I was looking. And the T appealed because of the updated looks of the later cars, the extra performance and the fact that it's the last of the line. Also the 348 engine sits lower, which improves the handling.'

Despite selling in decent numbers worldwide (over 6000 of all variants in a 13-year lifespan) only a few hundred came to the UK.



'There's usually about eight or ten cabrios on the market at any one time, with prices from about £38k to about £70k,' says Michael. 'In fact they haven't moved much over the last year or so. It should be possible to pick up a very decent one for £40-£45k. As ever, bargains are more likely to be had in autumn and winter.'

'I couldn't stretch to the top end, but I'd seen this one advertised at the Ferrari Centre for £43k. It was towards the end of the summer and things weren't really moving, which worked in my favour. I spotted it on the Thursday and didn't get round to calling until the next day – when I checked back on the website, the price had dropped by three grand!

'It was a 1991 car, it had done about 43,000 miles, so not an ultra-low-mileage car, which made it useable from my point of view, and it had a fantastic service history going back to day one. I knew I wasn't going to find one with a better history, and I liked the fact it had been used and hadn't just sat in a garage.'

'I said I'd pay the asking price if they'd include a full cambelt service, a deal was done and I picked it up three weeks later.'

So, almost a year on, what does Michael think of his first Ferrari? 'Well, it's not fast,' he laughs. 'I've been spoiled, in that I've had some quick cars, but it could best be described as brisk. And this is a T, remember.'

'It's got this reputation for being "the hairdressers' Ferrari", and you might expect it to be easy to drive, but all the controls are actually quite heavy. Compared with most modern cars, everything – steering, pedals, gearchange – needs quite a bit of effort.'

'The brakes are fine. Fuel injection means it runs smoothly in all conditions, even sitting in traffic. Nothing so far has gone wrong. Oh, and I had the paint analysed and all but one panel was the original Maranello paint, which is pretty good for a 27-year-old car!'

'It's fairly practical, too. The rear boot is a decent size, certainly enough for two large squashy bags. And some cars didn't have a spare wheel, which freed up a little more carrying capacity in the front "boot".'

'We've got two big lads, aged 10 and 12, and they fit in the back remarkably well. Whenever I've looked in the back of 2+2 coupés – 308 GT4s, Mondials, Lamborghini Urracos, they always look impossibly cramped in the back, but with the Mondial cabrio you can actually get four ordinary-sized adults in. Though it does help to have the roof down.'

'Putting the hood up and down is quite a long-winded job – one of the ways the Mondial shows its age – though if it's being left in the garage for any length of time it's best to leave the hood up to keep it in good condition.'

'To be honest, with the roof up it's not much fun; there's all the wind noise and it just doesn't feel special. You just lose the fun and the drama. So it's a car to drive top-down on fine, sunny days. Take the family out, an A-to-A journey.'

'I didn't buy it for the performance – I've got the Lotus for that. This is more for fun – and for posing, of course. Well, it is a red Ferrari!' **L**

'IT'S A CAR TO DRIVE TOP-DOWN ON FINE, SUNNY DAYS. TAKE THE FAMILY OUT...'

What the road testers said

'THE DOORS OF the Mondial still don't open quite wide enough; although the problem is nowhere near as bad as it once was, say, an Esprit. The seats are beautifully trimmed in black leather on our test car (chassis number 22). The controls are simply and straightforwardly sited: no Escort or Fiesta driver will feel intimidated by the sights around him.'

Nor will he worry unduly about the clutch or brake or throttle actions, either; all are easy to use and not particularly heavy. The engine starts on first turn before settling down to a contented snarl: not noisy, but just loud enough to impress. Time to move off onto the figure-of-eight test circuit...

Ferrari gearboxes have never been easy to master; the new transversely sited set-up is no exception. The change action is a little sticky, particularly in the lower cogs. Tempt the gearlever out of its gate and, after initial hesitation, it will spring out of its resting place before engaging the next gear quite smoothly. You have to be firm and positive, though.

The new 3.4 engine gives a more even power delivery than the 3.2 it succeeds: it is stronger down low, and there's less of a power step as the revs rise. The old Mondial used to snap out of its languor at about 4000rpm; the new car never feels languid in the first place. It pulls evenly and sweetly from less than 1000rpm in fifth gear – an astonishing achievement. And it keeps pulling, with increasing urgency and matching vigour until you hit the 7500rpm limit.

I was suspicious of Maranello's decision to fit power steering. What next, I wondered. An automatic Mondial? A four-wheel-drive Mondial? Sacrilege! Worry not. Ferrari's engineers have given the Mondial the sweetest power steering imaginable. In fact, it felt just like normal Ferrari manual steering. Mondials have always handled well. Turn-in is very sharp, and the whole car feels small and lively and manoeuvrable.

That the Mondial is fun to drive, fast and practical should make it Ferrari's most popular car. After all, it does much of what a Porsche 911 does for the same sort of money – and adds extra style, greater handling competence and an even finer engine. Yet sales are unlikely to improve. Why is this wonderful car so unfairly ignored?' – *Car*, April 1989.



FURLONGER

· SPECIALIST CARS ·



FOR ALL ENQUIRIES
PLEASE CALL US ON
01233 646328
www.simonfurlonger.co.uk



FERRARI 275 GTB/2 - LONG NOSE FOR SALE

Furlonger Specialist Cars are proud to present this outstanding UK supplied Ferrari 275 GTB, finished in its original specified colour combination of Celeste Chiaro Metallizzato (Metallic Sky Blue) exterior and Nero (Black) interior. The 275 GTB is one of the most iconic road cars Ferrari have ever produced.

