ISSUE 4 / SUMMER 2018

Enzo

AN INDEPENDENT FERRARI MAGAZINE

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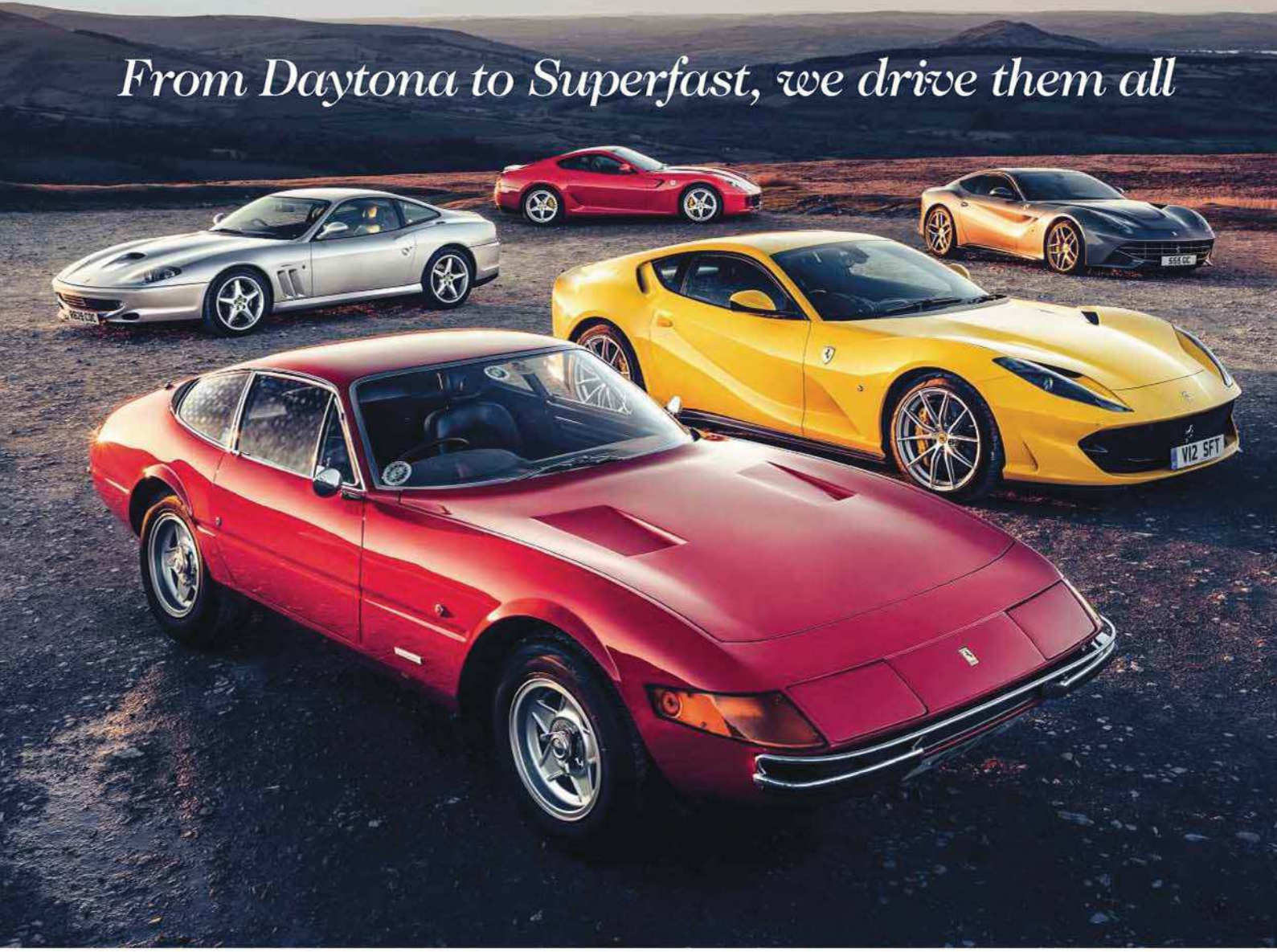

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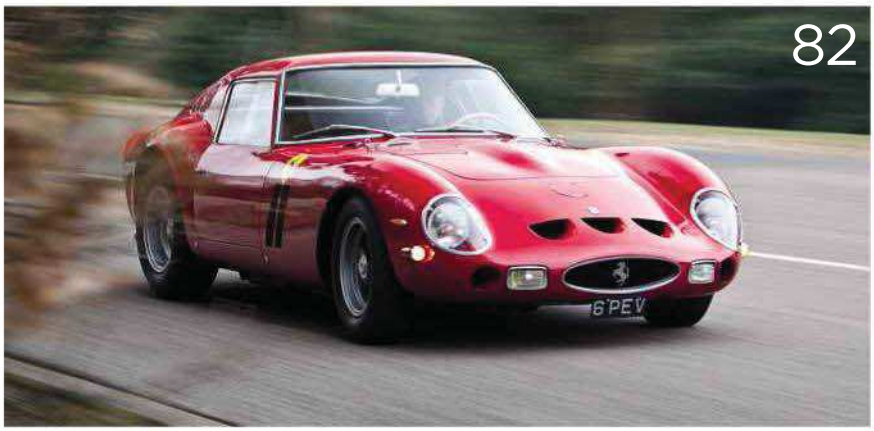

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Red Lines

Superfast by name...

HOW FAST is the Superfast? One of the fastest road cars I've ever driven, for sure, up there with the McLaren F1, ahead of any Lamborghini. And in the same way that 500bhp-per-ton is somehow a more epic experience in a car weighing 1500kg than a car weighing 500kg, so the GT shape of the front-engined Superfast makes its brutal acceleration even more shocking than it would be in a low-slung, mid-engined supercar.

I've never seen *evo* contributor, *Enzo* assistant and one-time 600bhp Skyline owner Tim Milne speechless, but he was after a blast in the passenger seat of the Superfast. It's not just the stunning acceleration, how it ramps up as the revs climb and seems undiminished by upshifts – the wailing, furious, 9000rpm soundtrack (think '80s F1 car) also adds to the disorientation.

The most telling reaction came from Simon Tate, who brought his lovely 550 Maranello to our cover shoot. He knows what the far side of 700bhp feels like because he ran an F12 for a while. After his first drive in the 812 he found me and in a serious tone said: 'They need to stop. It's too much.' After his second drive, he said: 'Wow, it's good, isn't it?' His third run was after dusk, when the tyres were cold and he was trying to keep me and his 550 in his sights: 'It was pretty snappy; I had to let you go,' he said, grimly. His final taste was the best: 'It's incredible, isn't it – I got all the red shift lights lit up!' I'll never forget the look on his face when I replied: 'Yes, but did you get the last two – the blue ones – lit up?' and we both realised he hadn't kept it nailed right to 9000rpm and experienced the absolute fury of the Superfast.

John Barker Editor

The next issue of *Enzo* will be on sale on July 19, 2018. **To subscribe** go to www.enzo-magazine.co.uk

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BULLETIN

News, analysis and events

Extreme machine

'Pista' is Italian for track, and the fabulous new 488 Pista owes a clear debt to its racing counterparts

WORDS JOHN BARKER | **IMAGES** FERRARI

THIS IS THE PISTA, the new 488 that brings the roll-call of lighter, faster, sharper, mid-engined V8 Ferraris bang up to date. It has a lot to live up to, the line of previous 'special series' cars including 360 Challenge Stradale, 430 Scuderia and 458 Speciale (see page 15) but all the signs are that the 488 Pista will be every bit as intoxicating as its predecessors.

The stats for the regular 488 GTB are none too shabby, of course – 661bhp, 0-62mph in 3.0sec and a top speed of 205mph – and it drives superbly. As with its forebears, the objective with the Pista was straightforward enough: turn everything up to 11, especially driver engagement.

It's hard to escape the feeling that the engineers' targets might have been given extra focus by the arrival last year of the McLaren 720S. The Pista's impressive headline figures suggest as much: power up by almost 50bhp to 710bhp (720PS), weight reduced by a useful 90kg, a sub-3sec 0-62mph and top speed pushed out to 211mph. As you'd hope and expect, the process to get there was detailed and meticulous, not the result of simply turning up the

wick on the twin-turbocharged V8 and stiffening the suspension. The Pista uses lessons learned from Ferrari's successful GT racers in the FIA World Endurance Championship, its one-make 488 Challenge race series cars, and its expertise in aerodynamics from these cars and also from Formula 1.

Even without the stripe, the Pista looks quite different from the regular 488, mainly due to its altered aerodynamics. Although much of the aero work happens out of sight on the underside, it works in tandem with what's on the surface, which in the case of the Pista includes the new front radiator treatment.

Ferrari calls this the 'S-Duct' and it refers to the path the air takes through the nose and then the front-mounted engine radiators. The trick here is that the hot air exiting the radiators is streamed under the car rather than over it, whereas on the standard GTB it gets mixed with air being drawn by the engine, reducing efficiency.

'The Pista uses lessons learned from Ferrari's GT racers and also from F1'

Those bigger scoops in the Pista's flanks no longer have the GTB's dividing blade because they now feed only cool air to the engine's 25 per cent larger intercoolers. The engine air intakes have been moved to the rear spoiler area, where they are connected directly to the plenums. Ferrari says this substantially reduces fluid-dynamic

Above and right
Pretty much every surface has been designed to push the Pista into the tarmac, including the 'dolphin tail' rear spoiler; other changes are aimed at cleaning up the airflow and sending cooler air to the engine intakes

load losses and ensures a higher-volume, cleaner and cooler (by 15deg C) flow of air to the engine, contributing to the increase in power.

There is no distinct rear spoiler on the standard GTB but there is on the Pista. Porsche has its 'whale tail'; now Ferrari gives us the 'dolphin tail', which projects further and contributes to the aerodynamic balance and efficiency of the Pista, which it's claimed is 20 per cent better than the GTB's. It increases downforce, too.

Upgrades to the engine are aimed not simply at raising the output but at improving its response, too. The conrods are made from titanium and both the crankshaft and flywheel are lighter, as they are in the 488 Challenge cars, sharpening throttle response. Meanwhile the camshafts are more aggressively profiled for a more race-car-like power delivery, the turbos are said to have even less lag, and the exhaust manifolds are made from Inconel, contributing to an overall 18kg weight saving on the engine alone. Other lightweight parts include carbonfibre intake plenums. The new manifolds change the character of the engine note and make it louder, too.

Of course, throttle response can be made to feel even sharper by improving the response of the twin-clutch gearbox. Ferrari has taken the opportunity give the Pista a new shift strategy in 'Race' mode that, appropriately, delivers the shift characteristics of a full-on competition car; some 30ms has been shaved off the shift times, and to enhance the performance feel there are 'positive torque upshifts'.

The standard 488 GTB is a fabulously fast and drivable supercar and there's no reason to think that the Pista won't be just as approachable. It features 10 per cent stiffer springs, recalibrated SCM-E adaptive dampers and the latest, sixth-generation side-slip control. The manettino's 'CT-OFF' position gives access to a new oversteer management system designed to make the car's limits easier to reach and exploit. The Pista also has a new throttle pedal map that

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** TBC

'makes driving on the limit even easier', which we would guess means it is less sensitive. Peak torque in the new car has gone up only marginally compared with the GTB and is again managed so that the maximum arrives only in the higher gears.

For the first time, Ferrari is offering carbonfibre road wheels as an option. They are said to be 40 per cent lighter than the 488 GTB's standard alloys and to help dissipate brake heat. The 488 Challenge's brake servo is used and the whole braking system has been modified to improve cooling and also cut the time it takes the brakes to get up to temperature. The Pista will be fitted with Michelin Sport Cup 2s, which we'd expect to work very well; they were fitted to the 488 Speciale and even in the wet that car feels sure-footed.

'The Pista will be an even more visceral and intoxicating 488 experience'

The output of the super-488 is identical to that of the McLaren 720S and in all the performance benchmarks the Pista is unbelievably close to the Woking machine: zero to 62mph in a claimed 2.85sec (2.9sec for the 720S), 0-124mph (200km/h) in 7.6sec (7.8) and a maximum speed of 211mph (212). We'd expect the price to be similar, too (the McLaren currently lists in the UK at £218,000).

First deliveries are expected to start this summer. To judge from the changes made and the way that previous special series cars have driven, the Pista will be an even more visceral and intoxicating 488 experience, and an instant classic.

Bloodline

The 488 Pista is the latest in a brilliant line of track-inspired mid-engined ‘special series’ road cars

348 GT Competizione (1993)

Special series forerunner. The regular 348 wasn’t the most promising starting point, but homologation for GT racing transformed it. Extensive use of Kevlar and carbonfibre meant it was a substantial 190kg lighter and, with the 315bhp version of the standard car’s 3.4-litre engine, its power-to-weight ratio matched the later F355’s. Inside, bright red fireproof material over heavily bolstered carbon seats and drilled aluminum pedals gave a track-flavoured ambience. On the move, stiffer suspension, unassisted steering, shorter gearing, a competition clutch and bigger brakes with no ABS made it properly engaging. Just 50 were built, making it one of the rarest – and most underrated – road-going Ferraris. The template was set.

ENGINE V8, 3404cc **MAX POWER** 315bhp @ 7200rpm **MAX TORQUE** 239lb ft @ 5000rpm **WEIGHT** c1280kg **POWER TO WEIGHT** c250bhp/ton **0-62MPH** sub5.4sec (est) **TOP SPEED** c170mph (est)

360 Challenge Stradale (2003)

In the showrooms, 348 was succeeded by F355, but while Ferrari did build a 355 Challenge race-car there was no roadgoing equivalent, so we had to wait for the 360 CS for a true successor to the 348 GTC. But boy, was it worth it. Compared with the regular 360, weight was reduced by as much as 110 kilos depending on spec, thanks to titanium suspension parts, carbonfibre for the body panels and interior, and the option of plexiglass side and rear windows. Freer-flowing intake and exhaust systems helped liberate an extra 20bhp; carbon-ceramic brakes, F1 paddleshift gearbox, Pirelli P Zero Corsas and lower, stiffer suspension completed the transformation. Around 1200-1300 are believed to have been built.

ENGINE V8, 3586cc **MAX POWER** 420bhp @ 8500rpm **MAX TORQUE** 275lb ft @ 4750rpm **WEIGHT** c1280kg **POWER TO WEIGHT** c330bhp/ton **0-62MPH** 4.1sec (claimed) **TOP SPEED** 186mph (claimed)

430 Scuderia (2007)

The Scuderia built on the now-familiar recipe, with lighter, largely composite bodywork, aero tuned for extra downforce, and a stripped-out interior where leather and carpets were replaced with carbonfire and bare aluminium. Under the skin, though, the Scud took technology and performance to new heights. Peak power was only 20bhp up on the regular F430, but the ferocious way it was delivered was something else. The F1 ‘Superfast 2’ gearbox gave rabidly rapid gearchanges, while the F1-Trac traction control and E-Diff electronic differential deployed the power to maximum effect. At Fiorano it lapped faster than the Enzo. Ferrari is coy about numbers, but it’s thought as many as 1800 were built.

ENGINE V8, 4308cc **MAX POWER** 503bhp @ 8500rpm **MAX TORQUE** 347lb ft @ 5250rpm **WEIGHT** 1350kg **POWER TO WEIGHT** 378bhp/ton **0-62MPH** 3.6sec (claimed) **TOP SPEED** 198mph (claimed)

458 Speciale (2013)

The 458 Italia was a landmark car, with an all-new structure and Ferrari’s first dual-clutch gearbox. For the Speciale, weight was cut by 90kg and power ramped up by 35bhp, making this the most powerful naturally aspirated V8 ever built at Maranello. Gearshifts were faster, the active aero tuned to maximise downforce in corners and minimise drag on the straights, and the brakes were adapted from the LaFerrari. Steering response times and lateral *g* were the best ever recorded for a Ferrari production car. New for the Speciale was Side Slip Angle Control (SSC), which used sensors and the E-Diff to help the committed driver to hold lurid tail-slides. Again, no official production numbers, but probably 2000-plus.

ENGINE V8, 4497cc **MAX POWER** 597bhp @ 9000rpm **MAX TORQUE** 398lb ft @ 6000rpm **WEIGHT** 1395kg **POWER TO WEIGHT** 435bhp/ton **0-62MPH** 3.0sec (claimed) **TOP SPEED** 202mph (claimed)

Spirit of the ’60s

Goodwood honours Maranello Concessionaires founder

WORDS JOHN BARKER | **PHOTOGRAPHY** GOODWOOD

THE INAUGURAL RUNNING of the Ronnie Hoare Trophy kicked off the 76th Members’ Meeting at a very chilly Goodwood on March 17. Named after the founder of Maranello Concessionaires, the new addition to the programme is not exclusively for Ferraris but for production-based, closed-cockpit sports and GT cars ‘in the spirit of the Goodwood Members’ Meetings of 1960-1966’. It looked as if the win might go, appropriately enough, to Vincent Gaye’s beautiful and finely driven 275 GTB/C (shown), pursued for much of the race by the SLR-Morgan of James Bellinger. But, after a tentative start from pole, the win was taken in impressive style by James Cottingham in a Porsche 904, who remarked afterwards that it would have been good for a Ferrari to have won. Cottingham dedicated his win to much-missed broadcaster and MM favourite Henry Hope-Frost.

Monte magic

THE ENTRY LIST for the unique Ranudo Padre-Figlio regularity rally in October just gets better and better. The Ferrari-only event, which is 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, 288 and 599 GTOs, a 250 GT California SWB and a Portofino. So if you have one of those and you fancy taking part, you’ll have to find another Ferrari, because only one of each model is permitted!

The rally takes place on October 19-21, exploring some of the finest roads in the Monte Carlo region, which is, of course, home to a number of classics routes, including the Col du Turini and the Route Napoleon. Any team can win, the regularity format

placing an emphasis on meeting an average speed as precisely as possible over the various road sections. The rally is a gastronomic tour, too, with some of the finest hotels and restaurants being visited, while the organisers promise a few of the surprises for which they have become famous. The entry fee is €2975 per person. To find out more, email the organisers at questions@HappyFewRacing.com or log on to www.HappyFewRacing.com

Nominations please

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 thier 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. Find out more and make your nomination at historicmotoringawards.co.uk

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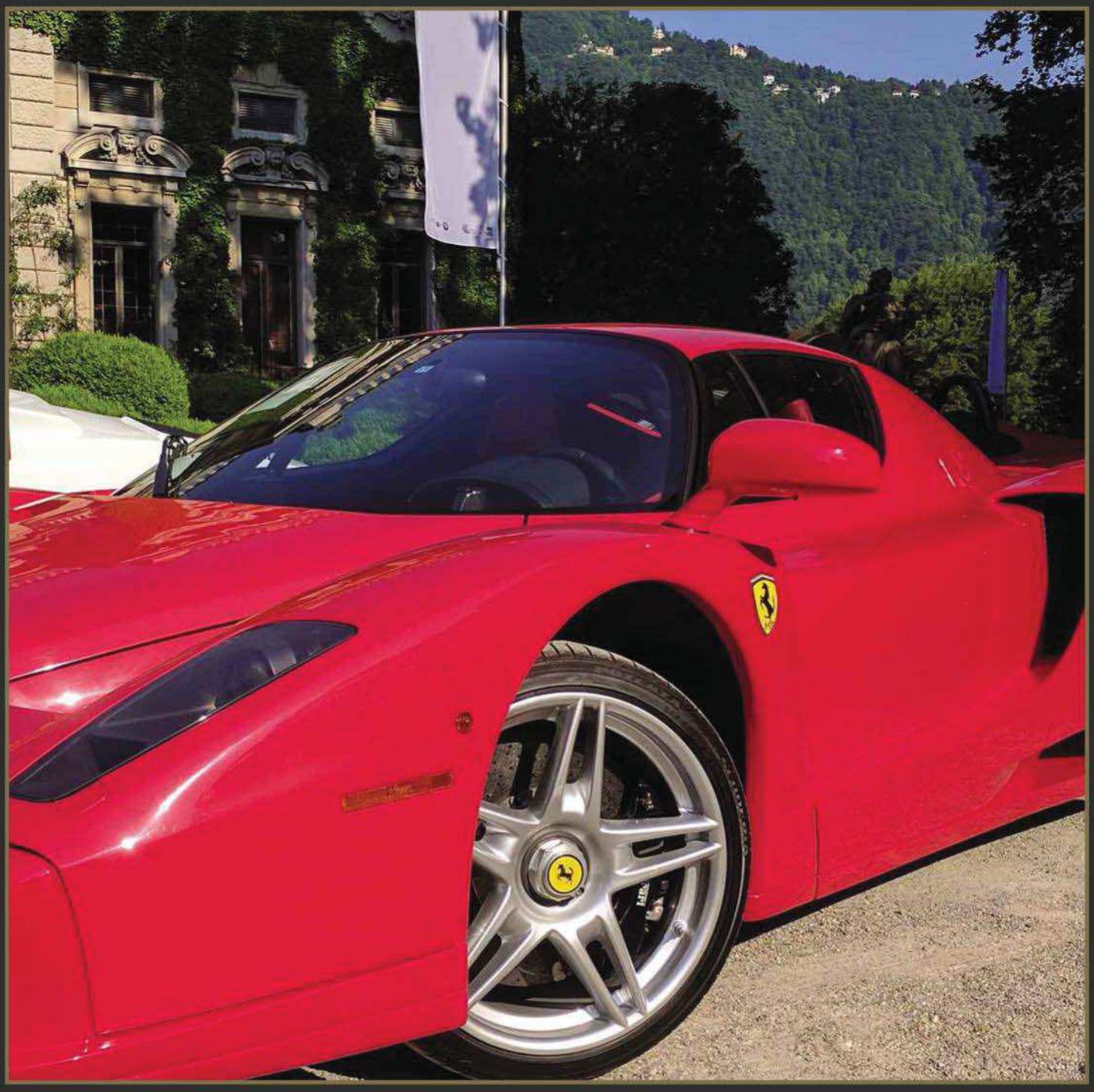

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Old gold

Bonhams digs up a spectacular treasure from the earliest days of Scuderia Ferrari

WORDS CHRIS BIETZK | **PHOTOGRAPHY** GOODWOOD/ANTONY FRASER; RM SOTHEBY'S

From top
Though it was once painted British Racing Green, the Scuderia Ferrari history of this Alfa Romeo Tipo B Monoposto has always been known; the polarising 328 GTS-based Conciso, up for sale in May

TIME HEALS ALL WOUNDS and all that, but two months on from Artcurial's Paris auction we're still a bit sore that we did not get the chance to admire the 1964 Le Mans-winning 275 P in person.

Our plans for a date with chassis 0816 were scuppered not by some diary clash or a missed train, but because the car was suddenly withdrawn from sale by the heirs to Pierre Bardinon's great collection of Ferraris. The 'ongoing proceedings surrounding the estate' cited by Artcurial are no doubt labyrinthine…

With or without the 275 P, the event was always going to be a success thanks to a brilliantly varied catalogue (we especially liked the 1930 Chenard & Walcker 1500 Type Y8 Tank and the Vanvooren-bodied 1928 Avions Voisin C11), and nine of the twelve Ferraris offered were sold, with a 2006 FXX bringing the biggest money: €2,674,400.

Still, it was hard not to wonder how long we might have to wait for a Ferrari even vaguely comparable in stature with chassis 0816 to appear on the horizon of Auction Land again. Not long at all, it turns out – depending on your definition of 'a Ferrari'.

At its Goodwood Festival of Speed sale on July 13, Bonhams will invite bids on the grand old automobile pictured above, a 1934 Alfa Romeo Tipo B Monoposto. As the paintwork indicates, chassis 5007 was among the horses dispatched by Alfa Romeo to the factory-backed stable of one Enzo Ferrari, and it was campaigned under the banner of Scuderia Ferrari, with the great French driver Guy Moll most probably at the controls, according to Bonhams.

It was acquired early in 1935 by Richard 'Mad Jack' Shuttleworth, a man much admired at Enzo HQ for his sideways racing style. After painting the Alfa British Racing Green he drove it in hillclimbs, road races and Grands Prix, winning the inaugural Donington GP with the car in 1935 before crashing it in the South African GP the following year.