1 of 8 Torque Tube RHD 275 GTB's | Classiche Certified | Fantastic History

01. SPORTS & SUPERCAR SALES **02. WORKSHOP & SERVICING** **03. MIGLIORE INVESTMENT CARS**

Chart Enterprise Park, Dencora Way, Ashford, Kent, United Kingdom TN23 4FL . Tel: 01233 646328

SUBSCRIBE TODAY



1 ISSUE FOR JUST £3

GREAT REASONS TO SUBSCRIBE

- Get your first issue for **JUST £3** (that's 50% off the shop price!)
- Continue your subscription at **£22** for the year and save an additional 8% on the shop price
- **FREE** delivery of every issue



**SAVE
50%**
WHEN YOU
SUBSCRIBE TODAY!

ORDER ONLINE AT
dennismags.co.uk/enzo
OR CALL **0330 333 9491**
AND QUOTE OFFER CODE: **D1807**

Calls to 03 numbers will be charged at your standard local rate. Live outside the UK?
For our best overseas subscription offers visit enzo-magazine.co.uk or call
+44 (0)330 333 9491. For USA call 1-800-428-3003 or visit www.imsnews.com/enzo



This page and opposite Gary Goodall at work on a Daytona's V12, and company founder Nick Cartwright, resting on the wing of a 458 Speciale - the best road car Ferrari has ever built, he says



A FAMILY AFFAIR

Nick Cartwright shares the running of his business with his two sons. It seems to be working out very nicely

WORDS JOHN BARKER | PHOTOGRAPHY MALCOLM GRIFFITHS

There's a theme that runs through Nick Cartwright Specialist Cars: the Dino. It was the first Ferrari that the eponymous Nick owned; it has been incorporated into the company logo, and almost half of the 155 restorations the company has carried out over its 40 years have been Dinos.

So it's no surprise when we turn up at the workshops of this family-run business in the village of Tansley, near Matlock, on the edge of the Peak District, that there are a few knocking about. One is a freshly painted shell, another is a part-built restoration, and across the road a third example is being stripped back to bare metal.

'Dinos are our bread and butter, it's what we're known for,' says Nick. 'I've got them for sale at £600k, £425k, £360k... and people say, there's one at so-and-so's for 265, and I say, I can sell you one for 250 but it won't be like this.'

At the family home, a mile or so away, the looping driveway rises and curls behind the house to a five-car showroom, one of three on the plot. What's inside is even more arresting than the panoramic view: a trio of exceptional Dinos. I'm drawn to the red 'chairs and flares' GT with Campagnolo wheels. It looks perfect.

This car is the epitome of what Nick Cartwright Specialist Cars likes to have and sell. 'I know every owner,' says Nick. 'This was one I did for the collector Brandon Wang over 30 years ago. We refurbished it

'Nick spent ten successful years as a Northern Soul DJ, playing the clubs'



From the top
The main workshop at Tansley; current stock includes three 246 GT Dinors and the very last right-hand-drive 328 GTB; Nick with son Ben, and a 250 SWB in the raw

again a few years ago but it's never been restored. Last year we paid a record price for it at auction, never even went to see it. The guy had only had it a year and I'd said to him if you ever sell it, please, please let me know. He didn't, he put it into Silverstone Auctions. He would have got 50 or 60k more for it; we'd have paid half a million. I've always paid more for special cars. We got it for £440k. People say "brave chap", but if you knew how bad some of these cars were...'

Nick does. The company was founded, a little over 40 years ago, on the proceeds of the sale of the first Dino he bought. Road tester John Bolster had described the baby Ferrari as the best-handling car he had ever driven, and that was good enough for Nick. It was a very expensive car in its day – around £4000 new, about the same price as a small house – but he could afford it because he'd spent ten successful years as a Northern Soul DJ, playing the clubs. And he didn't need to buy a house because Margaret, his girlfriend (later his wife), already had one.

With the proceeds of the Dino, the pair set about buying and selling specialist cars, specifically Lotuses, which had been Nick's passion before the Dino came along. 'We'd get all the magazines – *Motoring News*, *Exchange and Mart*, *Motor*, etc – on the day they came out, scour the ads and then tear about all over the country buying them up, two or three a week. We sold them to the Dove Service Station in Ashbourne and after a while they gave us a three-car pitch on the corner of the site. It was proper wheeling-and-dealing.'

By the late '70s, Nick was buying up all the Dinors and glassfibre 308s





he could find. 'The first thing I'd do with a Dino was take it all to bits, and it was always scary seeing how much corrosion there was. They were rusty from new.' Many of these refurbished cars he supplied to Modena Engineering in East Horsley, Surrey, who eventually started funding his bigger Ferrari purchases, Daytonas and the like.

They were good times, but it all unravelled in 1981 when they bought an Esprit S3 from what turned out to be a fraudster. They had been making about £250 on each deal and faced losing £11,000 because, although the police had found him, there were no apparent assets. However, Margaret, a conveyancer by profession, doggedly pursued the seller's former matrimonial home and they eventually got a chunk of the money back. 'Saved our bacon. It was a demoralising time and it took us a while to get back on track,' Nick recalls.

Just up the road in Nottingham was one of the original Ferrari specialists, Graypaul, set up by David Clarke, a man central to the Ferrari story here in the UK. Nick had met him a couple of times when taking the Dino for servicing. 'Graypaul was a great place to be and David was a terrific guy. He asked if I'd go and work for him on a number of occasions and eventually I said I would on a freelance basis.' Clarke offered Nick a good basic and even better commission – five per cent of the gross profit. 'It was a good time because I knew of so many cars out there that could be bought.'

This very profitable arrangement came to an end when Clarke started to lose interest in the business. The deal the two had struck

'It was always scary seeing how much corrosion there was in a Dino. They were rusty from new'



allowed Nick Cartwright Specialist Cars to carry on trading, but not in conflict with Graypaul. However, another Graypaul high-up took exception to Nick's full-page ads in *Motoring News* offering cars like 205 GTIs and Chevette HSs. There was a showdown, and better terms were offered to Nick to drop his other interests, but he decided it was time to go it alone.

On the quiet, some of the Graypaul technicians were already doing work for Nick in their spare time. Once he'd poached the top technician, he decided it was time to set-up dedicated workshops, and in 1986 Nick Cartwright Specialist Cars took up residence at the current workshops in Tansley. At its height, in the late '80s, the business employed 14 directly, plus a number of subcontractors. 'We had Jim Mason, Philip Wood, who was a top engine-builder, and Peter Higgins who ran the workshop for 12 years. We had all the expertise,' recalls Nick.