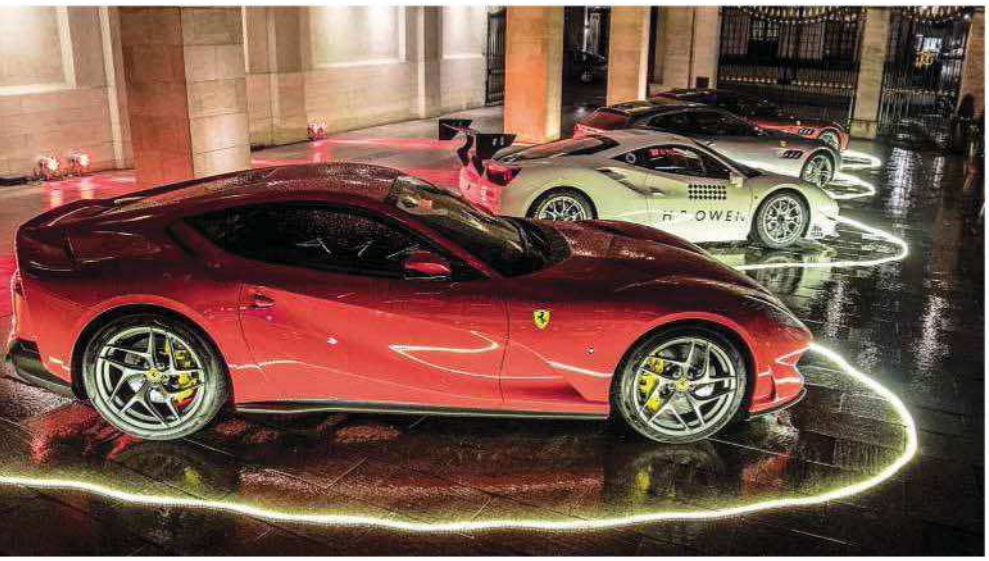
It wasn't until 1938 that the car was repaired, and sadly Shuttleworth had few opportunities to enjoy it thereafter: he joined the war effort as a pilot, and died on a training mission in 1940.

Now resplendent again in the correct Italian racing red, chassis 5007 will be sold with a single-seater Grand Prix body in addition to the two-seater sports car coachwork it currently wears, so potential bidders can rationalise the estimate of £4.5-5m by telling themselves they're getting two cars for the price of one – as well as an extremely rare piece of early Ferrari history and a magnificent Vittorio Jano-designed machine.

Two months before it rolls across the block, another hen's-teeth Ferrari will come to auction at RM Sotheby's Monaco sale. It is in some ways the mirror image of the Alfa, featuring Ferrari's own engineering but a body notably missing a Prancing Horse badge. The 1993 Conciso concept is a skinned 328 GTS, to which Michalak Design added, well, as little as possible. The minimalist alloy bodywork makes the Conciso about 30 per cent lighter than a standard 328 GTS. It also makes the car less than popular with some Ferrari enthusiasts, and while we can't say we find the Conciso beautiful, we can respect the clarity of purpose that led to its creation… and we'd love to find out exactly how that weight-saving improves performance. With no reserve, it will surely appeal to an iconoclast with a need for speed.

Those in the market for a more traditional, all-Maranello car might want to circle May 18 on the calendar, because Silverstone Auctions has announced that it is to hold a Ferrari-only auction in association with the Ferrari Owners' Club of Great Britain.

The Wing building at Silverstone is to be the place, and 14:00 the time. The early consignments are promising and include a 36,000-mile 1972 Daytona (estimate: £500,000-£575,000) and a 2009 612 Scaglietti (estimate: £90,000-£110,000) – neither of which, would-be buyers will be glad to know, is likely to disappear before auction day.



Painting the town

London gala dinner and track action among early highlights as club season gets under way

WORDS & PICTURES RICHARD DREDGE

AFTER A PARTICULARLY busy 2017, in which the Ferrari Owners' Club of Great Britain celebrated its 50th birthday, this year promises another full programme of events, including picnics, socials, concours and racing.

The season may only just be getting going, but the club has already enjoyed a couple of social events at opposite ends of the spectrum. The first was a very informal karting competition, an event that's run each year, in which the various area groups compete against each other in a three-hour endurance race. Held at Formula Fast in Milton Keynes, the racing was fast and close, with the team from Hertfordshire taking the top slot.

The karting was swiftly followed by one of the club's flagship events: a black-tie gala dinner at the Grosvenor House in London. With 370 members meeting up to eat and drink, listen to great live music and enjoy a highlights performance of the *We Will Rock You* musical, it summed up what club membership is all about.

Things moved up a gear in April, with the club launching a new format for its trackdays, guaranteeing plenty of track time for everyone who takes part. The first was at Silverstone and also incorporated a media day to demonstrate what the club's Pirelli Ferrari formula classic (PFfc) is all about. One of two race series run by the Ferrari Owners' Club (the other is the Pirelli Ferrari Hillclimb Championship, or PFHC), there will be 13 rounds of the PFfc this year, at venues that will include Brands Hatch, Oulton Park, Snetterton, Donington Park and Val de Vienne in France.

The first PFfc races will take place over the weekend of April 28-29, as part of the biggest Prancing Horse event in the UK this year – Passione Ferrari at Silverstone. The club will have a strong presence at the circuit for the entire weekend, with a stand plus a multitude of members' cars, so if you're not already a member, this will be the perfect opportunity to sign up. To be eligible you'll need to be a current or former Ferrari owner.

If you're not at the Silverstone weekend you might make it to the fabulous La Vita Rossa at Prescott Hill Climb in Gloucestershire, May 27-28. If you've never been to this event before, you should give it a try as there's always a wonderful array of Italian machinery old and new, and all in a glorious setting. The club will have a stand and you can expect to see plenty of Ferraris on the track as well as off it; part of the programme includes a round of the Pirelli Ferrari Hillclimb Championship.

Full club membership costs £120 per year; Prancing Horse Register membership (available even if you don't own a Ferrari) is set at £65. For more information about the club, log on to ferrariownersclub.co.uk (where you can see a full calendar of events) or give the HQ a call on 01327 855430. You can also follow the club on social media: facebook.com/FOCGB and @twitter.com/FerrariOwnersGB

Clockwise from above left
Superb line-up outside the Grosvenor House hotel in London greeted guests attending the club's black-tie gala dinner; expect a huge turnout for the Passione Ferrari event at Silverstone, and plenty of action in the Pirelli Ferrari Hillclimb Championship

TOM HARTLEY JNR

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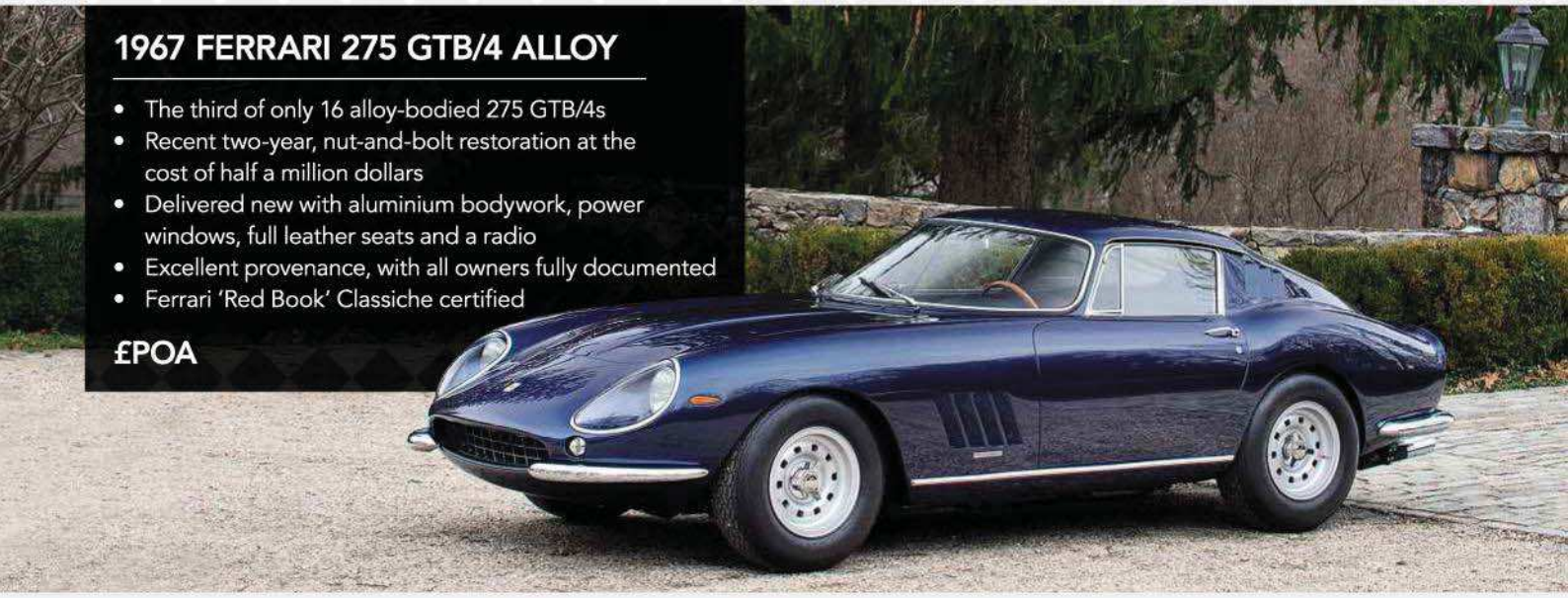

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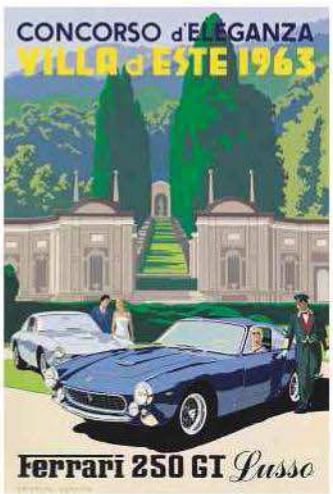
DESIRABLES

Ferrari-related objects of desire, including a masterfully miniaturised 333 SP

1:8-scale 333 SP model by Amalgam

£8735 | amalgamcollection.com

We say 'miniaturised', but at 1:8-scale, this model – a likeness of the car that thundered to victory in both the 24 Hours of Daytona and the 12 Hours of Sebring – practically needs its own garage. Its size means that all sorts of fine details can be accurately rendered, which is why each 333 SP takes almost 400 hours to complete.



250 GT Lusso poster by Pullman Editions

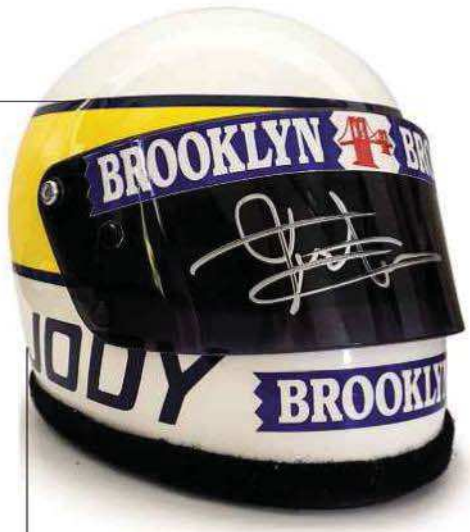
£395 | pullmaneditions.com

The Concorso d'Eleganza Villa d'Este had sadly disappeared from the calendar by the 1950s and wasn't revived until 1995, but this limited-edition poster gives a tantalising sense of what might have been.

JBL Synthesis K2 S9900 floorstanding loudspeakers

£44,000 | jblsynthesis.com

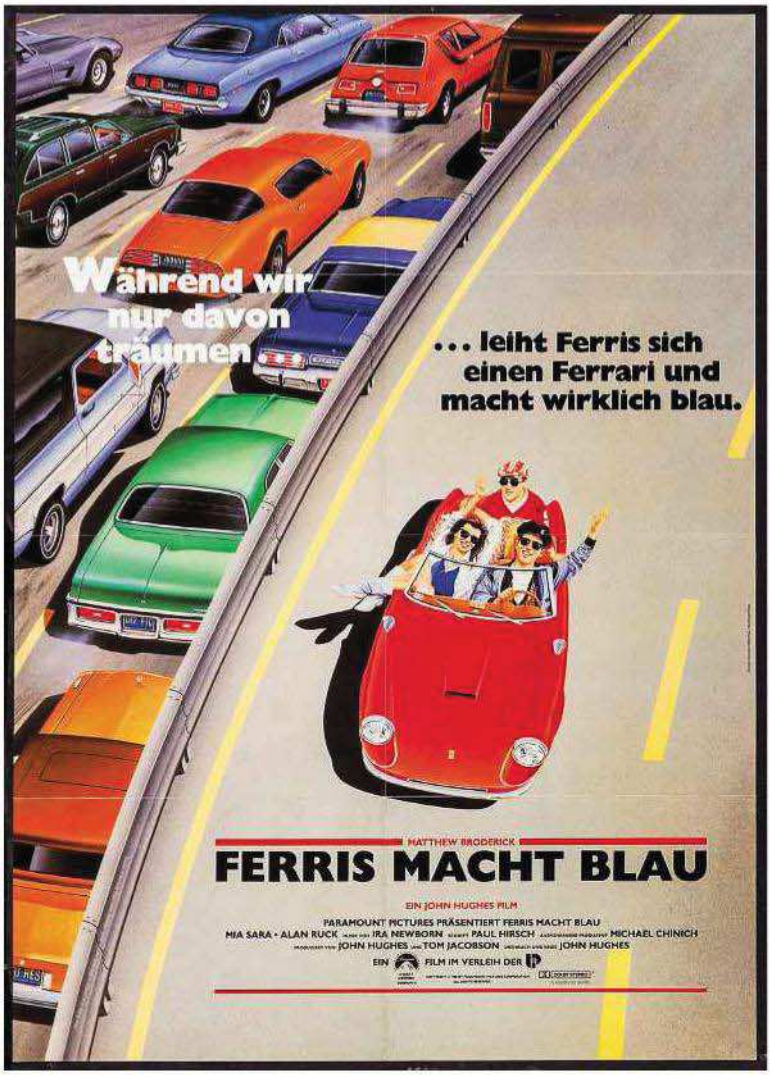
JBL provides sound systems to Ferrari, but you wouldn't spec a 488 GTB with these exceptional speakers; they might upset the weight distribution a touch... We can promise, though, that you'd be delighted to have them in your home.



Signed, 1:2-scale Jody Scheckter helmet

£265 | thesignaturestore.co.uk

There was never any danger of Ferrari's 1979 F1 World Champion picking up the wrong helmet, and Scheckter's white-and-yellow 'Jody' lid has now been recreated at half-size for the enjoyment of memorabilia hounds.



Vintage German-market Ferris Bueller's Day Off **poster**
£125 | drivepast.com

Matthew Broderick might have had the title role, but we all know the real star of Ferris was the 'borrowed' 250 GT California Spyder. The international poster artwork for the film, produced by British artist Steve Kingston, has become quite sought-after, no doubt because it puts the car front and centre.

Mühle Glashütte Teutonia II Weltzeit
£2380 | muehle-glashuette.de

Lovely bit of kit, this, combining an endlessly fascinating (to us, anyway) world time function with typically crisp Mühle Glashütte design. All those place names don't overwhelm the midnight blue dial, and at a sensible 41mm, the watch won't overwhelm your wrist, either.

Scuderia Ferrari silk tie
£110 | store.ferrari.com

There are only a few things that Italy does as well as it does cars: ice cream, pizza, tax evasion. Oh, and silk ties. This official Ferrari number is, of course, entirely made inside the borders of The Boot, and features an eye-catching pattern created using the Prancing Horse logo.

1:18-scale 365 GT4 2+2 model by KK Scale
£88.95 | grandprixmodels.com

With steerable front wheels and a level of finish and detail that is impossible to fault at 90 quid, this new model seems a bit of a bargain to us. Time was that we thought the same about the real 365 GT4 2+2, but of course we did nothing about it... We'll just have to make do with a 365 on the desk rather than in the driveway.

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1992 Ferrari F40 - RHD Ex Sultan of Brunei

1950 Ferrari 195 Inter Coupe by Touring

1964 Ferrari 250 Lusso. Ex Chris Evans

1949 Ferrari 166 Inter Coupe

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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.

OPEN QUESTION

WORDS JOHN BARKER | **PHOTOGRAPHY** MALCOLM GRIFFITHS

The California was a huge success without ever quite convincing die-hard sports car fans. Can the Portofino build on its core qualities while also delivering more of what driving enthusiasts crave?

There's always been a sense that Ferrari itself was surprised by the success of the California. Around the time of its launch in 2008, there were rumours – denied by the factory – that it had been conceived as a Maserati. What was not in doubt was that it was a different sort of Ferrari. A decade on, we have the Portofino, the third-generation California in all but name, and it's clear that Ferrari has thought long and hard about how to play to the model's strengths and make it an even better GT, but also about how it could be better aligned with the rest of the range.

That's both exciting and slightly risky. Traditionalist Ferrari buyers might sniff at the California, but it quickly became the company's best-selling car ever, and just last year the California T accounted for 35 per cent of all Ferrari car sales, with 70 per cent of those customers new to the brand. No matter how rich your portfolio, that's gold right there. Moving to make it more appealing to traditional Ferrari enthusiasts risks spoiling a winning formula.

So while there were some obvious areas where the California could be improved – its looks and dynamics particularly – the Portofino still needs to strike the right balance, as designer Adrian Griffiths illustrated when he said that the objective was to make the new car look 'sportier but still socially acceptable – not aggressive'. California owners use their cars differently from other Ferrari owners. Many are daily drivers and take their owners on holiday, too. In short, those owners use their Californias as they were intended, as Gran Turismos, so more like a Mercedes SL than a 488 Spider.

Unsurprisingly, then, many of the improvements for the Portofino enhance comfort and versatility, hence the slimmer-

'When it fires up, the revised, twin-turbo V8 sounds sonorous and complex'


Portofino

'Within a mile, the steering and handling both feel more natural and more intuitive'

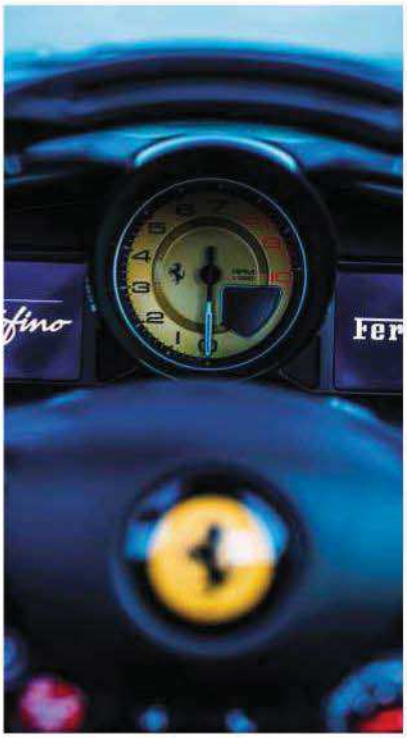
backed front seats giving more rear legroom, air conditioning that's more efficient and quieter, and a new, more effective wind deflector. Other improvements such as the impressive 80kg weight reduction enhance handling, performance and economy, so can be appreciated by all. Was an uplift in power from 552 to 592bhp (600ps) necessary? Possibly not.

First impressions are very positive. In the thin light of a southern Italian morning, the Portofino is more handsome than the California, both on the approach and from behind the wheel, and, when it fires up, the revised, twin-turbo V8 sounds sonorous and complex. Then, within a mile, you appreciate that the steering and the handling feel both more natural and more intuitive. Has Ferrari pulled it off; has it managed to make the Portofino both sportier and more capable as a GT? It's looking good…

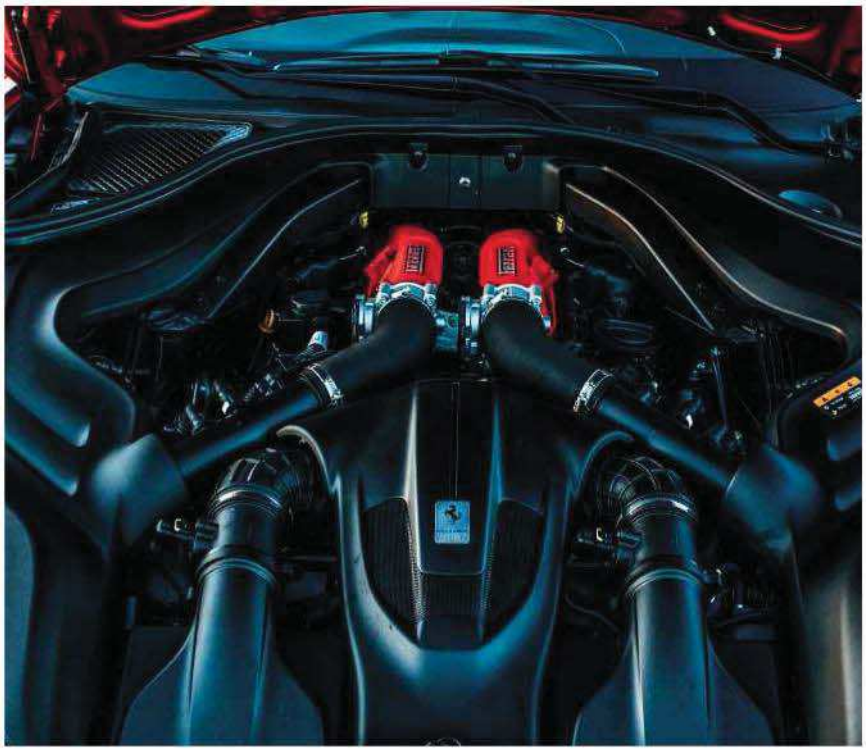
The original California was no beauty, with its heavy tail and surprised-looking 'face'. The California T tidied up and smoothed out its looks and the Portofino is better still. There's a lot of 812 Superfast in the nose, the profile and the sculpting of the body sides, especially so with the roof up when it looks like a fixed-head coupé. Roof down, it's harder to disguise the chunkiness of the tail, necessary to allow the all-new hardtop to fold into the boot space, which it still does in around 14sec, at up to 25mph (40km/h). That's quite something considering that, while this happens, the bootlid hangs off the back of the car like an airbrake.

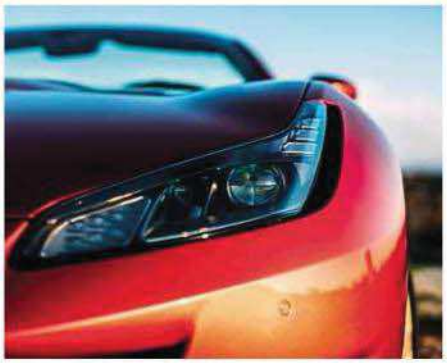
Almost every aspect of the car has been revised, starting with the body structure, which, says Ferrari, uses materials in a smarter way. For instance, the A-pillar sub-structure is now made from two parts, not 21. Carried through the car, this approach has saved weight, improved quality and increased both torsional stiffness (by 35 per cent) and stiffness at suspension mounting points (50 per cent). The changes to the body structure and panels provide the largest part of the overall 80kg weight saving; other factors include new magnesium-alloy seat frames. The bottom line is a kerbweight of 1664kg (with fluids), which compares favourably with the 1770kg of the similarly potent Mercedes-AMG SL63.

A lighter car responds more quickly, of course. Another of Ferrari's conclusions from its analysis of the habits and psyche of California owners is that, for them, dynamically 'fun is delivered by noise and agility'. The steering of the out-going California T was fast but lacked feel and connection. Fitting the Portofino with a



'Reaching for the 7500rpm red line, the flat-plane-crank V8





spins with a tight, pure note like a super-smooth in-line four'

slower-ratio steering rack (by 7 per cent) seems counter-intuitive, but there's more to it than that. At the other end of the car is the latest active differential, E-Diff 3, and, as with electronic stability control, this can be manipulated to influence the behaviour of the car in many situations, including turning the car subtly on corner entry. And that's what has allowed the slower rack. Also, the Portofino is only the second Ferrari to switch from traditional hydraulic power steering (HPAS) to electromechanical power steering (EPAS), and incorporates lessons learned from the first, the 812 Superfast.

When you first pull away, the efforts required at the chunky-rimmed wheel feel a little high but, because the car feels responsive and authentic, you've soon forgotten this. The Portofino's stiffer shell has allowed the chassis engineers to increase the spring rates by 15.5 per cent at the front and 19 per cent at the rear, and they are allied to the latest 'SCM-E' magnetorheological, adaptive dampers. Roll and pitch can be controlled to give the car a clean, decisive feel, while at the same time absorbing lumps and bumps.