Ferrari values were rising at an incredible rate at this time, and when the bubble burst there were few who didn't take a hit. 'We were working on a couple of projects that were being funded by finance and when the market went, the people just walked away,' says Nick. A while later, representatives of the finance company would come calling...

One project they'd taken on was a 275 replica and, sure enough, one

'At its height in the late '80s, the business employed 14 directly, plus a number of subcontractors'

Above and opposite

Jon Smithem at work on a 365 GT4 2+2 that's being recommissioned after ten years standing idle.

Opposite Group line-up with (left to right) Gary Goodall, Jon Smithem, and brothers Ben and Jim Cartwright; Stradale nearing end of restoration



day someone from the finance company, who were owed £250k, turned up looking for it. 'The chap explained that he'd located the engine, and I said, "oh, right"'. I explained that there wasn't much of it and I laid all the panels we had out on the lawn. To look at him, you'd have thought someone had died.'

Having survived the crash, business picked up again by the mid-90s. 'Those years were good. We took on some good Dinors, we did the panels for replica 250 SWB bodies and never ever went through a slack period,' says Nick. Before the crash, UK Ferrari ownership was predominantly based in the southern counties. Today there are many cars and a few good collections in the north, though the firm's reputation means that customers still come up from London, often enjoying a day in the dales while their car is serviced.

They'll find a modest enough place. Away from the work areas there's an accumulation of history, a patina that speaks of years immersed in the culture and lore of Ferrari; original illuminated signs, posters, trophies and winner's wreaths. And then there are the people.

The team is smaller these days but that vast knowledge from the early days was passed on to a couple of lads who started as Saturday boys, cleaning cars. They are now the chief technicians: Jonathan (Jon)

Smithem, who started in '86, and Gary Goodall who started in '89. They're as adept at working on the modern models and solving issues that come with them (many of which are related to low battery charge of cars rarely used), as they are working on cars like those occupying the ramps today: a Daytona and a 365 GT4 2+2. The latter is being recommissioned after standing for ten years and is a known car to them – it was restored here 20 years ago.

Talk to either Jonathan or Gary and it quickly becomes clear that they are both hopelessly addicted to cars. Smithem is into RS Fords; Goodall picked up a passion for American cars from his father. They are both used to leaving work and heading straight into the garage at home.

It's no surprise that a couple of the Cartwright sons have also caught the bug. 'I retired four years ago,' Nick deadpans. 'I just do six days a week now...'. Ben manages the day-to-day running of the business and ensures that all cars are detailed for when customers collect them, while Jim gets involved in restorations and rebuilds. Today, Jim's working on a 360 Challenge Stradale, a car that was written-off but now, after four years (at the owner's pace), is almost finished.

Both Ben and Jim have proved handy behind the wheel, too, with great results in the Ferrari Owners' Club's Pirelli formula classic

Below

Pair of racers outside the main workshop. 308 in foreground, currently for sale, and Ben Cartwright's 328 (still without an engine rebuild)



championship in 328 GTBs. 'The 328 is the most robust and reliable Ferrari of all,' says Ben, gesturing to the car outside with his name on the side window. 'That car has done probably 100 races without a rebuild.' Both have added to the vast collection of silverware upstairs, Jim having won his class in the series four times.

Currently, Ferrari sales, like those of other premium and collectable cars, are flat. 'When we're not selling cars, restorations are paying the bills and the wages,' says Nick, 'but we're careful how much we take on. We've been offered Dinos by competitors to restore and we've just not been able to do it. You can't let your existing customers down.'

The company prides itself on its attention to detail. 'I say to the guys, don't hurry things; we want 100 per cent reliability,' says Nick, adding that the value of that approach is that they've only ever had one major warranty job. Preparation is similarly important. 'When we buy a car, we don't just service it, we detail it. We like to think we're a cut above everyone else in terms of preparation.'

'We're probably a little more expensive than some of our competitors but I'd rather prepare a car to a standard and not make any money on it because I know that we will nearly always get it back for a service. We used to do concours events and win a lot of awards. We're just so busy now. But maybe we ought to get out there again and show people what we do.'



'The 328 is the most robust and reliable Ferrari of all. That car's done 100 races without a rebuild'

Octane
2 SEPTEMBER 2018

OCTANE TOUR

CLIVEDEN HOUSE TO HAMPTON COURT PALACE

In conjunction with
CONCOURS OF ELEGANCE



JOIN THE 2018 OCTANE TOUR TO HAMPTON COURT PALACE

This is your invitation to join us on the 7th Octane Tour to the 2018 Concours of Elegance

Following a delicious Cliveden House breakfast you'll set off through the leafy lanes and back roads of Berkshire and Surrey on a specially selected route. After about 2 hours you'll arrive at Hampton Court Park and drive up through the gates into the Palace gardens to park

in a special Octane Tour display alongside the Concours.

Once there you'll be directed into the exclusive Concours of Elegance hospitality enclosure for lunch. And afterwards, a leisurely walk around the Concours before returning for tea.

THE 2018 OCTANE TOUR INCLUDES:

- Buffet breakfast at Cliveden House
- Roadbook with detailed turn-by-turn directions on 90-mile cross-country route
- Special parking in the Octane Tour display at Hampton Court Palace
- A three-course luncheon with fine wines and afternoon cream tea

Price per head: £185 (inc. VAT@20%)
Includes unlimited admission to the Concours, a 2018 Octane Tour window sticker, guest badge and a Concours Souvenir Catalogue.

For more information please contact: iain@thoroughevents.co.uk

OROURKE

× SUPPLIES ×

Developed from experience, our range of care products will enhance your car's interior. Available now.

ourkesupplies.com



NO MORE CAR DRYING - EVER!

Filter out all dissolved minerals for NO water spots

- ★ Oppm pure filtered water leaves no ugly watermarks even when your car is left to dry in bright sunlight
- ★ 7 litre filter produces 400 litres, 14 litre filter produces 1100 litres of pure water
- ★ Eliminate drying swirls, save time for driving
- ★ Refillable & reusable filter saves money long term
- ★ Standard 7 litre filter will typically last a year

The best car cleaning product I have bought in my life. Wish I'd bought one years ago
J. Longden, Huddersfield

Can't recommend this product enough!
J Weaver, Bristol

★★★★ AutoExpress & EVO reviews

See our full range of Concours-winning car care products online

RACEGLAZE

Race Glaze Ltd | +44(0)1780 749449 | www.raceglaze.co.uk



See us at
GOOD WOOD
LIFESTYLE AWARDS
Stand 99/100 • 7-9 Sept 2018

Transform your garage!