The cockpit of the Portofino is a neater evolution of the California T's, the facia incorporating all the elements of the GTC4 Lusso models, including a large central screen and the option to have an additional passenger 'dashboard' embedded into the strip above the glovebox. You sit well down into the car and the new, slimmer, lighter seats feel good right away; firm but comfortable and supportive. At the end of a long day, they felt just as good. Yet while they might help create an extra 5cm of space in the rear, the uncompromisingly upright and lightly padded rear seat backrests are no more comfortable than before, even for small children, and they're certainly no place for an adult, even with the roof down. The Lusso is still Ferrari's only true four-seat car.

Below and right
Portofino looks particularly handsome with the roof up – it converts in around 14sec and at speeds up to 25mph – when it offers coupé-like refinement, too. Definite shades of big brother 812 Superfast here

There's more bass and complexity on start-up and at idle, in part thanks to the fitment of electrically operated exhaust bypass valves. These can be more quickly and finely controlled, though the promise of a more engaging and musical engine note throughout the rev-range never quite materialises. The tailpipe note is less engaging paddling in the shallows of the engine's range, being rather a monotone, but on the upside it sounds thrilling at full throttle; reaching for the 7500rpm red line, the flat-plane-crank V8 spins with a tight, pure note like a super-smooth in-line four.

Among the many changes to the 3.9-litre V8 is a new, single-piece, cast inlet manifold with twin-scroll feeds for smoother flow onto the turbos. There are also straighter, less restrictive intake tracts, a new, freer-flowing intercooler, and circular exhaust tubing, all with the intention of improving efficiency and the throttle response of the engine. Along with an extra 40bhp, the torque output of the revised V8 has risen, too, now peaking at 560lb ft. As before, torque is restricted in

'Despite having nigh-on 600bhp, getting the rear to play is harder than you'd imagine'

Specification

ENGINE V8, 3855cc, twin-turbo **MAX POWER** 592bhp @ 7500rpm **MAX TORQUE** 560lb ft @ 3000-5250rpm
TRANSMISSION Seven-speed F1 dual-clutch semi-auto, rear-wheel drive, E-Diff3 electronic diff, F1-trac, ESP
SUSPENSION Front and rear: double wishbones, coil springs, SCM-E magnetic dampers, anti-roll bar
STEERING Rack and pinion, electrically assisted **BRAKES** Carbon-ceramic vented discs, 390mm front, 360mm rear, ABS **WHEELS** 8 x 20in front, 10 x 20in rear, aluminium alloy **TYRES** 245/35 ZR20 front, 285/35 ZR20 rear
WEIGHT 1664kg **POWER TO WEIGHT** 361bhp/ton **0-62MPH** 3.5sec (claimed)
TOP SPEED 199mph (claimed) **PRICE** From £166,180

the lower gears, actually hitting its peak only in the highest ratios of the seven-speed dual-clutch 'box, although if this is to protect against low-speed oversteer, it feels unnecessary.

The Portofino's connected, natural-feeling steering is the foundation for a great-handling car. Up the pace and you can add composure and balance. The engine is mounted behind the front axle, and the rear transaxle is a hefty unit, combining the dual-clutch gearbox and E-diff. Added to that, we drove mainly with the roof stowed, which moves the already rear-biased weight distribution – 46:54 front:rear – even more rearwards. All of which means that on clean, warm asphalt, the Portofino generates lots of grip and traction.

There's no understeer to speak of, and it takes a lot to get the rear unstuck, which is probably a combination of the torque-managed engine – it feels pretty much lag-free but, unusually for a turbo, does its best work at higher revs – and the active diff more finely and effectively controlling traction. There are just three settings on the manettino – Comfort, Sport and ESC Off. Twist to Sport and the throttle sharpens, as do the gearbox's reactions, though shifts are never anything less than slick and seamless in Comfort. The exhaust bypass valves open, too, giving the V8 a stronger voice, and the suspension firms up, the extra control coming at the expense of some small-bump absorption.

It's a fair trade because, when you're really working the V8 hard and asking a lot of the car, hints of the old California start to show through. Turn into a corner and there's a fleeting moment when the rear seems slightly lose, as if there's a bit of slack to be taken up. It's hinted at when tacking into faster sweeps, too, just as you turn, as if the mass at the rear follows just a fraction later.

It's a long way from there to provoking oversteer, though. In fact, despite having nigh-on 600bhp, getting the rear to play is harder than you'd imagine. Twist fully right against the spring loading to turn off traction control, hustle the Portofino briskly into the apex of a second-gear hairpin, nail the throttle and first time you'll probably be too late on the gas. Try again, much earlier on the throttle, and the rear does unstick and gets moving pretty quickly, the mass suddenly in motion. There is a middle way that involves a bit more finesse and allows you to ride out the gear but, if I'm honest, it doesn't feel like that's what the Portofino is all about.

It does many other things better. Indeed, as the California concept refined and advanced, the Portofino is an undoubted success. In the metal it doesn't look quite as handsome as in early press shots because they showed the car very low on its suspension. That said, it is a much better-looking car than the California – sharper, cleaner-cut and more handsome from any angle – and dramatically better roof up, looking like a proper coupé. It drives like one, too, with all the refinement you'd expect. Roof down, with the new wind deflector in place, it's a remarkably serene convertible; you can better enjoy the clean bark of the V8 and get the tailpipes to pop like they do on a WRC car by manually up-shifting mid-revs with your foot to the floor. On the practical side of things, with the roof stowed there's still room in the boot to fit a couple of flight cases, and there's a load-through panel for skis and the like. But, despite the extra space afforded by the slimmer front seats, the rears are still a token gesture.

It's a better car to drive, too. It's not a car utterly transformed, but all the essentials have been improved; steering feel and response, body control and balance. California customers should appreciate the improvement even if they can't say exactly why it's better. In fact, the only downside we found was that the car was caught out by broken surfaces at town speeds, becoming rather crashy whether in Comfort or Sport mode, which is slightly at odds with its everyday-GT role. Overall, though, the Portofino has a broader appeal and so Ferrari's best-seller is now even more compelling.

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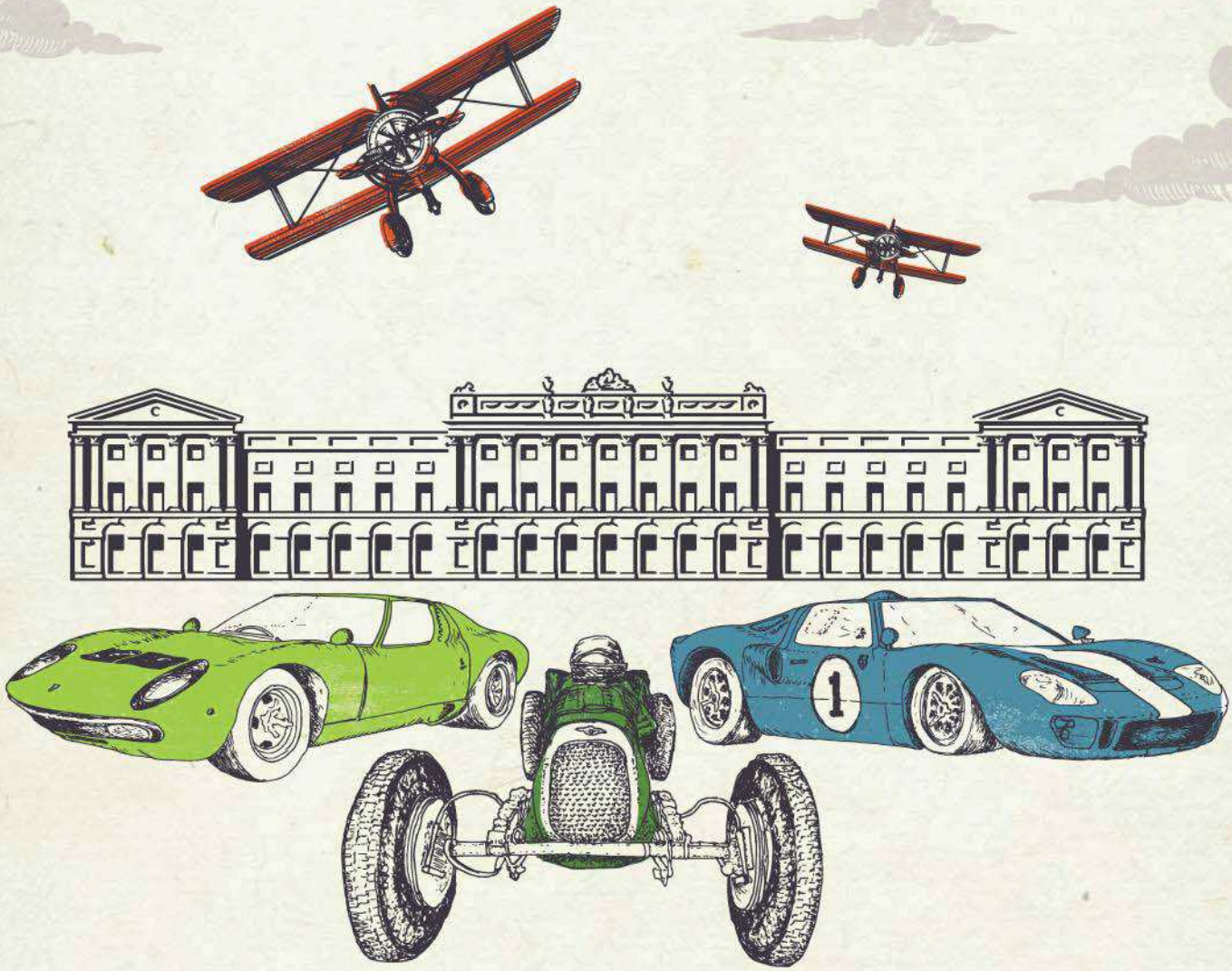

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BRAND DESIGNS

How do you create an SUV with all the Ferrari brand values? That's the challenge now facing Ferrari – and one that we set some of the UK's brightest young design students

THEY SAID IT WOULD never happen, but Ferrari CEO Sergio Marchionne has now confirmed that, by 2020, the model range will include an SUV. Or, as Ferrari would prefer, an FUV – a Ferrari Utility Vehicle. This is to emphasise that the Modenese firm will make a 4x4 on its own terms, though it is also clear that it has the recently launched Lamborghini Urus in its crosshairs.

Marchionne said that Ferrari could no longer ignore the 4x4 market, adding that customers would buy such a vehicle if it was 'the king of its class'. It's got a job on its hands. If Ferrari wants to build the fastest SUV in the world, its FUV – codenamed F16X – will need to be a 190mph machine because the Urus claims a 189mph top end.

Few details of the F16X have yet emerged, though it's possible that it will be built on a version of an all-new platform developed for both the SUV and the replacement for the GTC4 Lusso – the firm's other full four-seater. It's rumoured that the largest engine won't be a V12 but a version of the twin-turbo V8, since this can produce both the power needed for a high top speed and sufficient torque for a vehicle that will almost inevitably weigh more than two tons and have some light off-road ability.

What we don't know yet is how the FUV will look, though it's said the rear doors will open the opposite way to the fronts, giving pillarless access to the rear seats. So we invited the final-year design students on Coventry University's Vehicle Design Course to consider what form it could take and create some concepts. Here's what they came up with.

Eimar Hyland

hylande@uni.coventry.ac.uk

'THE FERRARI GRAN PARADISO is a front-engined five-seater performance SUV. It shares a 3.9-litre twin-turbo V8 with the GTC4 Lusso T, but here a hybrid format increases the power to 626bhp.

'The design follows Ferrari's philosophy of blurring the lines between science and art. Channels starting either side of the grille pass along the flanks to give excellent aerodynamics. Additional active aero is beneath the vehicle and at the bottom corners of the grille for cooling the brakes and enhancing the handling. These elements are fused with sensual curves and fluid surfaces, with the formal language of a fastback cab-rearward silhouette.'

Alvaro Ogando

ogandoa@uni.coventry.ac.uk

'MY FERRARI SUV is a two-door, like the GTC4 Lusso, with four seats in a hatchback body, to compete with the likes of the Lamborghini Urus and Bentley Bentayga. It would be powered by either a hybrid V8 or V12, with a four-wheel-drive system based on the Maserati Levante's but more performance-oriented. The design follows from the 812 Superfast and GTC4, mixing aggressiveness with practicality, with muscular, sculpted wheelarches and bonnet.'

Yoan Tsonev

Tsonevy@uni.coventry.ac.uk

'THE ROOF OF THE F-SUV is curved to give a coupé-like appearance, but the volume of the interior allows five seats, with four traditional doors. The design language is a mixture of F12 Berlinetta and 812 Superfast, which in my opinion are two of the most refined contemporary Ferrari designs. The lines that start from the front of the vehicle are continued throughout the whole length of the car, suggesting dynamics and aggressiveness even when the car is not in motion. A twin-turbo V8 produces 670bhp'

Shirou Zhou

zhous16@uni.coventry.ac.uk

'MY FERRARI HAS suicide-type rear doors. The design language is intended to capture a powerful and sporty feeling, with the muscular lines intended to give a strong visual impression of the power within.

'It's my interpretation of the unique Ferrari spirit. The front is similar to the Portofino, which I think is full of Ferrari soul, while the side view and rear are inspired by the design language of the LaFerrari. The positioning of the car would be similar to the Lamborghini Urus.'

Adam MacKerron

A.mackerron@hotmail.co.uk

'I TRIED A NUMBER OF VARIATIONS, so I couldn't give a detailed specification [the side profile shot of a red SUV on the opening pages is another of Adam's concepts], but I was thinking of a vehicle that would possibly sit at a similar level to BMW's X6 in terms of basic dimensions, and closer to Bentayga and Urus in terms of pricing and benchmarking performance. I looked a lot at the success of the Ferrari FF, which has since been replaced by the GTC4 Lusso, and how the designers managed the very untraditional packaging requirements in their designs.'

Pengbo Ren

zhangb19@uni.coventry.ac.uk

'BENCHMARKING AGAINST the Urus gives my concept the same wheelbase, same length and height but with a slightly shorter front overhang. The A-pillar sits a little further back than on the Urus, and the rear sits a little higher, too, with an exaggerated negative facia. Combining these two elements gives that sporty stance that Ferrari is all about. A transparent A-pillar for clearer visibility showcases contemporary technology.'

Bingqing Zhang

zhangb19@uni.coventry.ac.uk

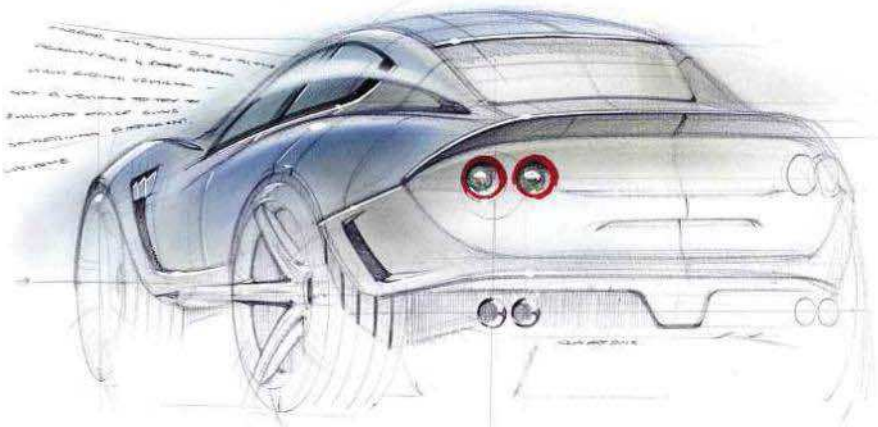
'THIS HAS a front-mounted 6.3-litre naturally aspirated V12 giving around 740bhp, delivered to all four wheels using the updated 4RM system from the GTC4 Lusso. I would like to price it higher than Urus, Bentayga, etc, more in line with the upcoming Rolls-Royce Cullinan.

'The design was influenced by the 288 GTO, especially at the front of the car. I wanted to achieve an aggressive, powerful appearance with a stable and strong stance, but not heavy or fat. This is achieved by exaggerated front and rear wing muscles, and one bone-line running through the car.'

The Coventry University course

THE AUTOMOTIVE and Transport Design BA has been running for 45 years now and remains the largest such design course in Europe, with more than 100 students enrolled on either a three-year course, or with an additional 'enhancement year' when they engage in projects and internships with industry. There is also a two-year MA Automotive Design course, led by Aamer Mahmud (which the majority of students whose FUV concepts are shown here are studying on).

Visiting tutors currently include Ian Callum, Gerry McGovern and Simon Cox (formerly Infiniti). Past alumni include Klaus Busse, now head of design at Fiat Chrysler Automobiles Europe, Miles Nurnberger, creative director of exterior design at Aston Martin, Rob Melville, design director of McLaren, John Buckingham, automotive creative director at BMW Group Designworks, and Kevin Rice, design director at Mazda. A recent graduate, Thomas Granjard, has been a designer at Ferrari since 2014. The course also took part in the 'Ferrari: new concepts for the myth' design schools competition in 2005 with Frank Stephenson. One student from that cohort is David Imai, now chief exterior designer at Tesla.

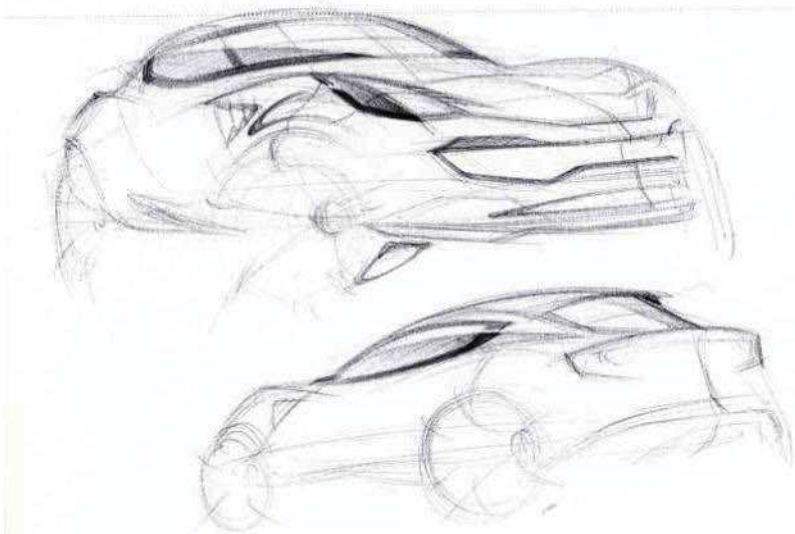


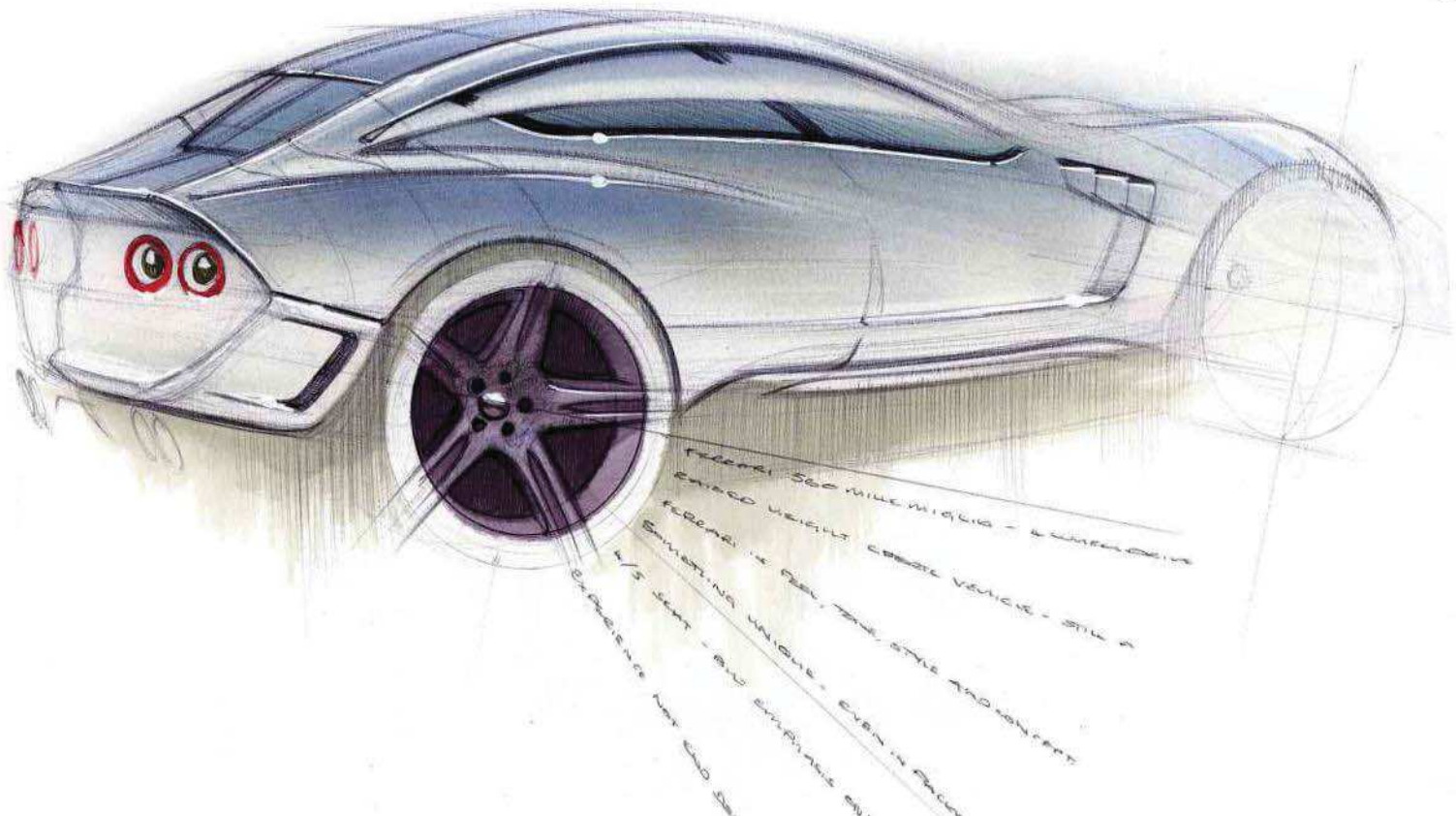
Adam Gompertz

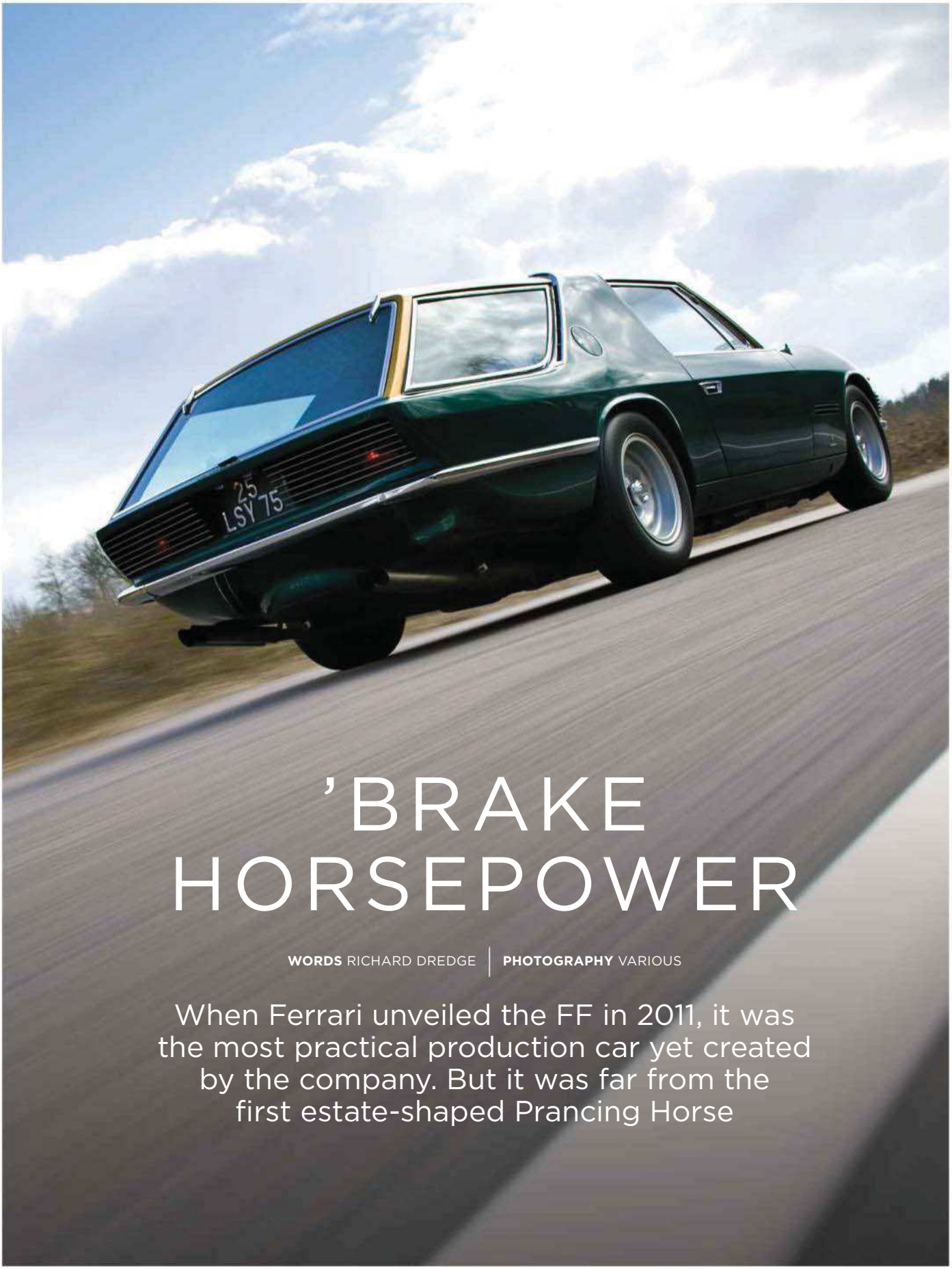
WE ALSO ASKED the Revd Adam Gompertz, whose Dino concept we featured in issue 3, to come up with his own interpretation of an FUV. 'A Ferrari designed to travel through places where current Ferrari models might not dare go,' is how he describes his concept.