Create a beautifully organised space with Europe's leading garage interior company

Dura's award-winning range of modular cabinets and wall storage ideas provide a flexible solution to transform an ordinary garage into a tailored room to be proud of!

- MODULAR CABINETS
- WALL STORAGE
- FLOOR TILES
- DESIGN & INSTALL



Organise your tools!



Make use of your wall space!



Conceal a dusty concrete floor with easy-to-lay PVC tiles!



DURA
Fitted Garages

For a FREE brochure call **0845 371 0042** or visit our website www.duragarages.com

Call now for a **FREE Design Survey** and see how your garage could look!



Alternatively, return this slip in an envelope (no stamp required) to:
Freepost RSLX-YXCA-GUTJ
Dura Ltd, St James Road, Brackley, NN13 7XY

Name

Address

ENZO/AUT18

Telephone

Email

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.

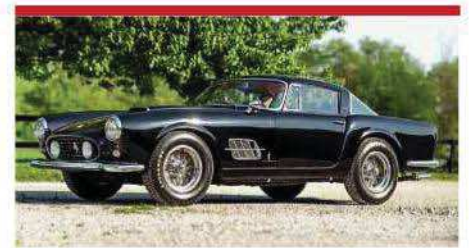
250 GT: 2953cc V12, 240bhp, 125mph



**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 Spyders 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.

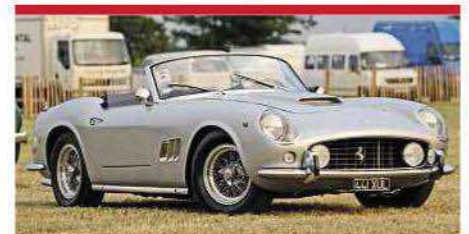
GT Coupé: 2953cc V12, 240bhp, 130mph

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 the 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

EXPERIENCE MATTERS

WHEN WORKING ON YOUR PRIDE & JOY



Emblem

SPORTSCARS

- Family run business
- Latest diagnostic equipment
- Trained technicians to the highest level
- Secured nationwide collection & delivery
- Extensive model experience from 1970 to date

Sharp Road, Poole, Dorset. Tel: 01202 722267 www.emblemsportscars.com

AWARD WINNING FERRARI & MASERATI SERVICE TEAM



Foskers

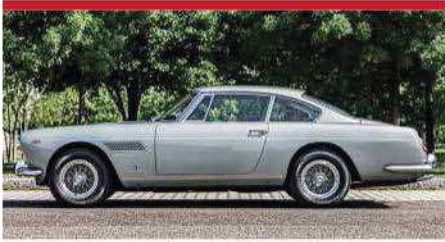
A FERRARI PASSION SINCE 1968

50 years, Exclusively Ferrari



+44 (0)1474 874 555
INFO@FOSKERS.COM
FOSKERS.COM

ALL THE ROAD CARS 1960s



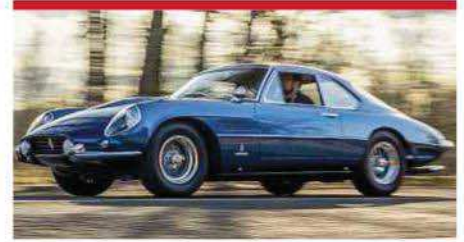
**250 GT/E 2+2
(1960-63)**

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



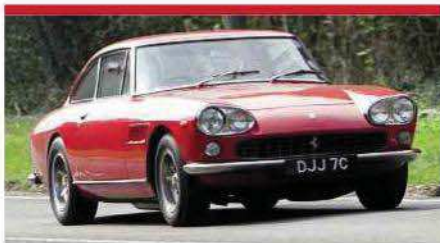
**400 Superamerica
(1960-64)**

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. One of the great Ferrari road cars and 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, but 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 ten built, making this among most valuable of all Ferraris.
NART Spyder: 3286cc V12, 300bhp, 160mph



SHARE YOUR PASSION



*Join the Ferrari Owners' Club of Great Britain,
share the passion and performance that owning a Ferrari offers.*

For more information visit:

www.ferrariownersclub.co.uk or call 01327 855430

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 the first Ferrari 2+2 with independent rear suspension. 800 built.
365 GT: 4390cc V12, 320bhp, 150mph

Dino 206 GT (1968-69)

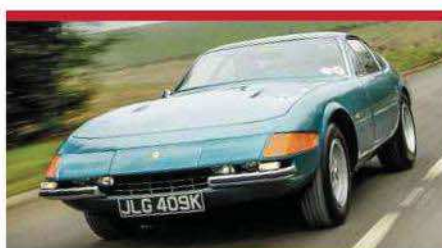


Launched as a 'sub brand' and not actually badged as a Ferrari, the Dino broke with tradition by having a V6 rather than a V12 and placing it behind rather than in front of the driver. The 2-litre V6 didn't really have the power to match the Pininfarina lines and the 206 was replaced by the torquier 2.4-litre 246 GT after just 153 had been built. Still a landmark car.
206 GT: 1987cc V6, 180bhp, 140mph



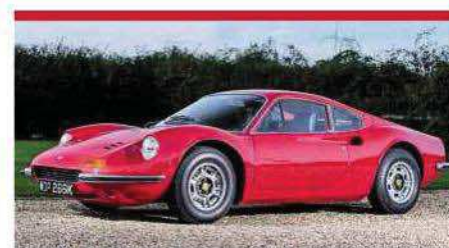
**365 GTC/GTS
(1968-70)**

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 the 275 GTB/4, the 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. A 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



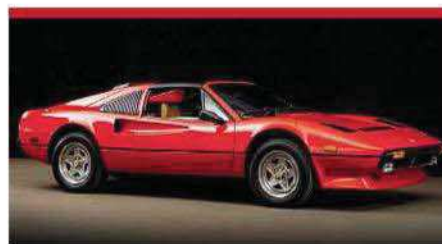
**365 GT4 Berlinetta Boxer/
BB512/512i (1973-85)**

Replacement for the Daytona, the BB was Ferrari's first mid-engined supercar. Power was from a new 4.4-litre (later 5-litre) flat-12 engine. Total built: 2323.
BB 512i: 4942cc V12, 360bhp, 188mph



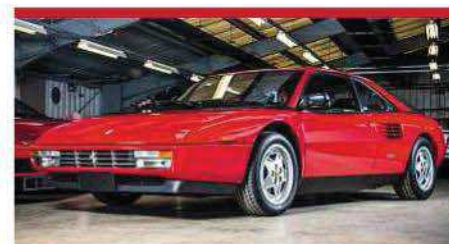
**308 GT4 2+2
(1973-80)**

Originally badged as a Dino, the 308 GT4 2+2, with two tiny rear seats, was styled by Bertone rather than Pininfarina and had 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. Targa-roofed GTS and 32v QV followed. 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 the 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

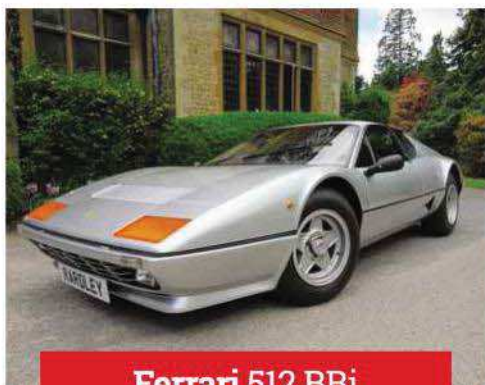


Ferrari 512 BBi

As featured in this magazine and known to us since 1987

Comprehensive history
Matching numbers

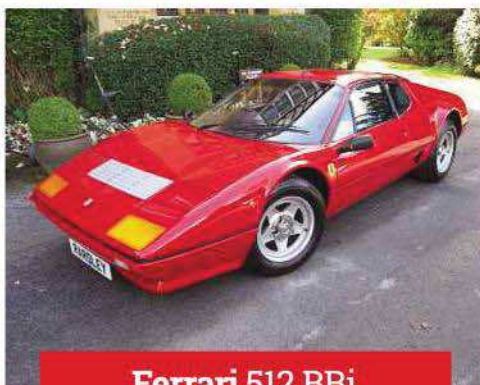
Call for Price



Ferrari 512 BBi

One of the 42 UK cars - matching numbers

Call for Price



Ferrari 512 BBi

One of the 42 UK cars - matching numbers

Call for Price



Hardley Motors Ltd
FERRARI SPECIALIST

Specialists in the Berlinetta Boxer

As one of, if not the oldest Ferrari specialist in the UK, we have an enviable reputation for our knowledge and experience of the 365 GT4BB, through the 512BB to the 512BBi, having bought, sold or maintained most of the UK cars at some point.

For more details of the cars shown, or to discuss your maintenance requirements please call or e-mail.

Experience the Experience.

Sales: 01428 606616 Service: 01428 606606

www.hardleymotors.com



2006 Ferrari 575 Superamerica



£295,000

Argento Nurburgring over Grey, Italian Delivery with HGTC, Just Serviced with Cam-belts, 27,000 km, LHD

2001 Ferrari 456M GTA



£49,500

Blue TDF over Sabbia, Comprehensive History with Provenance, 46,000m RHD

2002 Ferrari 360 Spider



£95,000

Giallo Modena over Black, Comprehensive service history and immaculate, 18,500 m, RHD

1965 Ferrari 330 GT 2+2



£POA

Celeste over Black, Finalising Restoration, Penultimate 4 speed produced, 1/44 RHD

1973 Ferrari 246GT Dino



£274,950

Rosso Chiaro over Nero, E Series, Light Restoration, Full History, 33,000 m, RHD

2003 Ferrari 575M F1



£95,000

Blu TDF over Beige, Comprehensive Service History, Capristo Exhaust, Immaculate, 35,500 m, RHD

1973 Ferrari 246GT Dino



£335,000

Azzurro Metallizzato over Beige, Fully Restored Award Winner, Comprehensive History, LHD

1976 Ferrari 308 GTB



£134,950

Rosso over Nero, Rare Vetroresina Dry Sump, Immaculate with a Comprehensive History, 45,000 m, RHD

+44 (0) 1582 857 940

sales@bellclassics.co.uk

Hill View, AL3 8QE

www.bellclassics.co.uk

ALL THE ROAD CARS 1980s-2000s



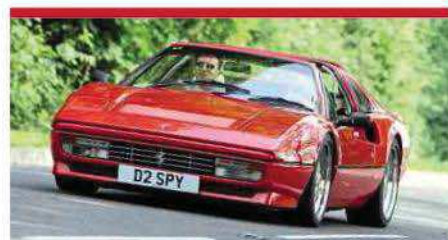
**288 GTO
(1984-87)**

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)**

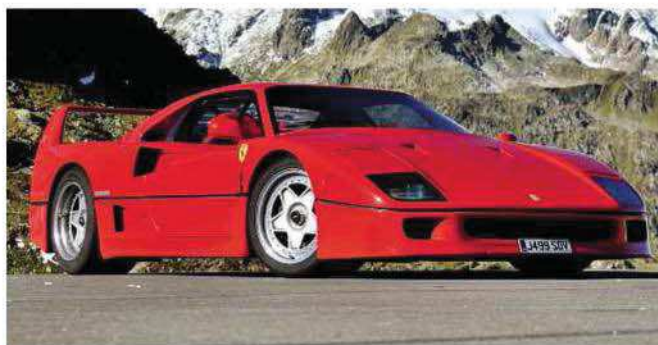
Testarossa (redhead) replaced BB as mainstream flagship, adding extra useability. 512TR and F512M upped power. Total of all variants topped 7000.
F512M: 4943cc flat-12, 440bhp, 196mph