'However, this is not Ferrari "doing a Porsche Cayenne or Bentley Bentayga". This is a different sort of package, more a four-door/four-seat off-road coupé. It picks up on some of the less "delicate" characteristics of the great cars and endurance road-racers of the past; it is about speed coupled with strength but without excessive weight. It is about longevity without heft.

'The form picks up on Ferrari design language without sacrificing them to the current default SUV package. It's lower than most SUVs: more lithe, fluid rather than blocky. This is a car to be owned by current customers who want a continuation of the feelings and experiences they have in their other Ferraris, as well as by those who want a unique and exclusive vehicle type.This is very much a prancing horse equipped for fast cross-country work; not a shire horse for carrying loads.'







'BRAKE HORSEPOWER

WORDS RICHARD DREDGE | **PHOTOGRAPHY** VARIOUS

When Ferrari unveiled the FF in 2011, it was the most practical production car yet created by the company. But it was far from the first estate-shaped Prancing Horse


1


3

2

1. **Daytona**
Perhaps the best-known of the various utility Ferraris, this Daytona was rebodied in the mid-1970s for Bob Gittleman, real estate developer (how apt). Gittleman wanted a Ferrari with a difference so he approached US importer Luigi Chinetti and asked him to come up with something; Chinetti's son Luigi Jr was only too happy to oblige by sketching a radical Daytona-based estate.

Chinetti then had to come up with someone to do the work. The father and son duo were also the importers of UK specialist Panther Westwinds, so the Surrey-based company was approached to reclothe the Daytona, chassis number 15275. The project took many months to complete from Chinetti's rough sketches, but by the end of 1975 it was ready for the road. The original plan was to turbocharge the engine to produce 600bhp and take the car all the way to a claimed 230mph. But for cost reasons – and because the car's aerodynamics simply weren't good enough for such speeds – the mechanicals were kept stock. The body, on the other hand, retained only the donor car's doors, windscreen and A-pillars. Most striking feature of all was the rear windows that opened in gullwing style.

2. **250GT 'Breadvan'**
At the end of 1961, Enzo Ferrari fired most of his key personnel after they tried to stand up to him, fed up with his autocratic ways. They then set up their own sports car company, ATS, backed by wealthy privateer Count Giovanni Volpi who was also one of Ferrari's most important clients; he was set to receive the first pair of 250 GTOs built in 1962. But when Enzo discovered that Volpi was ATS's principal backer, the deal was off.

Volpi responded by taking on Ferrari at his own game. One of those sacked by Ferrari was Giotto Bizzarrini, a brilliant engineer and designer. Volpi owned the 1961 250 GT SWB (#2819GT) that had been campaigned with some success; he told Bizzarrini to turn it into a GTO beater.

The 250 already had a competition engine with Testa Rossa-style heads, larger inlet and exhaust valves, and tuned exhaust manifolds. Bizzarrini moved the engine well behind the front axle line and fitted dry-sump lubrication to lower the centre of gravity.

The most radical thing about the new creation, though, was its bodywork, designed by Bizzarrini but built by Piero Drogo's Carrozzerria Sports Cars in Modena. Siting the V12 so far back allowed an incredibly low nose, while the low roofline was blended with a Kamm tail, which led to the car being nicknamed La Camionette by the French and the Breadvan by the British. By constructing the car from the thinnest possible aluminium, the Breadvan was a massive 200lb lighter than a GTO.

But it wasn't enough to beat the GTOs; of the five entered in the 1962 Le Mans 24 Hours, one came second and one came third but the Breadvan was forced to retire after four hours with a failed driveshaft. Volpi kept the car for a while, using it as a road car before he traded it in for a new Dodge station wagon. In fact the Ferrari wasn't enough to cover the cost of the Dodge; he had to put some cash into the kitty to seal the deal. It's fair to say that wouldn't happen today...

3. **F355**
The beauty of Photoshop is that you can dream up whatever you like and you don't have to think about the practicalities. You want a LaFerrari pick-up? No problem. A Dino 246 stretch limo? Easy. And as concept designer Rain Prisk has demonstrated, if you want an F355 'brake, your wish is his command.

By the time Prisk came up with his three-door F355, Ferrari had already put its own shooting brake into production (the FF). And while the FF is front-engined, which leaves space for a load-bay and rear seats, the F355 was mid-engined last time we looked. So either Prisk was planning some major re-engineering or very limited luggage capacity. Still, it looks good.

4. **212 shooting brake**
The first Ferrari to be rebodied as a shooting brake. It was the little-known Padua-based Carrozzerria Fontana that reclothed this 212 (#0086E) in 1951 for Scuderia Marzotto, as a support car for that year's Carrera Panamericana. With a 2562cc V12 and fitted with a five-speed gearbox, the 212 was rebodied again as a roadster in 1952 and it was campaigned in that year's Giro di Sicilia and Mille Miglia.

5. **FF 365**
In the 1960s, Willy Felber set up a car dealership in Morges, on the banks of Lake Geneva, to sell Ferraris and Rolls-Royces. By 1974 he'd created his own Ferrari-based roadster called the FF, which made its debut at that year's Geneva salon. While the car was sold as a Felber, it was actually Panther Westwinds that built the dozen or so examples that were sold, and it was this outfit that was asked to rebody a 365 GTC/4 (#16017) as a shooting brake. Called the FF 365, the car made its debut at the 1977 Geneva salon, but only one of the two-seaters was built.

6. **330GT 2+2 'brake**
It might be a slice of history but, let's face it, you couldn't accuse the Vignale-built 330GT 2+2 shooting brake of being a looker, could you?

The last Ferrari to be rebodied by Alfredo Vignale before he was killed in a car crash in 1969, the 330GT 2+2 shooting brake was based on chassis #07963 and was one of three special-bodied 330s commissioned by US Ferrari importer Luigi Chinetti and his son Luigi Jr (also known as Coco). It was the latter who came up with the design, which retained only the windscreen and part of the doors of the 4-litre V12 coupé.

The car was unveiled at the 1968 Turin salon and would later be owned by Jay Kay. Sold by Gooding & Co for $907,000 in 2017, it was perhaps one of the most practical Ferraris ever created, but not one of the prettiest.

7. **612 Scaglietti**
Dutch company Vandenbrink unveiled its 612 Scaglietti shooting break (sic) proposal more than a decade ago and we're still waiting for the first one to be built. That may have something to do with the fact that the conversion was pitched at £140,000 over the £183k cost of the standard car, with performance upgrades available on top of that.

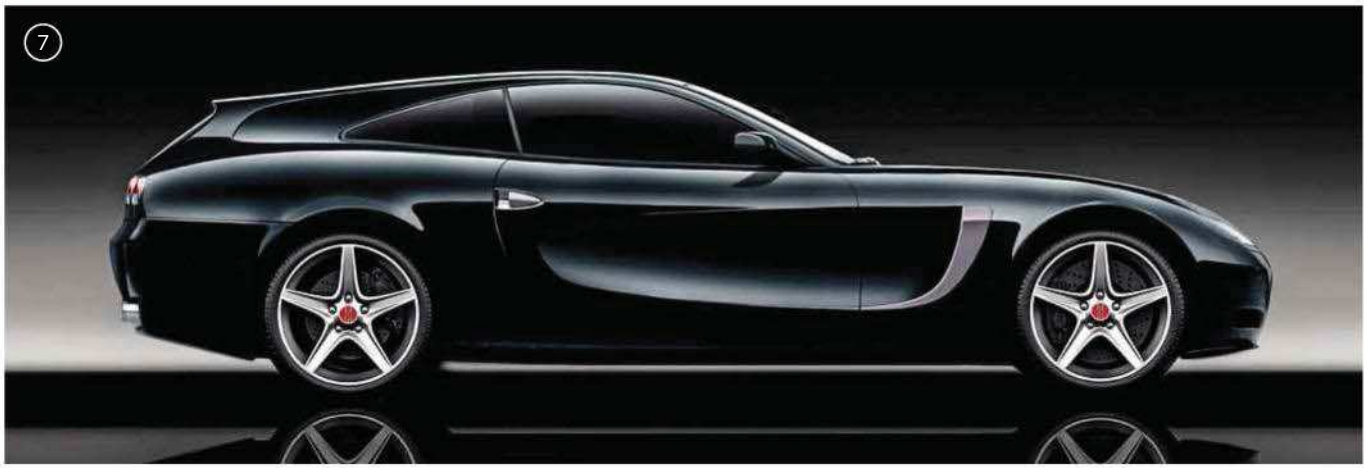
8. **365 GT 2+2**
The car that would later become the 400i and then the 412 started out as the 365GT 2+2, and it was this V12-powered front-engined coupé that provided the basis for Willy Felber's next foray into Ferrari shooting brake territory. Called the Croisette and based on chassis #18255, this is a car that's very poorly documented and we have no idea whether or not it still exists, but it appears to have been built in the early 1980s. What we do know is that the C-pillar treatment is seriously clumsy so the Croisette wasn't a looker, and it seems that just the one car was made.

9. **456**
The Sultan of Brunei has bankrolled an array of coachbuilders and low-volume car companies over the years – he loves to own stuff that nobody else has got. It's reckoned the Sultan has at least 3000 cars in his collection and among them were various 456 'Venezias' re-imagined as saloons, estates and cabriolets by Pininfarina.

Based on the 456 GTA, the five-door estate had 200mm let into its wheelbase to create a proper four-seater; the only panel carried over was the bonnet. The standard 442bhp 5.5-litre V12 in the nose was mated to a four-speed automatic Porsche 928 transaxle. It's reckoned seven estates were made, six of which are still secreted away in the Sultan's hangars.

10. **Lancia Thema 8.32**
Fiat boss Giannia Agnelli was a very lucky guy, because as well as a unique drop-top Lancia Delta Integrale and a convertible Ferrari Testarossa being built for him, Pininfarina also created this one-off Lancia Thema 8.32 estate. OK, so it might not wear Prancing Horse badges but the Thema has the heart of a Ferrari – a 215bhp 328 GTB heart no less.

Agnelli kept the Thema until 1995. At least one other 8.32 estate has been built, cobbled together from four different Themas. We must presume one was an estate and at least one other was an 8.32; where the other two came in we're not sure.



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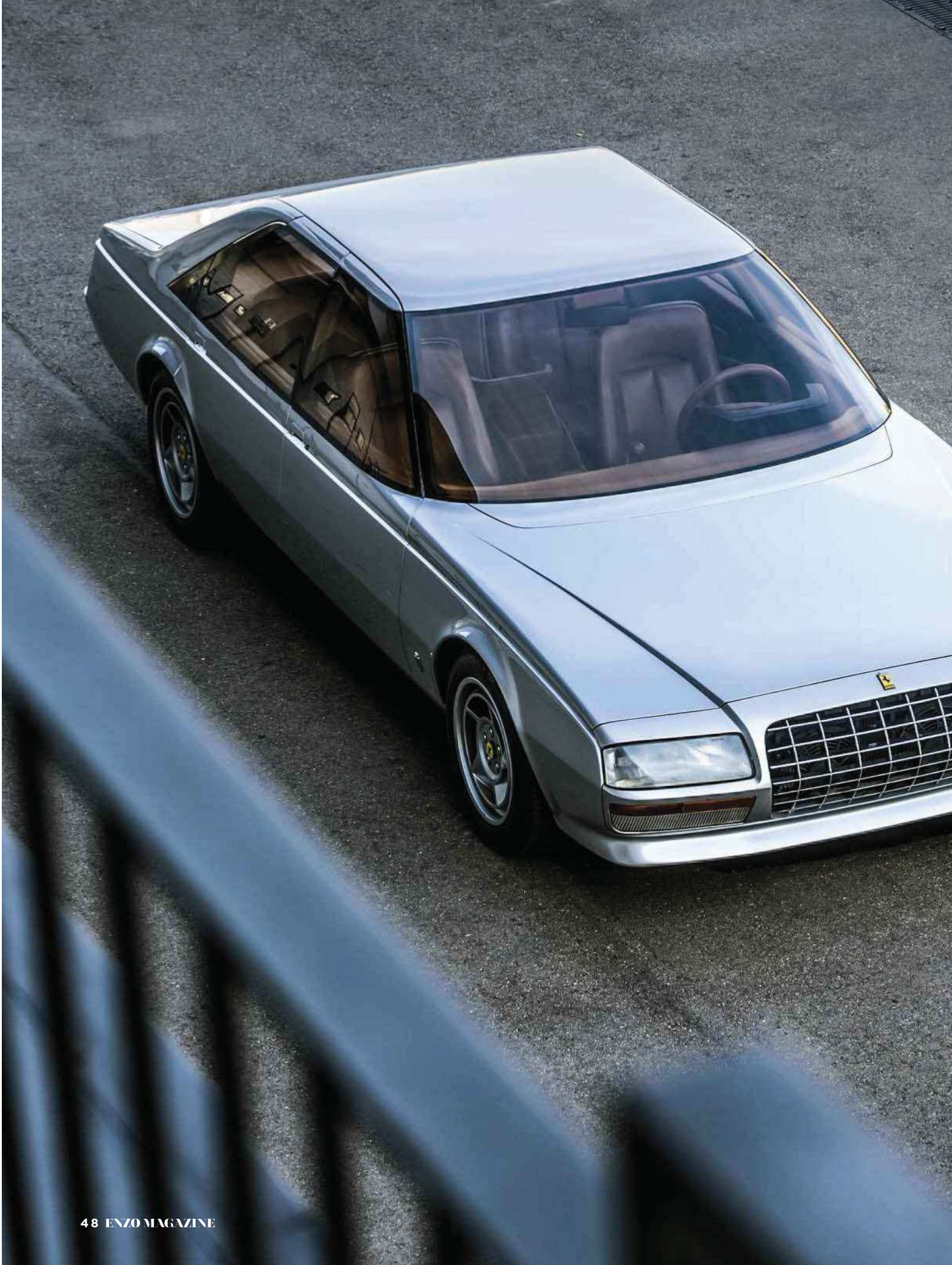


CUTTING EDGE DESIGN

WORDS MATT ZUCHOWSKI | **PHOTOGRAPHY** KONRAD SKURA

Back in 1980, Pininfarina's 50th birthday present to itself was this remarkable concept for a four-door Ferrari, powered by a flat-12 engine. This is its story

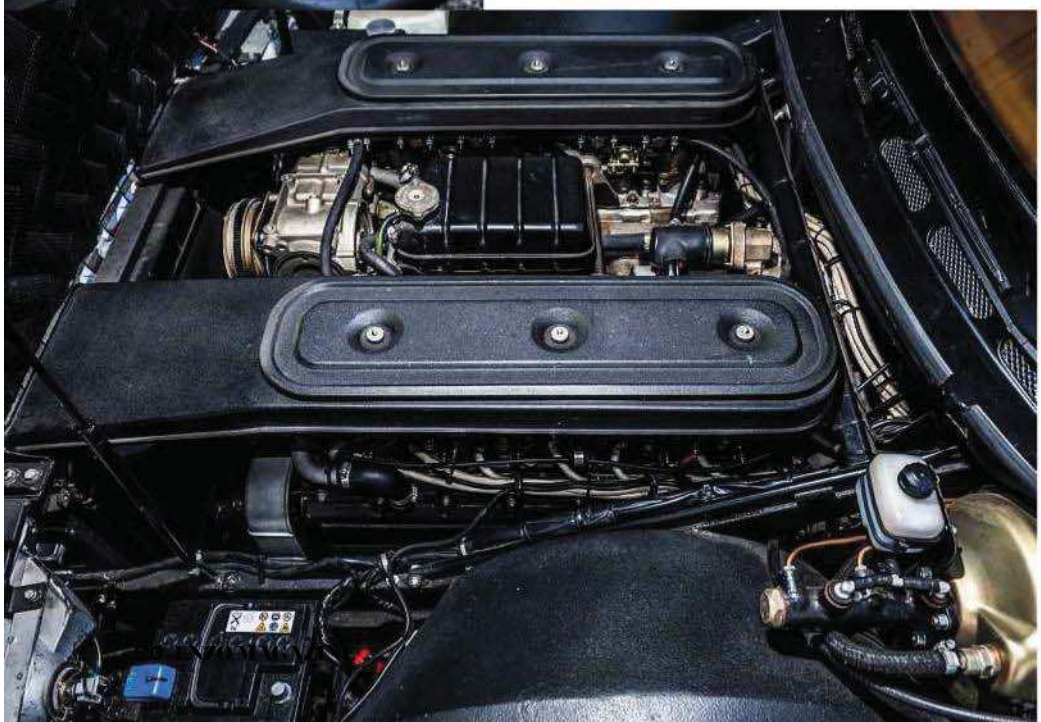
Few styling houses have such a long and distinguished history as Pininfarina, and none has a closer association with Ferrari. So when Pininfarina bosses decided to produce a concept car to mark their company's 50th birthday in 1980, it had to be something extraordinary, and it had to be a Ferrari. The Ferrari Pinin – named after founder Battista 'Pinin' Farina – was that car.

It was Sergio Pininfarina, Battista's son and by then head of the company, who dreamed of creating a Ferrari-badged rival to the new wave of high-performance high-prestige saloons, which included the Aston Martin Lagonda, Mercedes 450 SEL 6.9 and, most of all, the Maserati Quattroporte, whose third generation had been designed by arch rival Giorgetto Giugiaro's Italdesign.

There was a real buzz in the run up to the 1980 Turin motor show. On the streets of the Piedmont capital you could hear the rumours that the city's design house had prepared something special, but no-one really knew what to expect. You'd certainly have got long odds on a four-door Ferrari, for there had been nothing like it in the marque's history and Enzo's opposition to anything with more than two doors was well known. So imagine the intake of breath when the curtains dropped and a Ferrari limousine became a fact. Positioning it with some of Pininfarina's most famous models of the past – classic Alfas and Cisitalias – only served to make it appear even more shocking and otherworldly.

In 1980, the Pinin was genuinely revolutionary, not just for the extra pair of doors, but also because of an extravagantly futuristic approach to styling. It was by Diego Ottina, who would later contribute to the Testarossa and 348, under the supervision of

Right and below
Pinin was loosely based on the contemporary 400i 2+2 but with major changes to the chassis – and a flat-12 engine to help keep the bonnet line breathtakingly low. Unique wheels shaped to draw air over brakes



'There were rumours that Pininfarina had prepared something special but no-one really knew what to expect'

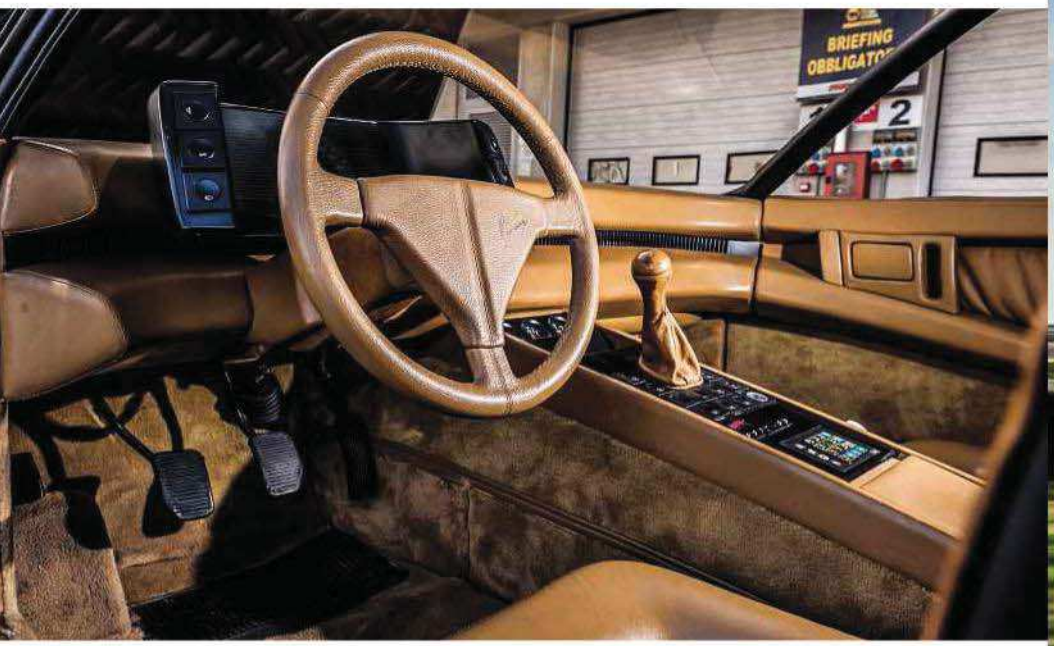
Leonardo Fioravanti. Looking at the Pinin, you can clearly see Fioravanti's hand in its angular lines, reminiscent of Ferrari's 2+2s of the time. The connection between the regular production models and the Pinin was more than skin deep. As with the recently introduced 400i, the Pinin had a transaxle transmission, with a five-speed manual gearbox mounted between the rear wheels. The new car was also surprisingly close in size to the 400i: despite the extra doors, it was only a couple of centimetres longer overall, and the differences in height and width were even less. Its low, wide stance was a world away from mainstream early-80s saloons.

But it was far from being a remodelled 400i. Pininfarina redesigned sections of the chassis and, while the 400i used the evergreen V12 engine, the Pinin had the flat-12 usually found in the Berlinetta Boxer (and, later, its Testarossa successor) as well as in various competition cars: the Pinin was the only model in Ferrari history to have this engine installed *in front* of the driver.

In truth the flat-12's competition roots (it was initially conceived for F1, where it would power the multiple championship-winning 312T) didn't really fit with the idea of a limousine. It was favoured over the V12 because it allowed a far lower and more dramatic-looking bonnet-line. Pininfarina didn't worry too much about noise or vibration for the simple reason that there were then no plans to move the Pinin project beyond the mock-up stage. Consequently the engine wasn't even connected to the transmission.

The Pinin's job was to showcase the design studio's vision and flair, and this it did spectacularly well. The motoring world had rarely seen such a slick interpretation of the wedge motif in a 'three-box' body, while the details were a fascinating old-meets-new mix. Textbook GT proportions, two twin ANSA exhaust tips and a traditional egg-crate grille brought to mind Ferraris of yore, but here they were combined with stylistic features that were genuinely forward-looking.

Many of these look fresh even today. The A- and B-pillars were black to create the visual effect of one uninterrupted strip of glass around the cabin. The five-spoke wheels looked like traditional Speedlines but were shaped to draw cooling air onto the brakes. And in pursuit of the lowest drag coefficient possible the windows were bonded onto the body rather than mounted in the usual way, while the windscreen wipers were hidden behind the bonnet when not in use.



Above and below
Eighties vision of the future: instrument display was black until you fired the engine and it burst into life; rear seat passengers got their own trip computer, plus individual powered seats, dual-zone climate control – and a phone

Computer-developed variable light lens technology had been mastered by Lucas just in time to allow the Pinin to have smaller and more streamlined headlights than its contemporaries, but it was the rear lights that stole the show. These were tinted in the same silver hue as the body, the manufacturer, Carello, incorporating several layers of lenses that channelled the light in various ways to give it red, orange, or white colours. Many of the patents that had their debut in the Pinin one-off later made their way onto better-known Pininfarina creations, including the Testarossa and F512M, Cadillac Allanté, Alfa Romeo 164 and Peugeot 405.

Inside, traditional Connolly leather was used to clad cabin architecture that was utterly unlike that of any production Ferrari. The screen surrounding the analogue Veglia-Borletti speedometer stayed perfectly black right up to the moment of starting the engine, when it burst into life with an array of function lights and auxiliary gauges. Most of the buttons and knobs had been moved to the central tunnel, while ventilation was limited to concealed slots that spanned the whole width of the cabin.

Rear passengers had individual power seats with a memory function, a hi-fi with personal headphones, a trip computer showing average speed and expected time of arrival, a keyboard, a telephone and individually controlled air-conditioning. And all this in the year that the Triumph Acclaim made its debut. To today's eyes, the Pinin's interior clearly belongs to the Duran Duran era, but still it's impossible not to be impressed by the richness of the surroundings, while the tech must have created a huge wow factor in 1980.

'The cabin was utterly unlike any production Ferrari. The tech created a huge wow factor'

After its Turin debut, the car did the rounds of motor shows and made several visits to the US, with the clear aim of exploring the sales potential for such a car in the North American market – Ferrari's biggest at the time and the place where a mix of four doors and Italian exotica had probably the best chance of succeeding. Some commentators also read into it clues to the expected replacement for the ageing 400 model line.

BACK IN ITALY, the Pinin's fate was being determined behind the red doors of *il Commendatore*'s Fiorano office. With him were his closest collaborators from the road car side of the business: Claudio Sguazzini and Vittorio Ghidella, delegated to Maranello by the Fiat emperor, Gianni Agnelli. Ultimately it was Ghidella's reluctance that terminated the project.

He had strong arguments on his side, including the slow sales of the Pinin's strategic competitors and the huge costs that the development of a premium limousine would involve, especially for a company that had virtually no experience with cars of that type. As anyone who had experienced a Mondial or BB512i could tell you, at that time Ferrari's strengths did not lie in cabin build quality or refinement; it would have taken the company decades to meet the industry standards in these areas. Ghidella preferred to invest the money in new city cars, such as the Panda and Uno, which were much-needed by Fiat at the time. His opinion didn't meet too much opposition; even Ferrari himself wasn't sure about the huge challenge of putting the Pinin into production.

The red light from Ferrari meant that Pininfarina had to put the Pinin on the shelf, and there it stayed until, in 1993, it caught the eye of a Ferrari legend, the former racer turned team manager turned Ferrari Belgium importer, Jacques Swaters. The ex-Ecurie Francorchamps star acquired the Pinin to join his unique collection, which included such rarities as the GTO Evoluzione and 250 GT California. As with all his cars, Swaters registered his new acquisition, even though it was still no more than a rolling sculpture. And so the Pinin was given its first registration plate – 20263 – on the isle of Guernsey in September 1999.

Nine years later, and at the grand age of 82, Swaters decided to sell part of his collection at the 'Leggenda e Passione' auction held by RM Auctions in Modena. There, lot #220, entitled '1980 Ferrari Pinin Prototipo' – still a non-running mock-up with the boxer engine loosely attached to the rest of the powertrain – fetched the sum of €176,000. The car found its new home not far from Modena, and one might have thought that, 28 years after its inception, the Pinin's story had come full circle. In fact, it was just the beginning of its new life.

The car had been bought by Gabriele Candrini, manager of one of the most respected classic Ferrari dealerships in the world, Maranello Purosangue, whose premises lie just outside the famous Ferrari factory gate at Via Abetone Inferiore. Gabriele was determined to give the Pinin the life it had always deserved: the life of a fully functional, state-of-the-art performance limousine.

Luckily he had the means to realise his dream, having at his disposal none other

'In March 2010 the Pinin was ready to move under its own power for the first time, three decades after its debut'

than Mauro Forghieri, original architect of the flat-12 racing engine among his many other achievements. Since the mid-90s, the ex-Scuderia Ferrari technical director had been spending his 'retirement' in the Oral Engineering consultancy firm that he'd co-founded. Though he was by then in his 80s, many sleepless nights and several hundred thousands euros later, he helped achieve Gabriele's goal.

In order to bring the Pinin into life, the duo had to buy another Berlinetta Boxer engine and adapt it to its new chassis, merge it into a working unit with the gearbox and transaxle, design wiring and cooling systems and install a fuel tank. Finally, they decided to implement the self-levelling suspension that had been spoken about at the time of the car's debut.

Their efforts reached fruition in March 2010 and the Pinin was ready to move under its own power for the first time, three decades after its debut. Now in fully operational guise, it was put on sale with a price tag of €1,000,000. After failing to find a customer for that sum, in October 2011 it was submitted to RM Auctions once again, this time for a London sale at a more realistically judged price of £500,000. Even then, though, the car didn't meet the market's interest and it came back to Maranello Purosangue's headquarters, from where it was eventually bought by an American collector.

JUST BEFORE THE only four-door Ferrari in history departed Italy, we had a chance to test it on the Autodromo di Modena (the car having still not been road-registered). Even in the less-than-ideal conditions of a race-track, it's soon evident that Forghieri has done a fine job in achieving the full limousine effect that the Pinin's extravagant lines and sumptuous interior promise. That interior really is a good place to be, and the gentle suspension setup ensures it flows across the tarmac. As light floods the vast greenhouse, interrupted only by the thinnest of pillars, it's a fascinating mix of a classic Italian GT and '80s tech-laden premium car.

To add to this already slightly surreal experience, the tranquil ambience is regularly torn apart by a flat-12 Ferrari engine transmitting its 365 horsepower to the rear wheels with almost racecar-like ferocity. You just learn to accept it as part of the Pinin's unique character, although there are still some issues that would make driving it on an actual road tricky at best. It's still a prototype, after all, and the space taken up by the engine and its peripherals mean the steering system has a limited ability to turn left. What's more, the driver would need to be constantly on the look-out for any sudden bumps or dips because of the extremely low ground clearance, the consequence of the engine being pushed down by the low bonnet.

All these issues would, of course, have been addressed had the Pinin progressed to a production prototype. And after spending a day with this car you can't help but think of it as of a missed opportunity. From behind the Pinin's wheel it's not difficult to imagine an alternative history of Ferrari with a four-door Lagonda rival coming off the Maranello production line. Against all odds, a Ferrari limousine might just have worked.

Back in the real world, Ferrari has so far stayed true to making only coupés and convertibles, but, in the light of Sergio Marchionne's recent comments, in all likelihood we won't need to wait another four decades for the next exception to the two-door rule.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Ferrari has a glorious tradition of fitting stupendously powerful V12 engines into GT bodies. We drive five of the greatest examples, from Daytona to new Superfast

WORDS JOHN BARKER | **PHOTOGRAPHY** DEAN SMITH

PURSUIT OF POWER

'In the beginning was the V12, and it was good.'

Twelve cylinders mounted up front and driving the rear wheels: it's a creed to which Ferrari has long adhered, one evident in creations from the 125 S to the 812 Superfast.

Seventy years of development separate those cars, of course. The busy 1.5-litre engine of the 125 S made 118bhp back in 1947. Its new 6.5-litre descendant offers close to 800bhp. That's the sort of power you'd be happy to find in a full-on supercar, and which seems generous in a GT – but this is the Ferrari way.

Lamborghini's mid-engined Miura was arguably the first 'supercar' but Ferrari stuck to its front-engined guns and countered with the 365 GTB/4, or Daytona as it came to be known. While the transverse V12 in the Miura made a claimed 345bhp, the newly enlarged 4.4-litre Colombo V12 in the Daytona pipped it with 352bhp. Today, there's a Lamborghini Aventador with around 740bhp, which finds itself shaded by the aforementioned 789bhp Superfast…

Ferrari's modern V12-powered GTs are clearly all designed with the same basic engine configuration and with the same purpose: to trump the cars coming out of Sant'Agata. But do they have more in common than that? How closely related are the Daytona and the Superfast? Do the models that came in between reveal a steady evolution of the form? With the help of some generous owners, we're going to find out by gathering together the five most significant front-engined GTs that Ferrari has made in the last 50 years.

THE RENDEZVOUS POINT is a remote car park in south Wales and I'm heading there in the Superfast. Three days after collecting it, I'm wondering if it's a GT or, as a bald reading of the ingredients might suggest, a front-engined LaFerrari without the electrical drive system or the low-slung inconvenience. With each new generation of GT, the power has jumped up significantly, but 789bhp is some proposition. At least it's not turbocharged horsepower; the big-lunged, naturally aspirated V12 makes its numbers by revving to almost 9000rpm – as high as some Honda VTECs.


R829 CDC
404 ML

'Turn the key and the whirr of the starter turns into the languid, throaty idle of a V12'

Rewind to day one. A few exploratory squeezes of the Superfast's throttle lit up the first couple of red lights embedded in the steering wheel rim. Boy, it felt fast. Little did I know that this was just a hint of the available performance, an amuse-bouche. The car was warmed up, the ambient was into double figures, so I reckoned we were clear for lift-off. I floored it and the world jolted on its axis. The steam catapult I hadn't realised we were attached to suddenly released, traction control artfully suppressed a small riot at the rear tyres and, as the lights rapidly lit up and the dizzying shove intensified, the car was filled with the wail of an '80s F1 car howling through the tunnel at Monaco.

I was so shocked that I didn't hold the throttle flat to the end of the gear. Has anybody, on taking the 812's wheel for the first time, managed that? I doubt it. I've driven the F12, the Superfast's 730bhp predecessor, but the 812 is something else. The extra 248cc, the shorter gearing, the escalation of power and the incredible hunger for revs put the 812 on another level. It has more power than Mansell's Ferrari 640 F1 car of 1989.

Two hours later, I had started to get my head around it. And by the end of the day, when a suitable corner presented itself, for the first time I turned off the stability and traction control systems. Just to see. It turned out OK; I made it to that Welsh car park.

WHEN YOU ASSEMBLE a bright yellow Ferrari 812 Superfast, a Daytona, a 550 Maranello, a 599 GTB Fiorano and an F12 on the top of a hill off a Welsh B-road, you don't expect to get upstaged. But there's something in the air today. More precisely, there's something in the sky: the sun, shining bright. Lots of people have been drawn to this spot, among them another band of motoring enthusiasts whose six or seven cars include an Exige, a rumbly AMG Coupé… and a Porsche 918 in Martini livery. It's a close thing, but I reckon our royal flush beats their high card.

The car park is now so rammed with interesting machinery that it's beginning to feel like a rustic version of the Grüne Hölle café car park at the Nürburgring – except only a third of the folk are here for the wheels. Others have come for the superb view, a walk or both, and it seems a fair number are here for a Mr Whippy or a pizza from the wood-fired oven of the excellent Little Dragon Pizza Van.

If you are of the opinion that modern Ferrari GTs have sacrificed too much form in pursuit of (increasingly, aerodynamic) function, the sight of the Superfast parked beside the Daytona certainly will not change your mind. The surfaces of the wider, squarer 812 are slashed with ducts and vents but alongside the Daytona – and the 550 and 599 for that matter – it's the comparative lack of a clear theme that is most apparent.

Below and right Daytona still has one of the most dramatic shapes ever created around four wheels; cabin is surprisingly intimate; 4.4-litre V12 magnificent

365 GTB/4 Daytona

ENGINE V12, 4390cc
MAX POWER 352bhp @ 7500rpm **MAX TORQUE** 318lb ft @ 5500rpm
TRANSMISSION Five-speed manual transaxle, rear-wheel drive
SUSPENSION Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar
STEERING Worm-and-roller, unassisted
BRAKES Vented discs, 290mm front, 297mm rear
WHEELS 8 x 15in alloy
TYRES 215/70 R15
WEIGHT 1600kg **POWER TO WEIGHT** 223bhp/ton
0-60MPH 5.4sec
TOP SPEED 174mph
PRICE NEW £9582 in 1971 (£142,000 in today's money) **VALUES TODAY** £650,000-£750,000

550 Maranello

ENGINE V12, 5474cc **MAX POWER** 478bhp @ 7000rpm **MAX TORQUE** 415lb ft @ 5000rpm **TRANSMISSION** Six-speed manual, rear drive, limited-slip diff **SUSPENSION** Front and rear: unequal-length double wishbones, coil springs, electronically adjustable telescopic dampers, anti-roll bar **STEERING** Rack-and-pinion, hyraulically assisted **BRAKES** Vented discs, 309mm front, 310mm rear **WHEELS** 8 x 18in front, 10 x 18in rear, aluminium alloy **TYRES** 255/40 ZR18 front, 295/35 ZR18 rear **WEIGHT** 1716kg **POWER TO WEIGHT** 287bhp/ton **0-60MPH** 4.3sec (claimed) **TOP SPEED** 199mph (claimed) **PRICE NEW** £143,685 in 1998 (£240,330 in today's money) **VALUES TODAY** £100,000-£150,000

'The 550 feels so natural, so calm. Picking up the pace, it just gets better and better'

Growing up, I admired the Daytona equally for its claim to being the fastest car in the world (174mph!) and its beauty. As with many cars of the '60s, it was such a wonderfully sculpted shape that it appeared to have been created without regard to awkward little details such as bumpers and wheels. It's also one of those cars that looks like it's accelerating hard when it's standing still, and its designer, Pininfarina's young Leonardo Fioravanti, gave it a front end that would inspire the likes of Wayne Cherry at GM and David Bache at British Leyland.

Beneath its vast, smooth bonnet nestled the biggest, most powerful Colombo V12 that Ferrari had thus far put into production, boasting 365cc per cylinder for a total swept volume of just under 4.4 litres, and four cams – hence its 365 GTB/4 designation. At the rear it featured a five-speed transaxle and independent suspension, both of which had appeared first on the 275 GTB of 1964, and are still to be found, in principle, on the Superfast. It helps with the distribution of mass, but there's also a downside that's apparent on a bright, chilly day such as this.

'Being at the rear, the gearbox doesn't benefit from the warmth of the engine to get it up to operating temperature,' says owner Matthew Lange from the Daytona's passenger seat. He's not kidding. Second gear can take an age to become viable and generally you have to be patient slotting the long lever around the dog-leg gate, matching revs and, with gentle pressure, encouraging rather than forcing the lever home.

This is my first time in a Daytona and it's pretty much what I hoped it would be. It's smaller inside than I anticipated, though – surprisingly intimate. The short-back bucket seats with the now-classic 'Daytona' trim pattern are just big enough, and the large-diameter Momo wheel is tilted far back but still almost in your lap.

Beyond the wheel, set into the fabric-finish facia, is a classic panorama of dials. On the left is a large 180mph speedo and on the right is a large tacho yellow-lined from 6800rpm, with a cluster of vitals in between.

Turn the key and the double-speed whirr of the starter turns into the languid, throaty idle of a V12 with just a small dip of the floor-hinged throttle. On the move, each time you press the throttle you can sense the multiple links and joints operating the regiment of six Weber carbs sat between the banks, yet the pick-up is always clean and strong, and when you get the throttle to the floor, the V12 sounds glorious, especially in the mid-range.

Quite early in its life, this car had a 400i hydraulic power-steering pump fitted, so it's relatively easy to manoeuvre and has good weighting at speed, too.

Opposite
After years of mid-engined cars, the 550 Maranello was the Daytona reimagined for the late 1990s. It's a consummate GT, but agile with it

'The 599's dynamic prowess and range still shine through'

Still, the Daytona has to be conducted with the same sort of considered approach as the gearshift. By modern standards, it's not an especially quick car (its genuine 350bhp is propelling a realistic kerbweight of 1500kg-plus) but, as Matthew says, it's plenty fast enough for the braking, which is the least modern of the Daytona's features. Behind those iconic, centre-lock alloys with their balloon-like tyres are small discs.

Allow for this, adopt a positive but unhurried approach, turning in early and with some firmness and letting the car find its roll angle, and you can lean on good grip to carry speed into a turn. Then squeeze on the throttle to energise the rear and you carve through the apex and corner exit with the tail squatting and gripping, emulating its resting stance. It's engaging and utterly absorbing, and you find yourself measuring success by the sweetness of your cornering lines and the slickness of your gearshifts.

You'd expect the car's successor, the 550 Maranello, to be a huge leap forward because it was launched in 1996, more than 20 years after Daytona production ended. In between, Ferrari strayed. It pursued a mid-engined doctrine, replacing the Daytona with the flat-12-engined 365 and 512 Berlinetta Boxers, and the BB in turn with the achingly '80s Testarossa, the final iteration of which was the F512M (for Modificato), a car that was, symmetrically enough, great to drive and less good to look at.

It wasn't quite a cold start after two decades. Under the direction of Luca di Montezemolo, Ferrari had launched the 456 GT, and much of that car and the learning from it was deployed in the creation of the Maranello – including the new 65deg V12, only this time in four-valves-per-cylinder form, which helped boost power to 478bhp. The V12 still had an individual cylinder displacement of 456cc but, having already released a 456 GT into the world, Ferrari elected to name its new two-seat GT after the total 5.5-litre capacity.

Aesthetically, it wasn't an obvious classic like the Daytona but it was neat and unfussy and it was aerodynamically efficient (0.33Cd), Pininfarina stylists Lorenzo Ramaciotti and Elvio D'Aprile having spent many thousands of hours in the Ferrari wind tunnel delivering slipperiness and a bit of downforce over each axle.

The 550 was faster around the Fiorano test circuit than the mid-engined F512M it replaced and, a couple of years after its launch, it set some new speed records, too, averaging almost 189mph for 100km and over 190mph for 100 miles at the Transportation Research Center test track near Marysville, Ohio.

Opposite
The 599 GTB saw an explosion of new tech, including adaptive damping, F1-Superfast paddle-operated gearshifts and the F1-trac dynamic stability system. Oh, and a 611bhp version of the Enzo's 6-litre V12

599 GTB Fiorano

ENGINE V12, 5999cc
MAX POWER 611bhp @ 7600rpm
MAX TORQUE 448lb ft @ 5600rpm
TRANSMISSION Six-speed automated manual F1 gearbox, rear-wheel drive, LSD, ASR, CST, F1-Trac
SUSPENSION Front and rear: double wishbones, coil springs, adaptive dampers, anti-roll bar
STEERING Rack and pinion, hydraulically assisted **BRAKES** Vented discs (CCM optional), 355mm front, 330mm rear, ABS, EBD **WHEELS** 8 x 19in front, 11 x 20in rear, alloy **TYRES** 245/40 ZR19 front, 305/35 ZR20 rear
WEIGHT 1688kg **POWER TO WEIGHT** 368bhp/ton
0-60MPH 3.5sec
TOP SPEED 205mph (claimed) **PRICE NEW** £171,825 in 2006 (£245,000 in today's money) **VALUES TODAY** £85,000-£120,000

F12 Berlinetta

ENGINE V12, 6262cc **MAX POWER** 730bhp @ 8250rpm **MAX TORQUE** 509lb ft @ 6000rpm **TRANSMISSION** Seven-speed dual-clutch gearbox, rear-wheel drive, E-Diff, ASR, CST, F1-Trac **SUSPENSION** Front: double wishbones, coil springs, adaptive dampers, anti-roll bar. Rear: multi- link, coil springs, adaptive dampers, anti-roll bar **STEERING** Rack and pinion, hydraulically assisted **BRAKES** Vented carbon-ceramic discs, 398mm front, 360mm rear, ABS, EBD **WHEELS** 9.5 x 20in front, 11.5 x 20in rear, alloy **TYRES** 255/35 ZR20 front, 315/35 ZR20 rear **WEIGHT** 1630kg **POWER TO WEIGHT** 455bhp/ton **0-62MPH** 3.1sec (claimed) **TOP SPEED** 211mph (claimed) **PRICE NEW** £239,736 in 2013 (£270,000 in today's money) **VALUES TODAY** £180,000-£250,000

'Traction control allows both more power to be used and more grip found'

All very laudable stuff but kind of irrelevant, because when it came to doing what really mattered – being a GT – the Maranello was simply brilliant. It was one of those cars that you knew was right within a few minutes of taking the wheel. It was effortlessly agile but, crucially, combined sportiness with an uncanny ability to stand easy and soak up the miles when required. It was a quite emphatic return to the front-engined GT format for Ferrari after two decades away.

Shared DNA with the Daytona? Twin rear tail-lights are an obvious link, then there's the fact that the 550, too, is not a big car, feeling more compact from behind the wheel than it looks. And the over-the-shoulder view is surprisingly similar, with the extended parcel shelf and slim-pillared rear glazing. Its V12 is not especially vocal either, so it's not going to chafe, aurally, after a couple of hours. It suits the car's innate refined, relaxed feel.

Relaxation, though, is not on my mind as I climb into Simon Tate's pristine, 21,000-mile example. He's behind in the Superfast and has asked me not to spare the horses on the ride back to the hotel about half an hour away. The sun has slipped below the horizon and, in the twilight, the B4560 twists off down the hill and up the other side. Game on.

Every time I am lucky enough to drive a 550 Maranello, the same wonderful thing happens: very quickly, everything feels just right. In fact, by far the best compliment you can pay a car's steering, ride and brakes is that you don't notice them. They don't draw attention to themselves, so you can just get on with the business of driving, which is what I'm absorbed in doing now. What you do notice and enjoy is the action of the gearshift and the lovely sound the lever makes as it slots between the tines of the exposed gate. When I look in the mirror, there's no sign of the 812. Simon will have a tale to tell about that later.

I'm into this now. The Maranello feels so natural, so calm – such a confident and confidence-inspiring car. As I pick up the pace it just gets better and better. The steering remains intuitive and the whole car feels willing and planted and grippy and alert. This is a car for adventures, a car that you could fire up in the morning and point to some distant, exotic location a thousand miles away, or just take for a run on your favourite local road.

It wasn't certain that the 599 GTB, which was launched in 2006, would be a worthy successor. The 575 that followed the 550 hadn't quite hit the mark, getting back the original's dynamic sparkle and poise only when fitted with the Fiorano handling pack. We need not have worried. Ferrari upped its game, dropping a version of the Enzo's V12 into the long, low nose of its new super-GT.

Opposite
Capacity was up to 6.3 litres and peak power to 730bhp for the F12, but even more tech – including the new E-Diff and dual-clutch gearbox – meant drivers were still able to deploy it

It introduced a raft of new technology, too, including carbon-ceramic brakes and the paddle-operated 'F1 SuperFast' automated single-clutch gearbox.

The 599 moniker was arrived at by taking the total displacement of the V12 – 5999cc – and dividing the number by ten(!). The thinking behind other aspects of the 599 was easier to follow, and the car was significantly more sophisticated than the outgoing 575, boasting adaptive dampers and ASR traction control. It introduced the mode-selecting manettino switch to the GT line, too, giving the driver the ability to adjust the character and response of the damping, traction control, engine and gearbox. With said switch, of course, came the danger of engineers feeling compelled to show the extremes of adjustment possible.

At **evo** magazine, I remember anxiously awaiting the verdict on the 599. Editorial director Harry Metcalfe had fulfilled a long-held ambition and bought a 550, which a colleague drove down to the 599 launch. Talk about keeping the new car honest. I admit, I wasn't much taken with the look of the 599, another Pininfarina-plus-wind-tunnel effort. The V12 GT had expanded in all directions. Among Maranello's preoccupations at the time was the idea that a front-engined Ferrari should have the weight distribution of a mid-engined car, and here the goal was achieved in part, it seemed, by an elongated nose.

The 599 wiped the floor with the 550. I could hardly believe it, but when I got to drive the car myself I understood. The 599 was true to the philosophy of the 550, just with everything turned up to eleven. Power had grown from a respectable 478bhp to a chuckle-inducing, jowl-lifting 611bhp but everything else – grip, traction and balance – was either equal to it or in proportion. It was amazing. And so wonderfully tactile.