**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



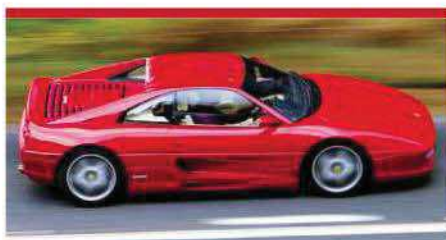
**348 tb/ts/GTB/GTS/Spider
(1989-95)**

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



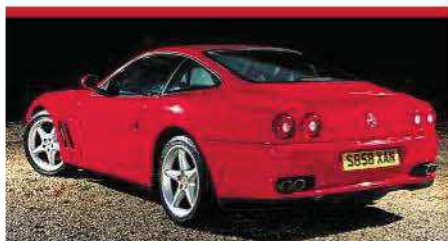
**F355 Berlinetta/GTS/Spider
(1994-99)**

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



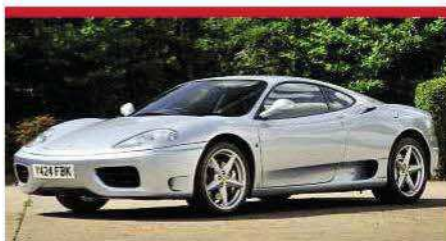
**F50
(1995-97)**

Using plenty of F1 know-how in its construction and V12 engine tech, the F50 was even better to drive than the F40. With just 349 built, it's also a lot rarer.
F50: 4700cc V12, 513bhp, 202mph



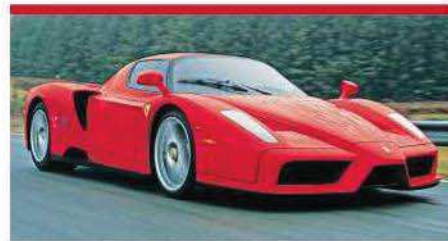
**550 Maranello
(1996-2002)**

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's successor. Most were specced with F1 paddleshift gearboxes – 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 the new 'F140' family of V12 engines. 400 built.
F50: 5998cc V12, 650bhp, 217mph

Servicing • Sales • Restoration • Bodyshop

Let us show you why we are different!

Our renowned expertise of over 50 years has seen many satisfied customers in the areas of servicing, restorations & race preparation of Italian marques. Autofficina specialises in Ferrari, Lamborghini & Maserati products.

Autofficina provides a comprehensive portfolio of services including:

- scheduled maintenance & service requirements
- full engine re-builds
- trim & electrical work
- restoration
- bespoke modifications
- re-engineering projects
- remedial work
- on-going maintenance packages
- full valeting & detailing services

are you
totally
happy with
your
SERVICE
centre?



**5 Ruxley Lane
Epsom
Surrey KT19 0JB**



If you are interested in learning more about Autofficina and our services, please do not hesitate to contact Elias Elia or one of the Team.

Tel: +44 (0)20 8391 0002 info@autofficina.co.uk www.autofficina.co.uk

"Autofficina, driven with passion, judged by results"

FERRARI INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

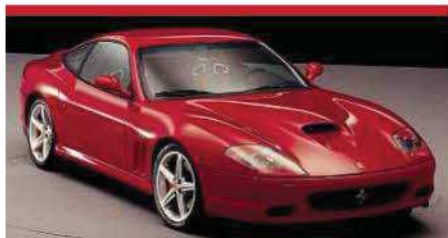
classicline*
INSURANCE

Free and Simple Agreed Value
Ferrari Owners' Club 15% Discount
Free Club Track Day/Event Cover*
Free UK & EU Breakdown Recovery
Free Legal Cover

All Modifications Accepted
Laid Up/Restoration Project Cover
Multi-Vehicle Policy
Salvage Retention
Your Choice of Repairer

01455 639 000
classiclineinsurance.co.uk

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)



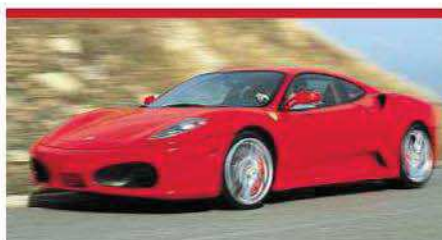
The one-make racers in the 360 Challenge series inspired this fabulous road-racer (*stradale* being Italian for street). Weight was reduced by more than 100 kilos compared with the regular 360, power was up by 20bhp and everything about the dynamics was turned up a notch. A modern classic and, despite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

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



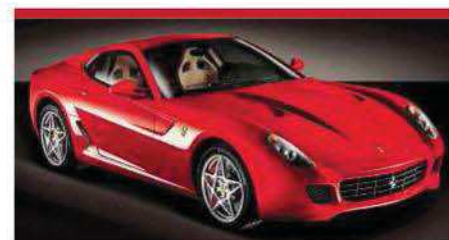
**612 Scaglietti
(2004-10)**

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, the 599 featured a version of the 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. As fast as an Enzo round Fiorano. Spider 16M version released in '08.
430 Scud: 4308cc V8, 503bhp, 198mph



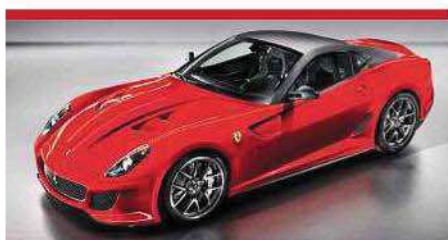
**California/California T
(2008-)**

Front-mounted V8, 2+2 seating, folding hard-top. First generation had 483bhp; second-gen California T launched in 2014 uses all-new twin-turbo V8.
Cal T: 3855cc V8 tt, 553bhp, 196mph



**458 Italia/Spider
(2009-15)**

Major reinvention of the 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 the track-only 599XX was 100kg lighter than the GTB and faster than the Enzo at Fiorano. Only 599 built.
599 GTO: 5999cc V12, 661bhp, 208mph



**FF
(2011-15)**

Replacing 612 Scaglietti in the range, FF 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.
F12: 6262cc V12, 730bhp, 211mph

Hayward Scott

Stainless Steel Exhaust Manufacture
Very Competitive Prices • Excellent Workmanship
Lifetime Guarantee • Bespoke and Competition
Requirements are our speciality