Things are different today, for better and worse. Surprisingly to me, one of the aspects of the 599 that

has improved is its looks. The open buttress around the edges of the rear screen remains a rather contrived feature, but the proportions and the balance and the overall effect are compelling. Most of us here, contemplating the 599 afresh, have a 'Why, Miss Jones… you're beautiful' moment. It is as if the car has taken off its glasses and shaken its long hair free.

Unsurprisingly, across these challenging Welsh roads, the 599's dynamic prowess and range still shine through. The way it flows unperturbed over wicked surfaces is remarkable, while the quickness of its steering is balanced wonderfully against the poise of its chassis.

If we're being honest, this HGTC version sacrifices a lot of the regular 599 GTB's subtlety and delicacy in pursuit of grip and track-day control. It looks so good, though, and sounds so rich and melodic and complex at idle. In short, the 599 ticks a lot of boxes, though if you want the absolute best 599 experience, it needs to be a non-HGTC car with the manual gearbox, unless of course you've never experienced a DCT (dual-clutch transmission). Ferrari claimed some of the most impressive shift-times for the 599's single-plate-clutch system, but in terms of slickness and speed it has been left behind by the DCT.

It's hard to imagine the F12 without a Dual-Clutch Transmission. The car was developed around the concept, and the idea of wringing out the 730bhp V12 to 8500rpm and nailing a near-instantaneous upshift with a 599-style open gate and stick shifter is utterly absurd.

Until the 812 came along, a GT of the F12's potency was an astonishing proposition. The leap from the 599's Enzo-lite 611bhp to the F12's 730bhp in 2013 is testament to the work of Ferrari's XX programme, which continued to develop the 6-litre V12. It is valid to ask why a GT would need 730bhp, though a check on what Lamborghini was up to at the time might provide the answer.

'789bhp divided by two equals almost 400bhp per tyre'

Driving the F12 could have felt like a ride on an Exocet missile if not for the efforts of Ferrari's engineers, who managed to make its massive amount of power properly deployable; the speed and precision of response of the control systems was remarkable, as was their integration into the F12's overall dynamics. It was inevitable, then, that all a certain type of journalist would want to do was turn off every control and see how sideways the F12 would get and how controllable it was. The answer to both questions was 'very', thanks in large part to the 730bhp being naturally aspirated.

When I first drove the F12, I thought there was no discernible trace of the 599, but swapping from the 812 back into the F12 shows that there is appreciable carry-over. It's there in the more organic feel of the F12's dynamics, the sense that its massive power is working principally against mechanical grip.

When, inevitably, the traction control gets involved, it is considerably more finely modulated than in the 599, allowing both more power to be used and more grip to be found. But, compared with the 812, the F12 feels more rounded, less fidgety along a Welsh B-road, smoother. And, surprisingly, initially less connected through its steering, feeling a bit light and glassy until the wheels have some real speed beneath them, though the addition of rear-wheel steering also helps the 812.

There's something a little *warmer* about the F12. It's as hard below the surface in terms of ride, but there's a layer of suppleness, a veneer that's useful in a GT as it smooths away the pimples and cragginess of the tarmac. So it feels more approachable, more the iron fist in a velvet glove.

Get the throttle to the carpet and the acceleration of the F12 is every bit as shocking as the 812's in the low- to mid-range, but the shift-lights don't illuminate as fast; there isn't the same top-end fury, the same unhinged craziness. Mind you, not even the most enthusiastic drivers on the F12 launch thought that this let the car down…

AND SO TO THE 812 SUPERFAST. If you have a logical, engineering sensibility, it's probably not the car for you. I was conflicted.

The front-engined, rear-drive layout is my favourite for engaging yet straightforward driving fun, but with the Superfast I came close to conceding that there might be a limit to how far the concept could be pushed. It's hard to get away from the maths: 789bhp divided by two (rear tyres) equals almost 400bhp per tyre, which is ridiculous, especially when you consider that the latest Audi RS4 has 444bhp divided by four.

It's the least GT-like of all the cars here, even ignoring the optional bucket seats and harness belts.

Opposite
With 6.5 litres and close to 800bhp, there has simply never been a front-engined car like the 812 Superfast

812 Superfast

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

'Whisper it, but the 599 seems like a bit of a bargain right now'

In many respects it's a match for the F12: wind noise is well-muted, road noise is fair and, although at a motorway cruise there's a bit of tailpipe boom, it's not a deal-breaker. What makes it less of a GT is its demeanour: it's a bit less settled on the road, as if there's an underlying tension in the chassis, so it's not a relaxed ride.

The Daytona is still a sensationally good-looking car, one that is admired by everyone. To drive, it's not modern at all and all the more charming for that. You have to engage with it, think about your inputs and plan for the road as it unfolds ahead of that long, glorious expanse of bonnet. When you have driven it well, exercised it and exploited it, creamed the gearshifts and not overworked the brakes, there's a special satisfaction.

The 550 is the same but different. In most respects, you don't have to consider its age; everything just works and the car encourages you to press on with a willingness to get stuck into the road. And it does so with a rare poise and balance that is timeless. Dynamically, the 550 is one of the greats, as compelling and rounded and magical as an E30 BMW M3 or an original Lotus Elan. Then there's the other side of it, the GT side, which it pulls off with equal aplomb. I suspected it might still shine brightly; on **evo** magazine in 2004 we gathered ten years' worth of Car of the Year winners together and the 550 came out of retirement to win ahead of three 911s and the race-bred Honda NSX Type-R!

The 599 GTB is a natural evolution of the 550, carrying over all the best elements – the wonderful balance of power and grip, the superb ride comfort and control compromise. The looks of the 599 have matured, too, and – whisper it – it seems like a bit of a bargain right now. Just not the HGTC version, unless you're thinking of trackdays, because the gain in grip is far outweighed by the loss of suppleness and flow.

Then there's the F12. More than fast enough for most drivers and most roads, it is nonetheless a car you could use everyday, the bulk of its performance being low- to mid-range and thus accessible. It also does crazy if you keep it pinned beyond 5000rpm, for when you feel the need for a thrill.

A better everyday, any-journey super-GT than the Superfast? Perhaps. But viewed from the other end of the telescope, the Superfast is an incredible car, the greatest ever front-engined supercar. A near-800bhp coupé that will potter around town, accommodate a stack of luggage and (with the right seats and belts) soothe its passengers over huge distances. And then deliver a stunning 9000rpm hit of acceleration complete with the wail of a V12 Formula 1 car. Superfast by name… E

With thanks to Guy Cherry, Matthew Lange, Simon Tate and Scott Tyler for sharing their wonderful cars.

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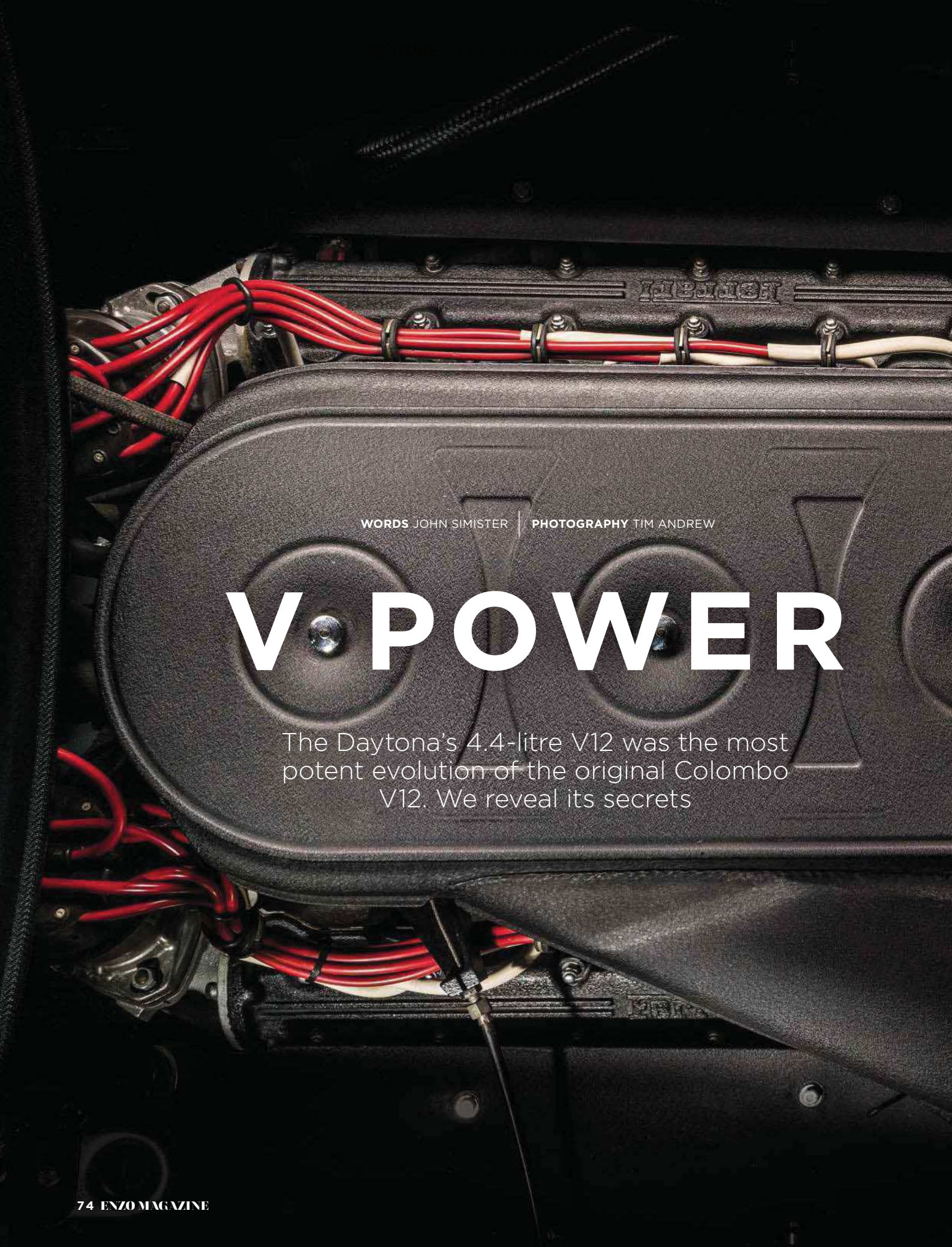
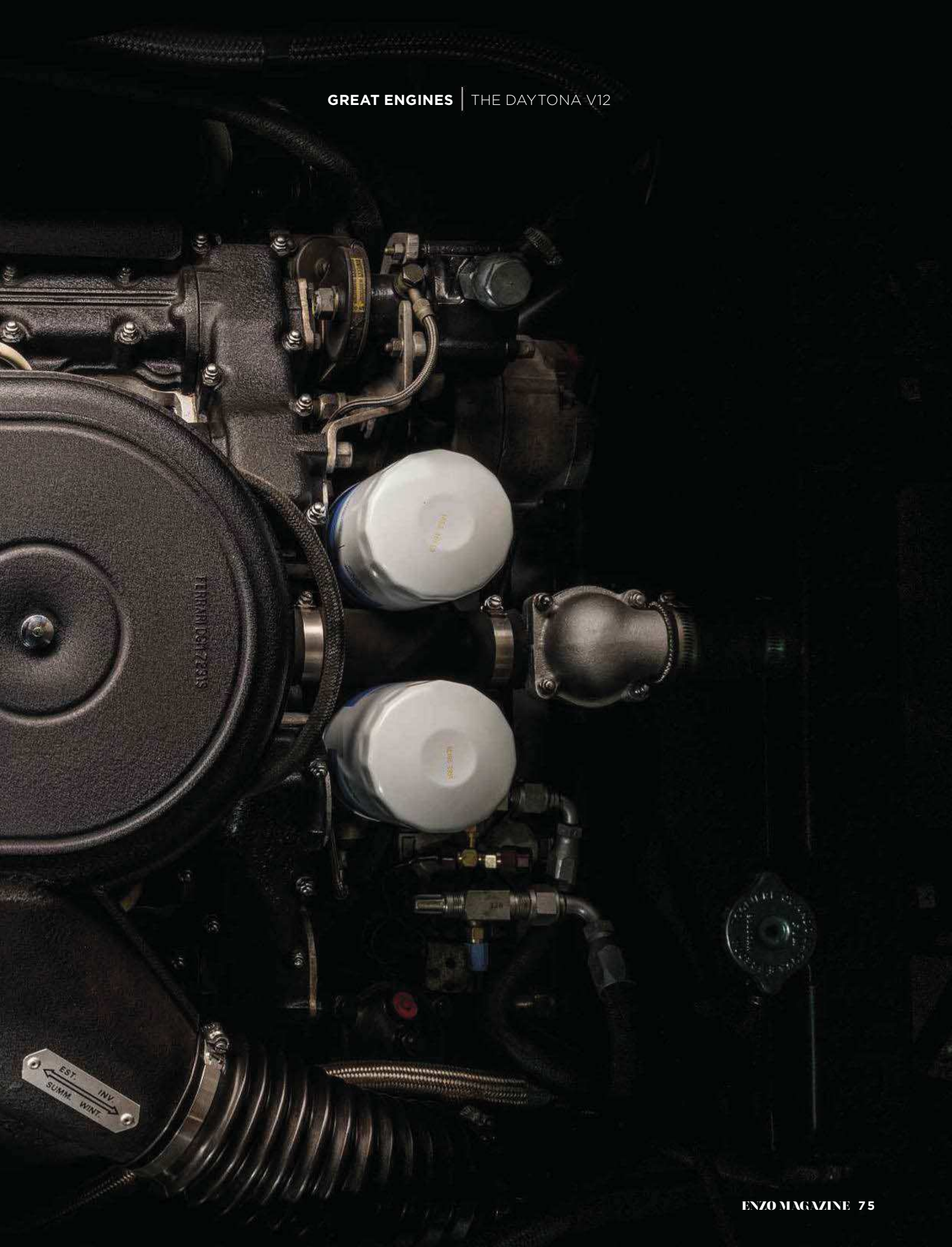


WORDS JOHN SIMISTER | **PHOTOGRAPHY** TIM ANDREW

V POWER

The Daytona's 4.4-litre V12 was the most potent evolution of the original Colombo V12. We reveal its secrets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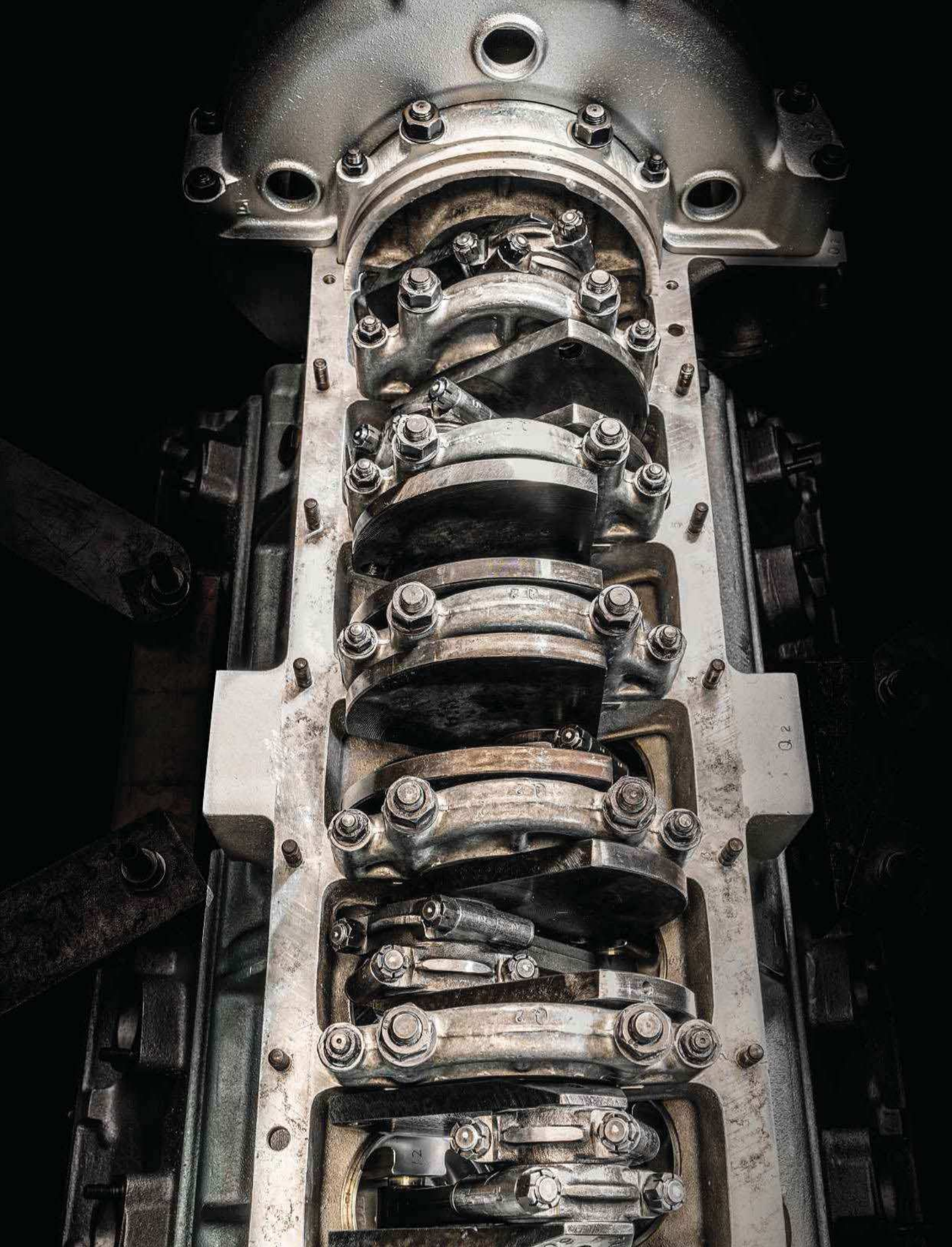


Elsewhere in this issue we feature a 365 GTB/4, aka Daytona. Its 60-degree V12 engine is commonly thought to represent one of the last incarnations of the Gioacchino Colombo design that is the lodestone of Ferrari's V12 history. But while the line of descent is continuous from the first Colombo V12 to the last (before the configuration reappeared, with five more degrees in its vee-angle, in the 1990s 456), in reality it's a case of King Harold's axe. Nothing, not even a single dimension, was shared. None of it even looks quite the same.

Ferrari type number F251 had become a whole new engine, and it's intriguing to discover how the changes evolved. We're looking at the bones of a Daytona motor at GTO Engineering as it is readied for reassembly. The company's engine shop is run by Jerry Lyon, who talks us through the components, many of which are laid out on the adjacent workbench.

'It's just a bigger engine in every way,' Jerry explains, 'more industrial-looking and less hand-made.' The block makes the point, its casting chunkier, more complicated and more mass-produced-looking than the Colombo original, as befits the later manufacturing knowledge applied to it. It's longer and deeper too, of course; these are the wider bore centres that arrived with the four-litre (actually 3967cc) 330 engines, still initially with single-camshaft cylinder heads which stayed in the specification for the 'regular' 365 unit of 1967 – its capacity now up to 4390cc thanks to a bore increase from 77mm to 81mm.

These bore sizes were matched to a 71mm stroke, making these long-block engines less radically oversquare than the last examples of the original Colombo engines were. Not that this harmed the engine's innate revvability, especially once the 365 block was topped by a pair of twin-cam heads for the Daytona's launch in 1968. That car's peak power of 352bhp didn't arrive until 7500rpm, while maximum torque also held itself back until 5500rpm, at which point 318lb ft was generated. All of this suggests a very free-breathing engine, the air and fuel sucked through six Weber 40DCN downdraught twin-chokes nestling between the cylinder banks.

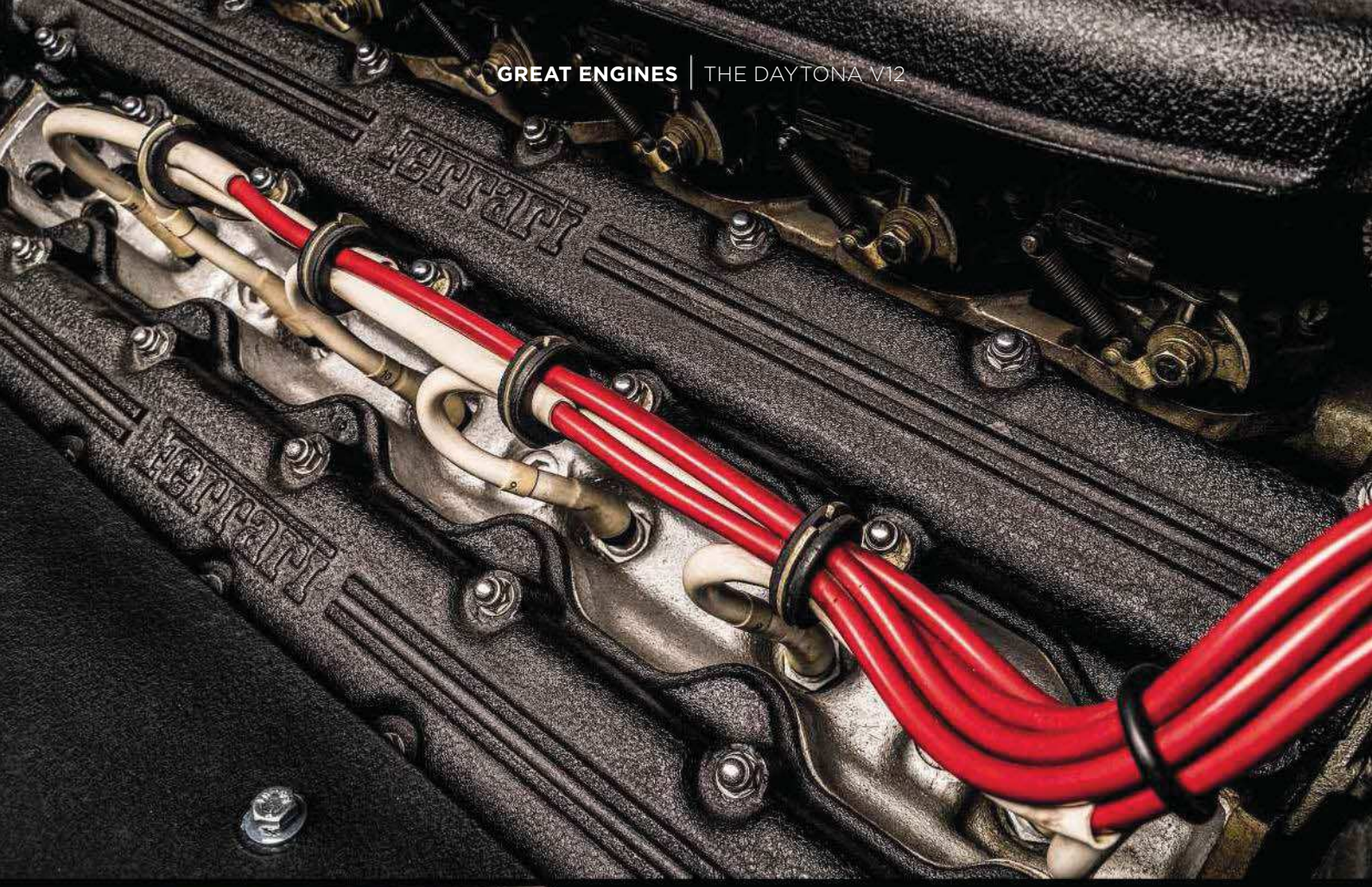
'A longer stroke didn't harm revvability: peak power didn't arrive until 7500rpm'

So with GTO's example in pieces, we can explore its innards in detail and spot more differences relative to the original Colombo motor. At first glance, the Daytona engine does indeed look much like a Xeroxed-up version of the final, four-camshaft, Colombo 'evo' as used in the 275 GTB/4, but then you spot the first, very obvious difference: a new position for the engine mounts, now halfway along the block instead of towards the front.

Then there are the oil filters, two as with some examples of the Colombo original but both of them full-flow items. When the earlier design had two filters, it used one as a by-pass unit, to ensure continued oil flow, even if both filters were blocked. Clearly, the engineers had greater faith in filtration systems by the late 1960s.

The oil pump, as with the original, is driven by a spur gear from the front of the crankshaft. This being a dry-sump engine, there's a second oil pump to scavenge the oil that has completed its circuit through the engine and send it back to the remote oil tank. This pump sits further back in the block, and is

Left
Crankcase and block are cast in silumin, the fully machined crankshaft running in seven bearings. Dry-sump lubrication uses second oil pump to send lubricant back to remote oil tank


Ferrari
Ferrari

'As per early Colombo V12s, each bank has its own source of sparks'

driven via a splined shaft from a second spur gear meshing with that of the pressure pump.

Also on the crankshaft nose is a sprocket for the timing chain, a regular duplex (two-row) chain instead of the over-the-top triplex chain of the original Colombo. The chain drives a single sprocket for each cylinder head, in unit with a spur gear that sits between two more gears, one for each camshaft. An ignition distributor sits at the far end of each camshaft pair, as with the earlier Colombo engine, so each bank has its own source of sparks.

These camshafts run directly in the aluminium of the cylinder head – you might expect shell bearings here in a car as expensive as a Ferrari, but no – and the bucket tappets they actuate wear their clearance-adjustment shims on top, to be wiped by the camshaft lobes, rather than between the bucket and the valve stem. It's the way Fiat did it, including on the 2.4-litre versions of the Dino V6 engine it built for both Ferrari and itself, and even Ferrari had to admit that it made for much quicker setting of the valve clearances because the shims could be changed without removing the camshafts.

'This engine is renowned for head gasket failure, or water leaks around the gasket's outer edge,' says Jerry. 'It's important that the cylinder liners protrude

Left and above
As with its 275 GTB/4 predecessor, the Daytona V12 featured four overhead camshafts, set beneath classic crackle-finish cam covers; fuelling was through six Weber 40DCN twin-choke carburettors

'It was the most potent of all Ferrari's roadgoing 60-degree V12s'

1.5 to 2 thousands of an inch above the block.' That gives the right 'nip' on the gasket to minimise the chances of a blow. The wet liners, incidentally, are an interference fit in the block, requiring the block to be heated before they can be slotted in place, but they have heat-proof silicone seals at their bases to make absolutely sure of a watertight assembly. The original Colombo V12 was less thoroughly engineered here, its liners a simple press fit with no seals at the base.

The engine being rebuilt at GTO has had its liners replaced during what has turned out to be a major rescue operation. 'The car arrived with the cylinder heads off and all sorts of rubbish in the bores,' Jerry reports. 'The seatings for the liners were corroded, so we had to re-machine those, which meant using slightly longer liners. It also has new camshafts because the old ones were bent, plus pistons, rings, all the shell bearings, the valves and the exhaust-valve guides.' And quite a lot else besides, as is usually the way in a complete rebuild.

It will be a fine thing when finished, for the Daytona engine was the most potent of all Ferrari's roadgoing 60-degree V12s, even if it wasn't the biggest. Post-Daytona, the engine grew to 4823cc for the 400 models and ultimately 4942cc for the 412i, but these larger engines were gentler, relatively torquier power units with different cylinder heads in which outboard-mounted sidedraught carburettors, or finally fuel injection, fed ports positioned between the camshafts to give a lower bonnet-line.

In a deft piece of packaging efficiency, the now-vacant valley between the cylinder banks was filled with the two oil filters. In the Daytona they sit proudly up front, flanking the thermostat housing and equally accessible. Whatever arcane complexity and expense may be involved in maintaining other parts of these Ferraris, at least changing the oil and filters is simple… E

Above
The 'Colombo' V12 – now barely recognisable from the early versions – would eventually grow to 4.9 litres for the 412i 2+2, but that was a softer-natured engine than the Daytona's

DEALING IN DREAMS

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22

True to hype?

In the world of front-engined Ferraris, one stands above all others. But can the 250 GTO really justify the hype – and the stratospheric values? We asked someone who really knows

WORDS MARK HALES | **PHOTOGRAPHY** VARIOUS

From the top
Surtees' GTO collects Clark's Zagato at Goodwod in 1962; if you ever get a chance to slip behind the wheel, try to forget about the noughts in the value; the author, Mark Hales, at speed in chassis no. 3757, owned by Nick Mason

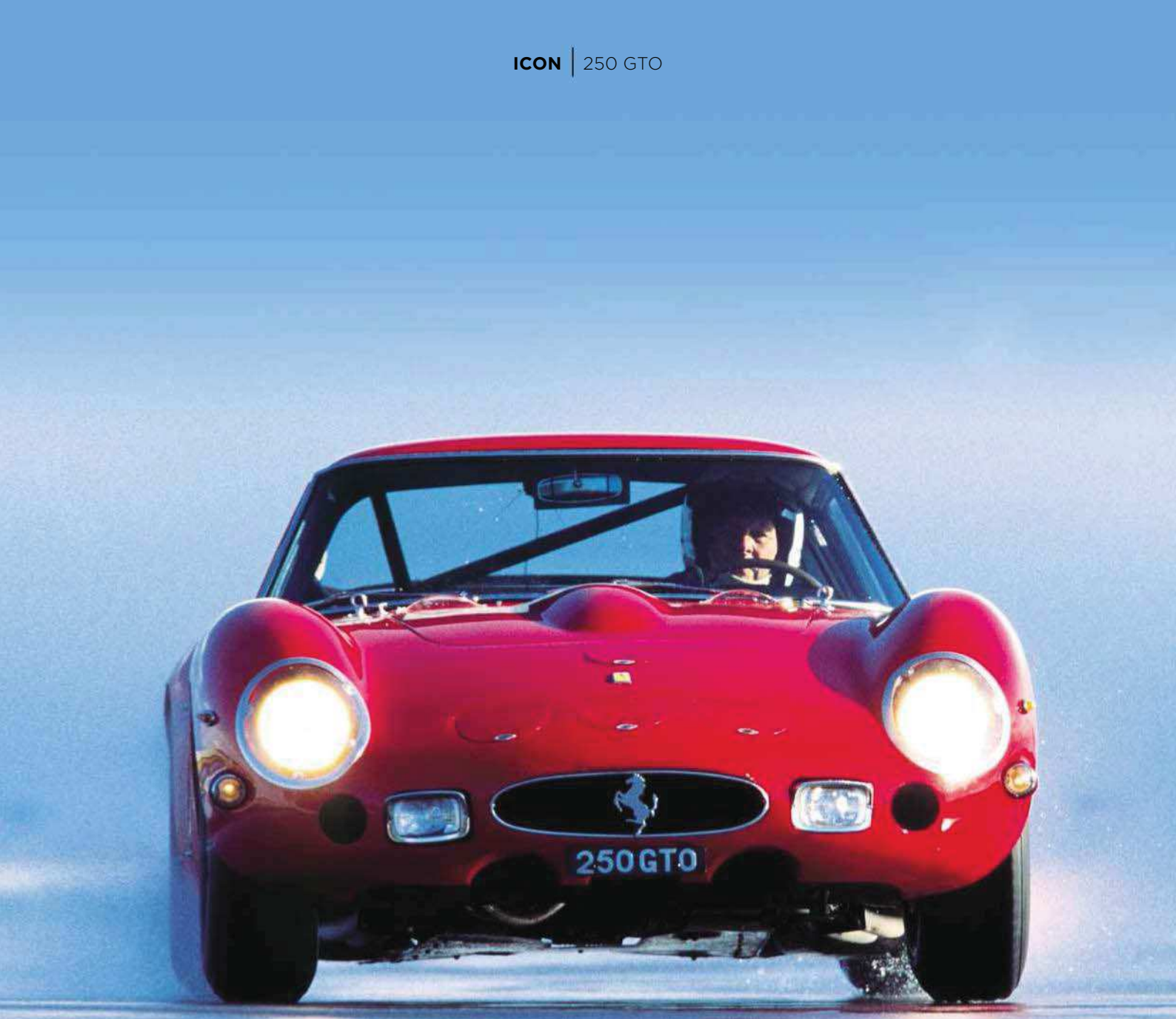
There's a picture on the wall in one of Goodwood's briefing rooms, showing a Ferrari 250 GTO and a Zagato Aston DB4 GT in close embrace against the Madgwick banking. Both cars are significantly damaged, and not by amateurs out of their depth, but by the very best in the world, as in Jim Clark and John Surtees. It was 1962 and the Tourist Trophy; Clark had spun the Aston and Surtees – who was leading the race – had collected him. Both cars were then later clouted by Robin Benson's errant Ferrari 250 SWB. So let's get this out of the way early on. Today, that's a car park with a value heading towards 100 million. Dollars or pounds, it doesn't much matter, and, assuming you bought as seen, the cost of any repairs would be completely incidental. Perhaps less so then: Maranello already knew how to add the noughts…

Trouble is, the noughts are really all most casual onlookers want to know about, but it does beg the question, how did it get to that? Editor Barker asked the slightly more penetrating question – is there some magic ingredient available only from a GTO's driving seat, something that makes it actually worth the money? The short answer is no – of which more in a moment – but, as a driver today, the numbers are a detail you really have to banish from the mind.

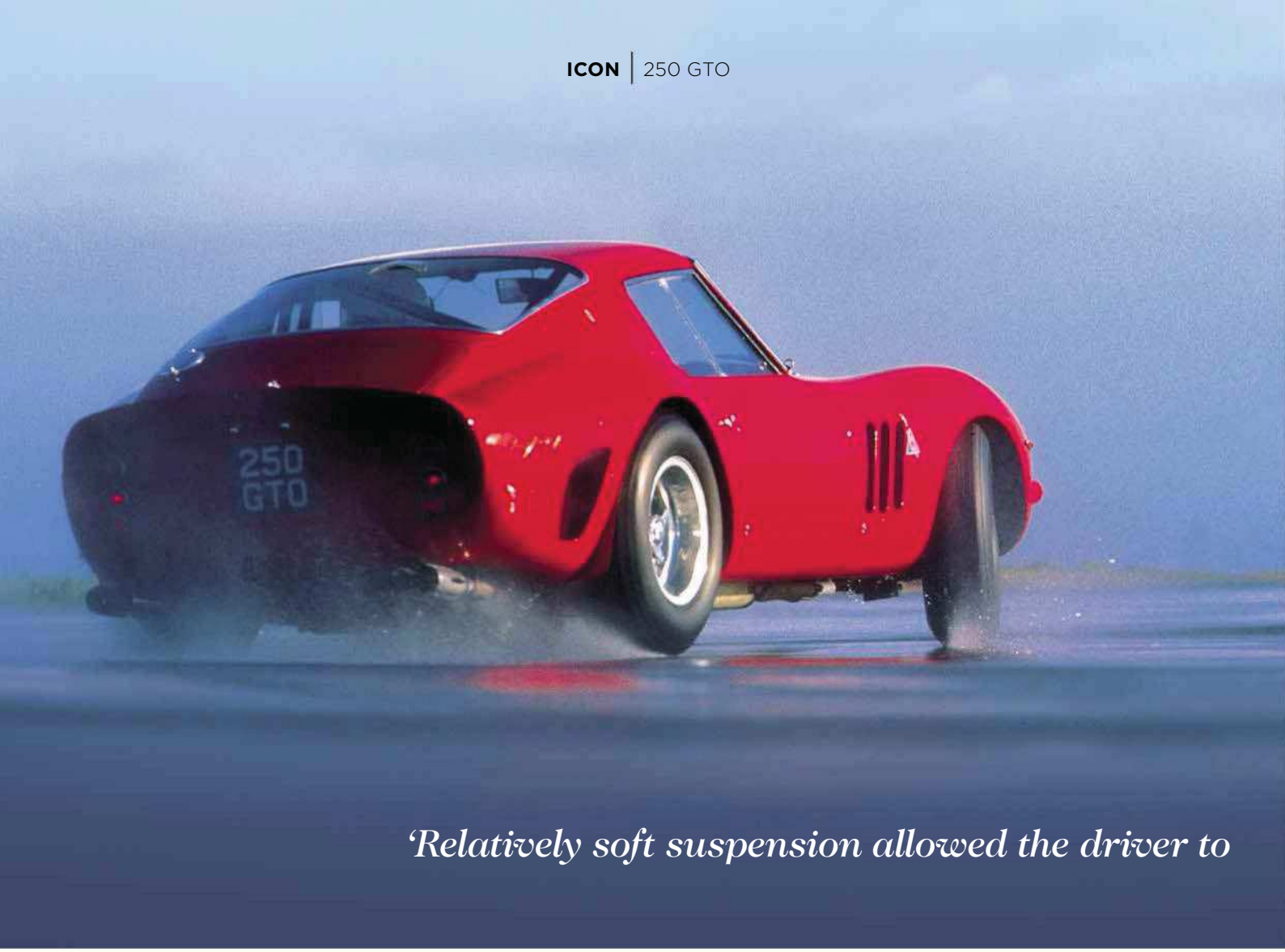
I've driven a great many racing miles in a GTO and I just don't think about values. You can't if you're going to get on with it. They certainly didn't think about it then either. To Graham Hill, or John Surtees or Phil Hill, a GTO was just a tool to get the job done on that day. If it got bent, someone would straighten it. If the engine took a Big Rev, someone would put in another one. Surtees is even on record saying that he really didn't want to drive a GTO. The bloody thing was underpowered and if you set up to carry speed through the corners, you were likely to hit a Lotus Elite or an MGA, or anything else that got in the way. So there's our first clue.

The GTO was an evolution of the 250 GT SWB (the 'O' was for 'Omologato') an upgrade overseen mainly by young upstart Giotto Bizzarini, then working for Ferrari before he and several others were unceremoniously sacked in 1962 when they dared to challenge the Great Man. Ferrari had seen the threat coming from Shelby's Cobra and Jaguar's E-type and thought he might do something fairly simple to extend the racing life of the 250, so he could sell them to wealthy amateurs. He had allegedly said something like, 'well, if you think you're so clever, see what you can do with the 250...' Wind tunnel testing was carried out at Pisa university, after which stylist and bodymaker Sergio Scaglietti lengthened and lowered the nose, stretched the tail and closed in the underside with a full-length belly pan. The drag-reducing flip up on the boot was added shortly afterwards. Carroll Shelby would do much the same to the Cobra to create the Daytona and most of it was an attempt to improve straight-line speed for Le Mans.

Bizzarini used the single-cam 3-litre V12 engine



'As a driver today, the numbers are a detail you really have to banish from the mind'



'Relatively soft suspension allowed the driver to

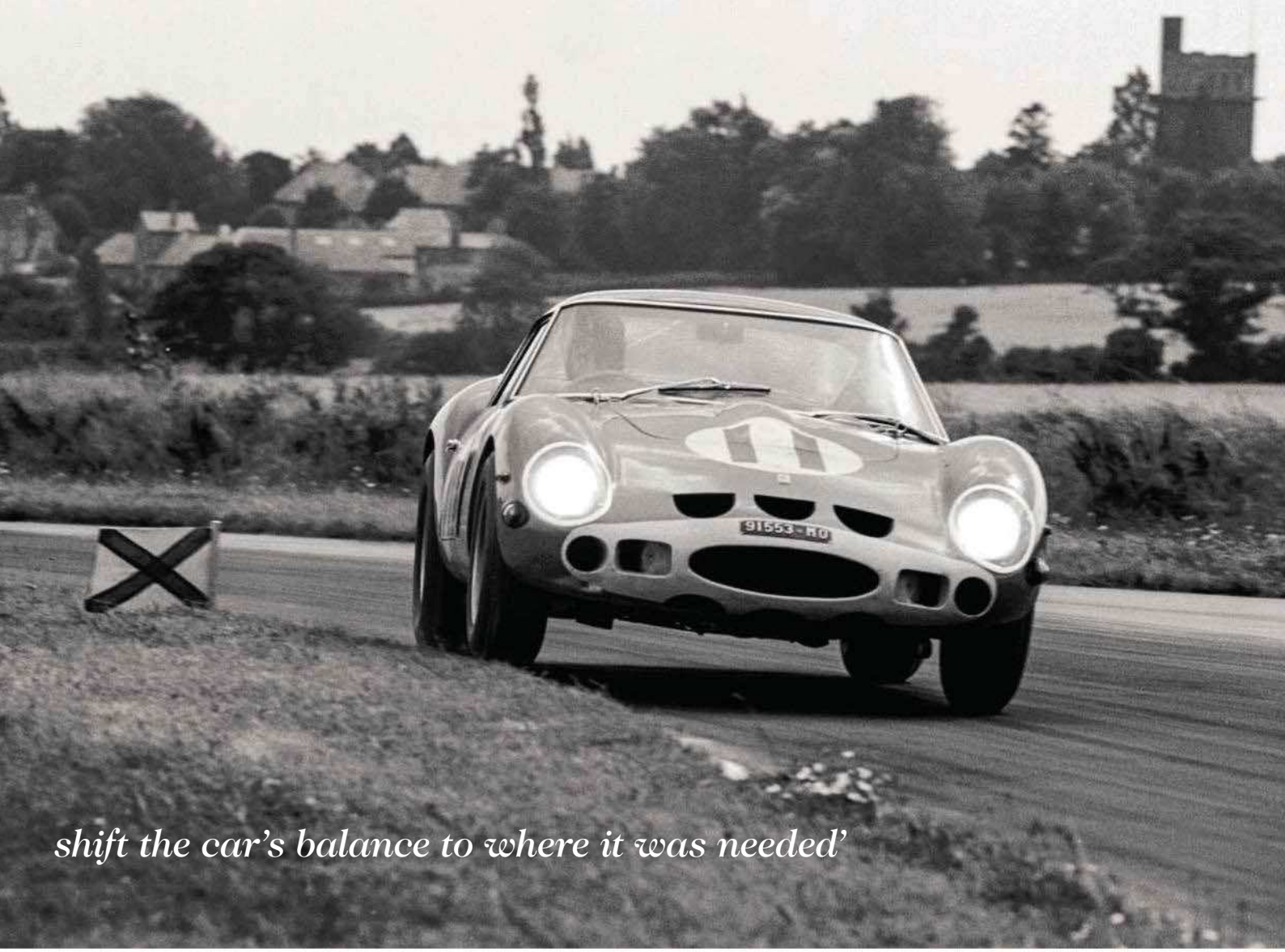
from the Le Mans-winning Testa Rossa, complete with dry-sump lubrication (the GTO's oil tank is in the boot) and six downdraught Webers, pushing out just under 300bhp at about 8000rpm. There was a new five-speed gearbox featuring Porsche-type synchromesh and with the signature slotted gate that would be a Ferrari cabin essential until paddle shifts were invented. The rest was pretty standard 1950s fare. The chassis was a simple steel ladder (more of that in a moment, too) and the beam back axle was suspended on cart springs and located by a Watt's link. At the front there were pressed steel wishbones and coil springs – just like you find on a Mk4 Cortina – and there were telescopic dampers all round. At least there was a disc inside each Borrani wire wheel.

Of the main competitors, the Cobra was out of a similar basic design mould – ladder chassis, aluminium body perched on top – but it used an engine that was half as big again. The E-type was a great deal more sophisticated than either. A monocoque tub was a much more rigid structure on which to hang all-round independent suspension and you sat low with legs outstretched looking along that expanse of bonnet. Only the dozen factory lightweights, though, had the aluminium tub and body, and the aluminium block for the straight-six engine. Which makes the superleggera Jaguar three times rarer than the Ferrari...

In period, though, the GTO definitely had some good points. It was light (just over 1000 kilos all up), the compact V12 sat low and well towards the centre of the car, it had the extra gear in the box when most had only four, and it all slipped through the air thanks to the body shape. Perhaps more importantly, it offered two very important, traditional Ferrari traits. It had great stamina and was extremely reliable. The first competition E-types weren't. GTO reliability didn't come cheap though. In 1962, a GTO cost about £6000, or the price of a sizeable house in Surrey. A showroom E-type was £2000 and a Cobra £2500.

The period results are easier to quantify than the modern ones. Only 39 GTOs were built and almost exclusively they were used as race cars, not least because they were hot and noisy and offered few creature comforts; Enzo Ferrari's strategy proved sound and he won the International Manufacturers' Championship for GTs in 1962, '63, and '64, in all of which the GTO was a key player.

Chassis no. 3757 , now owned by Nick Mason, was purchased new by Belgian race team Ecurie Francorchamps in 1962 and almost immediately driven to third overall at the Le Mans 24 Hours. The following year, it went one better and finished second, driven again by semi-professional drivers. The car has raced every year of its life since then, more recently including several Goodwood



shift the car's balance to where it was needed'

Revivals with yours truly. It's what the car was made for, and in 2011 Martin Brundle and I took a good second in pouring rain. The rain, though, is another clue. When I try to answer the first question – whether there's any magic ingredient – the finer details of historic racing in the modern era might help to explain.

In period, and just like its rivals, a GTO sat high on relatively soft suspension. That's how they came from the factory and most owners simply took delivery and went racing. They did that on tracks that were often bumpy and featured few really tight corners: these have been added in large numbers mainly to slow down modern formula cars with huge amounts of grip that could do a whole lap near enough flat-out. The suspension allowed the good guys to manipulate the GTO's weight – which is low, with the major masses closer to the centre – and shift the car's balance to where it was needed.

Approach, say, Madgwick at Goodwood – a rare instance of a track whose layout hasn't changed since 1950 – probably in fourth gear, brush the brake and ease the steering right. The weight shifts to the front and the car starts to rotate. The critical thing, though, is that you must be travelling about 10mph faster than you reckon the car can cope with, or, in other words, fast enough that it won't make the corner unless you do everything right. The car begins to turn, but it's important to resist the instinct to nab it immediately and correct with steering. Let it yaw and then bring in the power. That settles the weight back towards the rear tyres and stops the car sliding, at the same time driving it forwards and maintaining momentum. Most importantly, it shares out the cornering loads more equally among four tyres rather than two. This deals with the extra 10mph, which is then yours all the way down the next straight. You might need a bit of management with the steering as you go, but only a bit, and you mustn't lift the right foot. Graham Hill was a great exponent – note how, in the picture above, the car is at a significant angle but the front wheels are straight.

You had to have good car control, and the confidence that it would work, and, having set it all up, you can see why Surtees would be reluctant to lift off and lose the momentum. He would just hope to miss the Elite, and if he didn't, well, it meant he could get home early... And it wasn't just the GTO that was driven like this. There's a picture of Jim Clark in the Aston at an angle of nearly 45 degrees but with the merest hint of corrective lock. It was taken at Fordwater, the fastest corner at Goodwood. Which begs the obvious question: why aren't the cars driven like that now?

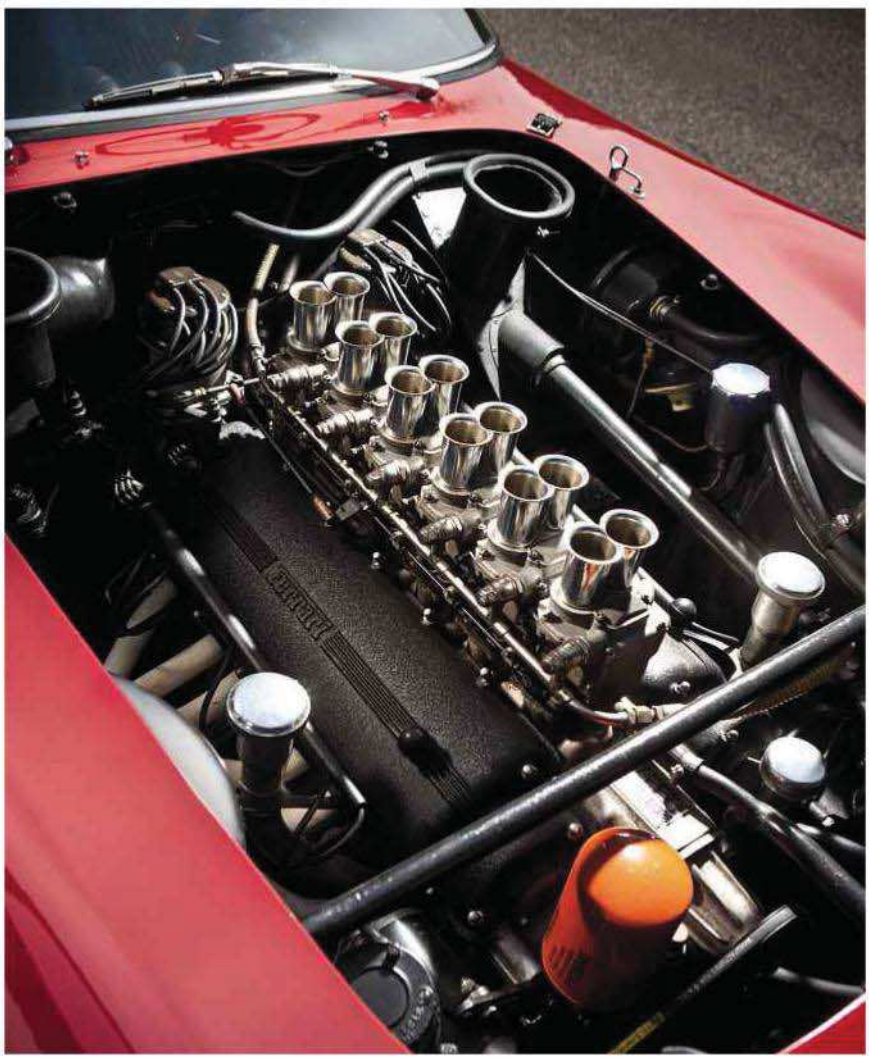
The main reason is simply that modern cars aren't driven like that, and modern tyres are not designed to withstand constant drifting. As tyres improved, they gripped rather than slipped, while the

brakes gained stamina as well as power. You don't hear so much about the quality of brakes in the 1960s, but you do pick up the odd clue from autobiographies. The good guys worked out pretty quickly that you couldn't use them hard for long, so they found other ways of losing speed. And the circuits changed. The modern way is to keep the front loaded and take the braking deeper into a tight corner. That maintains straight-line speed for longer and takes a shorter route through the turn. The driver accepts that mid-corner pace might be slightly lower, but it's more than compensated on the way in.