Ferrari 355 Race Manifolds

For further information please telephone

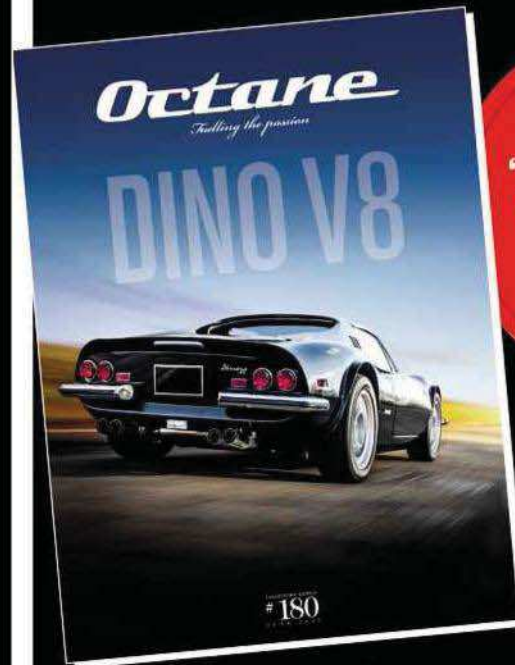
01268 727256

Email sales@haywardandscott.co.uk

10-11 Nobel Square, Basildon, Essex SS13 1LS

mototechnique

Creators of the sensational 400bhp Ferrari Dino V8
on the cover of *Octane*.



**"This is the car
Ferrari should
have built"**
- Jay Leno



See the full
17-minute film
at Jay Leno's
Garage on
YouTube

mototechnique.com

+44 (0)20 8941 3510

Insurance for your Performance Car

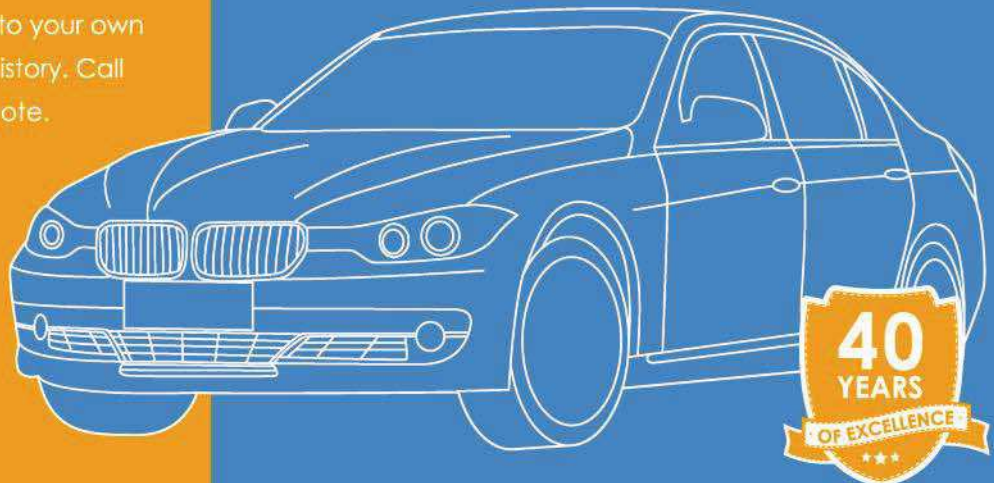
Adrian Flux know how much you love your performance car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



Benefits available can include:

- FREE Legal Cover
- Limited Mileage Discounts
- Track Day Cover
- Modifications Cover
- Imports Cover
- Club Member Discounts

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 cars 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 California T and Lusso T). Spider version (above) 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 that Ferrari renamed its four-wheel-drive four-seater as the GTC4 Lusso. Changes to the 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.

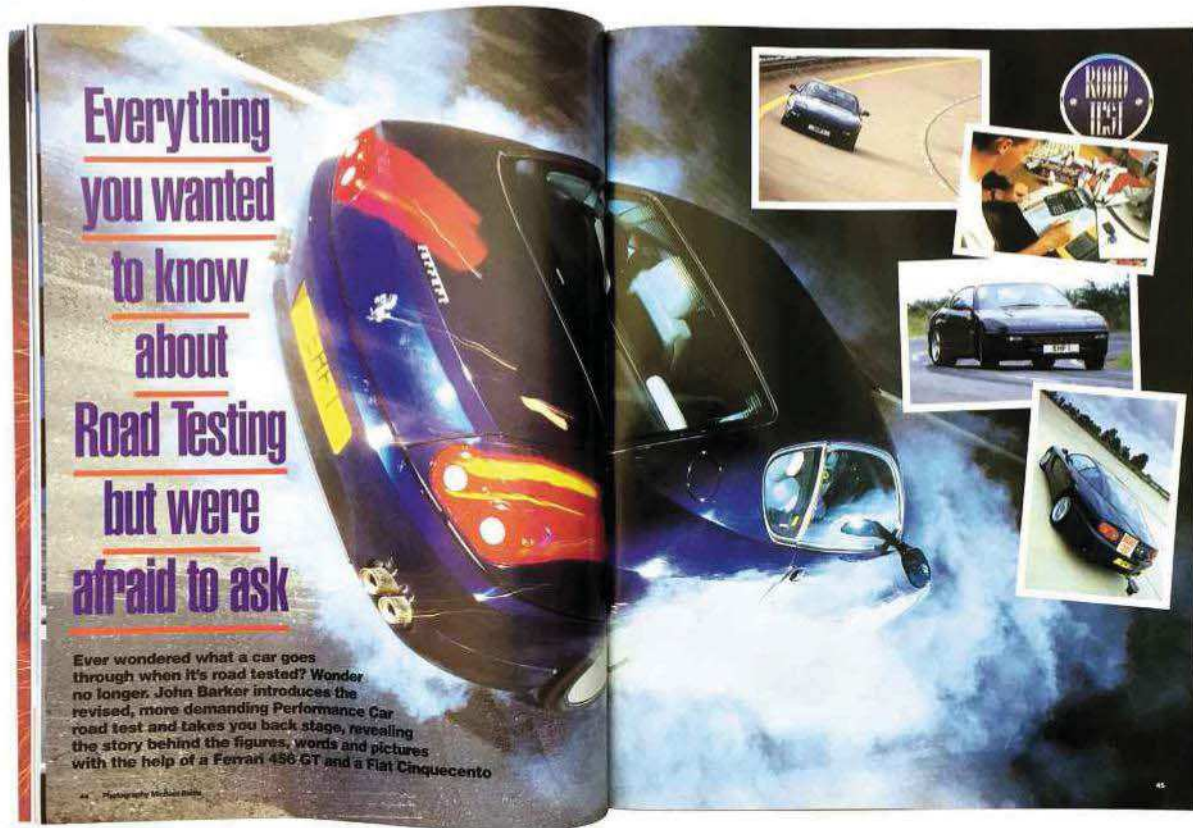
GTC4 Lusso: 6282cc V12, 680bhp, 208mph

812 Superfast (2017-)

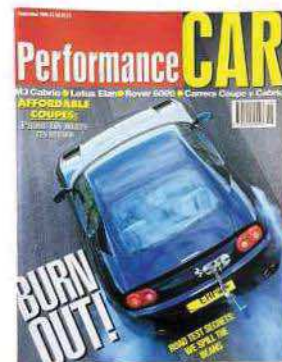


An evolution of the F12 Berlinetta, which it replaces as Ferrari's mainstream flagship. Uses 6.5-litre version of F12 V12, producing a mighty 789bhp (800PS). It's also the first Ferrari with electric steering. Aside from special-series hypercars such as the Enzo and LaFerrari, this is the current pinnacle of Ferrari production cars.

812 Superfast: 6496cc V12, 789bhp, 211mph



Left and below
In 1994, *Performance Car* relaunched its road test with a cover story showing what was involved in obtaining a full set of performance figures. Staged pics of smoking 456 didn't go down well with Ferrari



Untold tales

The time *Performance Car* upset Ferrari with a smokin' 456 GT

WORDS JOHN BARKER

I WAS DELIGHTED that we'd managed to bag a big beast to re-launch the *Performance Car* magazine road test. The handsome 456 would produce some arresting numbers at Millbrook and look great on the cover. Best of all, I'd broached the subject of tyre wear with Tony Willis, our contact at Maranello Concessionaires, and was delighted when he said that he was planning to replace the whole set when it came back from the loan anyhow. Very much game on, then.

At the track we suckered our Datron Corveit test gear to the rump of the 456, wound up its 5.5-litre V12 and side-stepped the clutch. The results were impressive and right on the money: 0-60mph in 5.1sec (the factory claim was 0-100km/h or 62mph in 5.2) and 100mph in 11.2sec. We tried to verify the claimed 186.5mph (300km/h) top speed but on the banked Millbrook bowl (hands-off speed 100mph), the big Ferrari faltered at about 180mph, possibly due to fuel surge, so we didn't push our luck.

No matter; we got a superb set of photos, including a lovely sequence of oversteer shots at my favourite corner on the B660. For the cover, art director Gill

Lockhart and photographer Michael Bailie had come up with a plan that involved a cherry-picker and a standing start with plenty of tyre smoke. With Bailie and his camera poised high up behind the 456, I wound the V12 right up and let it go. It felt ludicrous, the rear tyres immediately letting go and only after a few moments finding traction and sending the Ferrari howling down the mile straight.

'It looks great,' said Lockhart, 'but there's not enough smoke.' Hmm. I tried a different technique, which involved side-stepping the clutch and moving that

foot immediately to the brake. It worked a treat, the front brakes stopping the car on the spot while the rear tyres spun. After about five seconds the car was engulfed. Job done. The rear Bridgestones were hot but remarkably unscathed. In fact, it was the track that had suffered; each tyre had dug a groove in the asphalt. Oops. We cleaned the car up and delivered it back, explaining to Mr Willis how well everything had gone.

A few days after the magazine hit the newsstand, the editor got a letter. A long and very detailed letter from someone else at Maranello, listing everything that was wrong with the car. It started with the tyres and went on to catalogue everything we might possibly be culpable for, including minor paint defects, light scuffs on the leather and even a slight smell in the glovebox. (OK, I made up that last bit but you get the idea.) The gist was that we'd abused the car and, because people would know it from the article, made it virtually unsaleable. I thought we'd just shown what a brilliant car the 456 was, both dynamically and in performance terms. Happily, Mr Willis agreed. A few months later, all was amicable again. **1**

'The editor got a letter from Ferrari UK. The gist was that we'd abused the car and made it unsaleable'

The finest Ferraris are maintained, restored, acquired & sold by DK Engineering

At DK we are acknowledged as one of the most famous Ferrari specialists in the world and one of only a few who provide the complete service. This is only made possible by our in-house complete range of skills and facilities that have been built up over more than 40 years. Few organisations in this industry can equal our ability to accommodate a clients every need as a result of our active involvement with every aspect of the marque from ownership to race participation.



Ferrari 212 Export Barchetta #0096

One of only 27 Export Models, this 212 has been fully restored by the Ferrari factory and is presented with Classiche Certification confirming it as matching numbers. A unique opportunity to purchase an "open V12" Ferrari that is eligible for the greatest events including the Mille Miglia and the Monaco Historique GP. **£POA**

Featured Motorcars Available for Acquisition



Ferrari F40 Prototype

One of the very final pre-production prototypes built. Classiche Certified. 17,000 kms. An extremely important part of F40 history and a rare opportunity.



Ferrari F50

14,500 Kms from new with thorough service history and exceptional "weave" on every panel. Classiche certified and one of the very finest DK have seen in recent years.

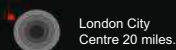
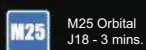
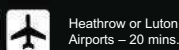
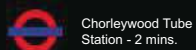


Ferrari Enzo

Rosso Corsa over a Nero interior. Just 3,500 miles from new. Presents superbly having been cared for by DK for many years. Accompanied by its original tools, book-pack & luggage set.

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk
Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND



The Ferrari Specialists

www.dke.co.uk
A Cottingham Family Business.