Cars began to sit ever lower, and suspension became stiffer, mainly to prevent the effects of extreme weight transfer as brakes and tyres improved. The GT minimum ride height has been 100mm for a long time, but in 1962, nobody attempted to reach it; just study the pictures of an E-type's rear wheel then and now. In the '60s, there was space between the arch and the top of the tyre. Now the wheel is half covered. Modern thinking has been applied to historic race cars, and there's no doubt that modern brake materials have also improved the performance of historic brakes. The GTO, though, does not respond in the same way. You can stiffen up an E-type's suspension because the monocoque is rigid enough to stand it. When we tried a bigger front anti-roll bar on Nick's GTO, the windscreen popped out at the edges...

There is also the question of engines. John Surtees thought Ferrari engines were better in period than today. That could be because they were closer to race spec when they left the factory, but perhaps also because they were more expendable. A GTO engine was comparatively rare even when it was new and, if you can find one, it will now fetch six figures, which rather restricts development. The Jaguar sixes, and especially the 4.7-litre Ford V8 in the Cobra were fitted to many different models over the years and were made in large numbers. The Ford, in particular, has been constantly developed ever since.

As a package, the GTO worked because it was reliable and it had a good balance, which a good driver could exploit to good effect, but it was obsolete at International level by the mid-60s. After his first outing in Nick's car, Martin Brundle observed that the main problem was that we were up against race cars, which by comparison Nick's GTO 'absolutely wasn't'. I like it for that, though, because it's a real snapshot of how things might have been. That and the chassis balance and soft suspension, which allows you to have a crack at the Old Way, and the click and clack of the long gearlever in its slotted gate, and, of course, the noise. There's nothing quite like a V12's wail, especially when it's sat right in front of you...



Specification

ENGINE V12, 2953cc **MAX POWER** c300bhp @ 8000rpm **MAX TORQUE** n/a **TRANSMISSION** Five-speed manual, rear-wheel drive
SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, Watt's linkage, telescopic dampers **STEERING** Worm-and-roller, unassisted **BRAKES** Solid discs front and rear
WHEELS 6.00 x 15in front, 7.00 x 15in rear, wire-spoke **WEIGHT** c1000kg
POWER TO WEIGHT c305bhp/ton
0-60MPH c6.0sec (est) **TOP SPEED** c170mph
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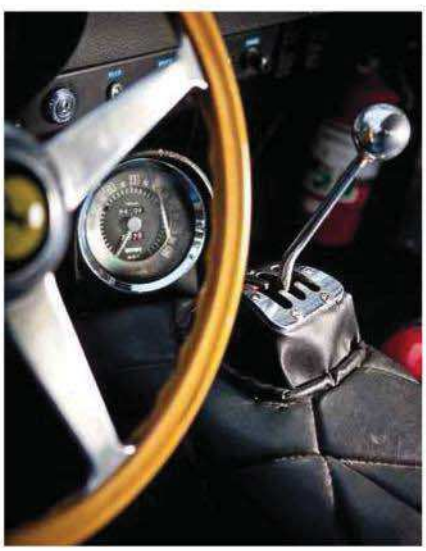

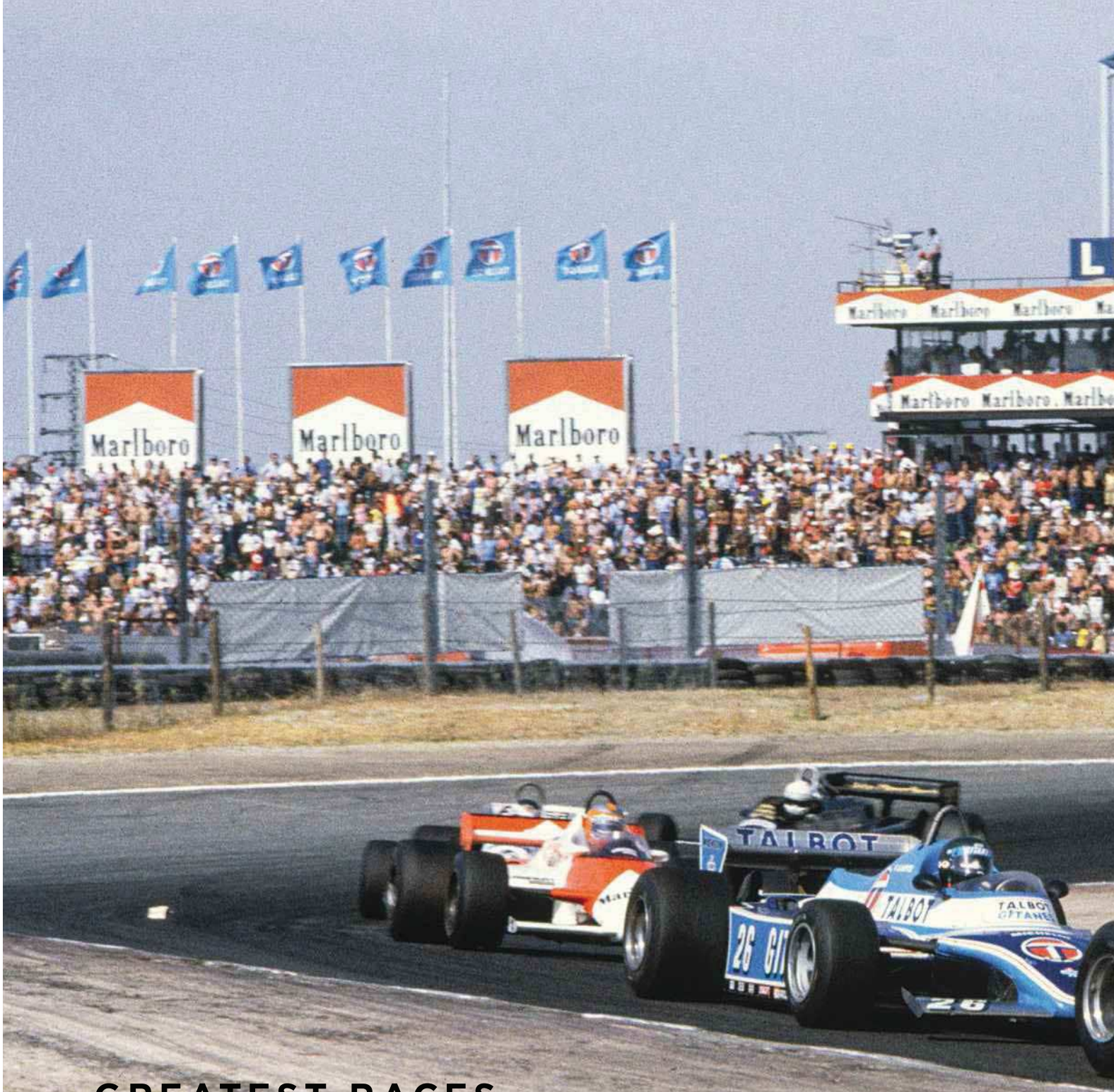

GREATEST RACES

JARAMA 1981

WORDS ANDREW FRANKEL | **PHOTOGRAPHY** LAT

Gilles Villeneuve was the most outrageously gifted driver of his generation, and Jarama 1981 witnessed the greatest drive of his career – in a Ferrari that had no right to win


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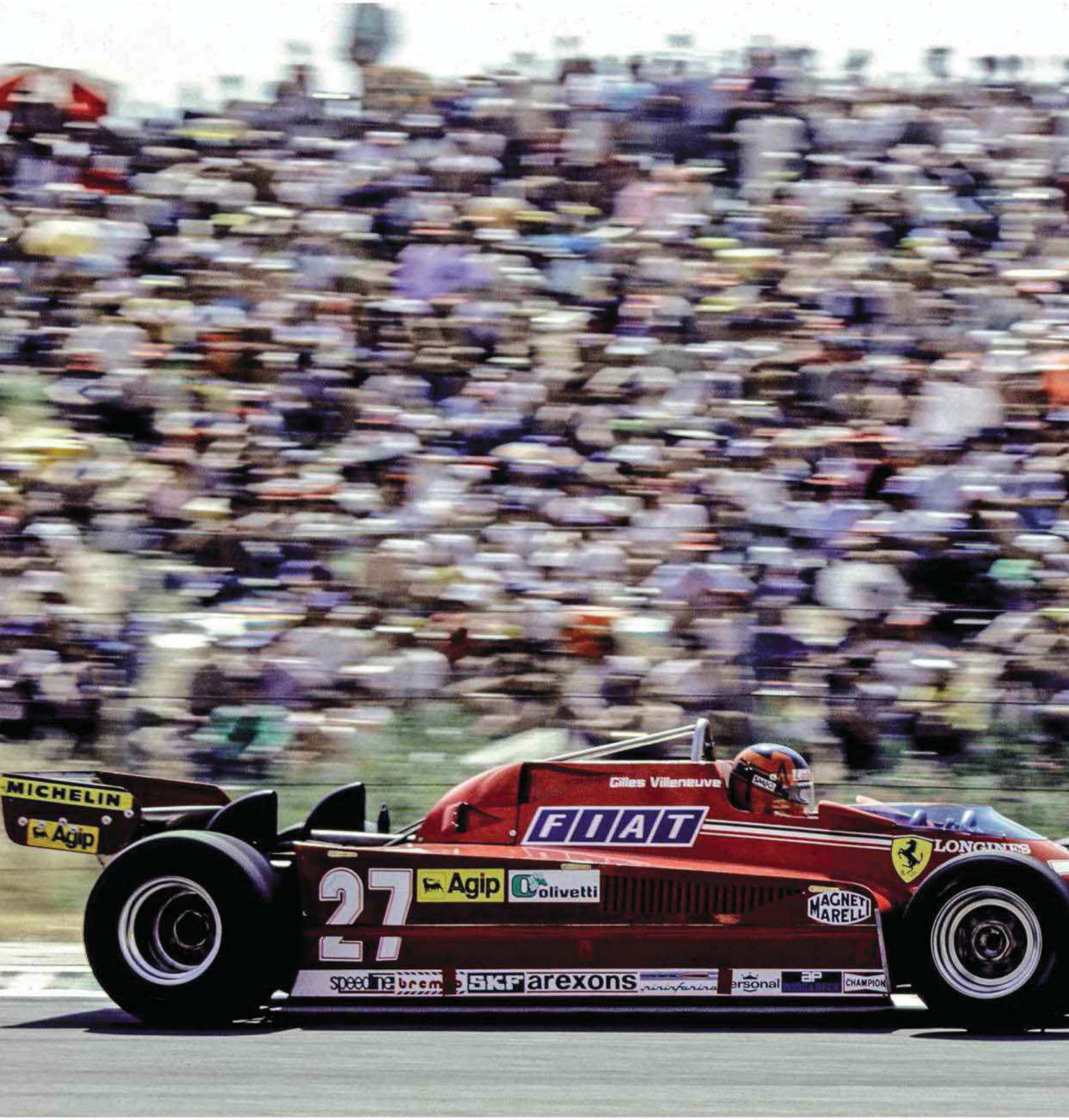
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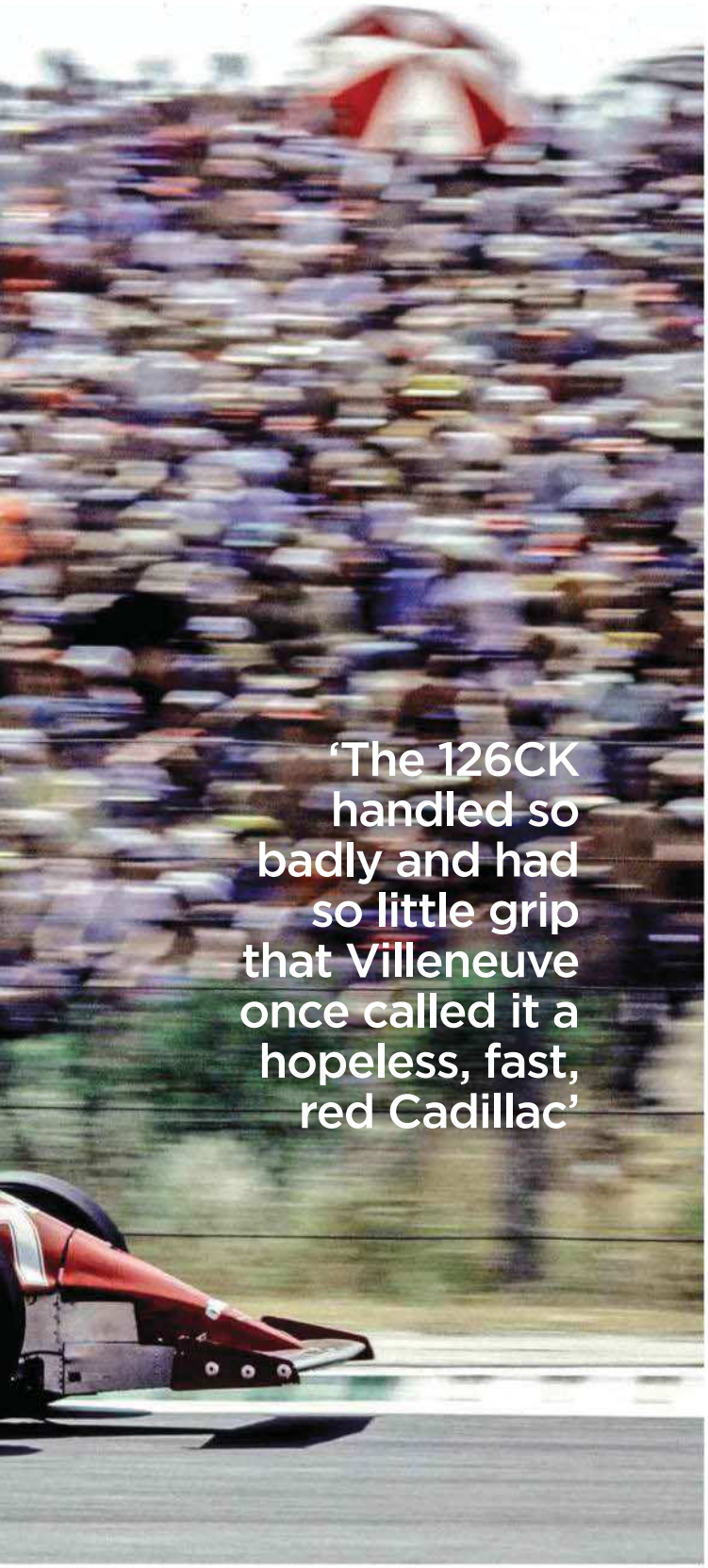

A successful driver must be a person of many strengths. He or she must know exactly when and how to brake, how to ply the perfect line, how to balance a car on the edge of adhesion and, if they wish to be known as a great racer rather than merely a good driver, they must know how to overtake. Speed through traffic and the ability to know exactly where, when and how to go slicing up the inside, or right around the outside, of the car in front are critical components of the racer’s craft.

Did I miss anything? Well, yes, only the most under-rated skill of them all: not the ability to overtake, but the ability not to be overtaken. And, in the entire history of motor racing, one example of this art stands head, shoulders, knees and toes above them all, as dogged and skilled an exhibition of the art of thou-shalt-not-pass as there has ever been. It happened during the Spanish Grand Prix in 1981, and our hero is the diminutive French-Canadian Gilles Villeneuve.

But first, some context. How difficult any given car is to overtake on any given day is, of course, at least partly a function of the environment it finds itself in at the time. Had this race taken place in Monaco or Hungary, both legendarily difficult tracks on which to find a way past a competitor, doubtless I’d not be writing these words now. But this was Jarama – not a doddle in overtaking terms – but not a nightmare either. It was the ninth and final time the track would host a round of the Formula 1 World Championship.

And now the car. You could argue quite cogently that the Ferrari 126CK at Villeneuve’s disposal that day was the most revolutionary race car every created by the Scuderia. Not only was it the first to use a turbocharged engine, it was also the first to sport full ground-effect bodywork. The previous season (1980), Ferrari had used the 312T5 because its similar precedessor, the 312T4, had won the title the year before and Ferrari was confident there was enough life left in the design to

Left
Fast but flawed, the 126CK was Ferrari’s first turbocharged F1 car and had stupendous pace on the straights but its ground-effect chassis could barely keep up. Which made Villeneuve’s heroics at Jarama all the more remarkable

offset the fact that its 3-litre flat-12 engine meant there was insufficient space under the back of the car for the rear venturi upon which ground-effect design depended. Confident, but wrong: the T5 was a disaster.

So Mauro Forghieri designed Ferrari's first turbo car and, as could be expected of Ferrari in this era, the engine was something of a weapon: a 1.5-litre 550bhp grenade that required a lot in the way of understanding and even more in terms of careful handling. People openly wondered whether Villeneuve, well-known for his car-destroying antics, really was the right man to cope with it. Unfortunately, the car in which the engine sat was not really up to it. Indeed the 126CK handled so badly and had so little grip, Villeneuve once called it 'a hopeless, fast, red Cadillac', which must have amused Enzo Ferrari not at all. Over a lap, it was quick, certainly far quicker than the T5 had ever been, but it was so unfit to deal with the power it was being asked to handle that within a few laps its rear tyres would be shot to pieces, leaving Villeneuve at ever-more-extreme angles of oversteer, which he loved, but which was hardly conducive to competitive lap times.

And yet, he'd just used it to win at Monaco, his first victory since 1979. How did he manage to win a race at a circuit where power was nothing and handling everything? Well, being the most talented driver of his generation helped, but perhaps not so much as the fact that, by the time the chequered flag fell, all bar six of his rivals had either blown up or crashed into the Principality.

So the circus moved to Jarama, with Gilles somewhat phlegmatic about his chances. He found himself hating ground effect, which required the car to be effectively sealed to the road, robbing the suspension of its effectiveness and leaving the driver feeling as if he'd done several rounds with a heavyweight by the end of the race. The skirts that achieved this the previous season were now banned and a six-centimetre static ride height mandated, but engineers just used hydropneumatics to lower the car back down onto the deck the moment it was moving…

Gilles qualified in seventh place, which was about as high as the car deserved, and some rows ahead of team-mate Didier Pironi back in 13th. In Monaco, Villeneuve had used his tyres well to qualify second, with Pironi in 17th, providing some evidence of the gap between the two. But at Jarama, another circuit that prioritised grip over power but without the many hazards of Monaco to wipe out two-thirds of the field, it was going to be a tough afternoon coming anywhere.

Even the start was a problem: unlike the predominantly naturally aspirated runners ahead of him, Villeneuve could not rely on a steady flow of torque to push him forward, balancing traction against

'If Gilles, that well-known car-wrecking hooligan, made the smallest, slightest slip, they'd all be past in an instant'

Above and below left
Holding off the Ligier-Matra of Jacques Laffite in the closing stages, and (left) with the chasing pack of Laffite, John Watson's McLaren, Carlos Reutemann's Williams and the Lotus of Elio de Angelis

wheelspin all the way to the top of first gear. In those early turbo cars, you were either on-boost, which meant you sat there wreathed in smoke while your rear tyres melted, or you were off-boost and accelerating slower than the safety car at the back of the grid. Villeneuve's solution to this was typically robust: he simply parked the engine on its 11,000rpm limiter, hoped it wouldn't explode and, when the flag fell, side-stepped the clutch.

In many ways and although no-one knew it at the time, those first few seconds almost decided the outcome of the race. It was hot in Jarama that day, even by late-June standards in Spain, so hot indeed that the organisers delayed the start of the race by three hours to spare the drivers the worst of it, but if Villeneuve was not appreciating a track temperature of well over 100deg F, his Michelin slicks were loving it. For once they spun only briefly, then catapulted the scarlet Ferrari forward.

He was helped by pole-sitter Jacques Laffite making a complete Horlicks of his start in his Ligier, but he also swept past the Alfa Romeo of Bruno Giacomelli, Alain Prost's turbo Renault and John Watson's carbon-tub McLaren MP4 to take up third position before the first corner. The footage shows Villeneuve on the right-hand side of the track, blasting forward and out of the camera's view and then, in apparently the very next frame, he's picked up by a second camera on the extreme left-hand side of the track. Ahead lay the pairing of Alan Jones and Carlos Reutemann driving Williams FW07Cs, a car so good that Williams would win the constructor's title that year with over half as many points again as the next-best team.

And that really should have been that. Even with Villeneuve driving, the Ferrari was not in the same postcode as the Williams. But he had not yet torched his tyres and he knew he'd never get a better chance to make another place, so, coming down the long straight at the end of the first lap, he used all his Ferrari's turbo power to close on Reutemann's Williams, took a deep breath, braked later than late and swept past the superb Argentine driver on the outside of the curve. It's hard to imagine there has ever been a driver who was better on the brakes than Villeneuve. But Jones was gone and not even Gilles could do anything save watch helplessly as the World Champion pulled steadily away. But at least he could amuse himself seeing how long he could keep Reutemann behind him, which he duly did for the next dozen laps.

No-one could have predicted what happened next, though it had happened before and would do so again. Just like Senna driving completely unchallenged into the wall at Monaco seven years later, so Jones had what he would himself describe as 'a moment of brain fade'. He didn't hit anything when he slid off the track but, by the time he'd been dug out of the gravel and sent on his way, all chance of winning was gone.

So now on lap 13 and to no-one's greater surprise than his, Villeneuve led. And had it been a 14-lap race, doubtless he'd have been very pleased by the fact. But it wasn't. It was a 67-lap race, his tyres were already past their best and Reutemann was still snapping at his exhausts.

How could he win from there? Were this

Above Villeneuve, flanked by Laffite and Watson, celebrates his greatest win. It would also be his last

you or me, you'd drive as fast as you could in the hope your rival fell off trying to keep up and before your tyres fell apart. But Gilles didn't do that. In a move that proved he was not just a wild man with a ridiculous talent, but one of the most intelligent men who ever sat in a race car, he didn't speed up. He slowed down.

It was the most enormous gamble. First, racing drivers are far more likely to make mistakes when not on the absolute limit, because they lose concentration. Second, and very soon, he would back both himself and Reutemann into the pursuing pack and, while he might be able to defend against one driver by working out his weaknesses, a multi-pronged attack would allow no such luxuries.

On the other hand, not only would this make Reutemann's life far more difficult as he would have to attack and defend at the same time, it also allowed Gilles to save his Michelins and play to the Ferrari's single strength: its power. The only other drawback was this: if Gilles Villeneuve, that well-known car-wrecking hooligan, made the smallest, slightest slip, they'd all be past in an instant.

Suddenly the perennially oversteer-addicted Villeneuve started to drive like Alain Prost, his 'hopeless red Cadillac' sweeping majestically and inch-perfect from apex to apex. He knew that as long as he drove flawlessly he only needed to drive one corner really fast, which was the one that led onto the straight; thereafter he

'Even the modest Gilles had to concede it was the greatest race of his life'

could rely on Ferrari power and Villeneuve braking to deny the following pack its best overtaking opportunity. And lap after lap after lap, that is what he did. Poor Reutemann, a former Grand Prix winner for the Scuderia, was powerless in the face of such an unexpected display of precision driving and, with 20 laps remaining, was overtaken by both a recovering Laffite and John Watson and soon found himself having to fend off the attentions of the Lotus 87 of Elio de Angelis.

I think those last laps were probably the finest Villeneuve ever drove. In one train, it went Ferrari, Ligier, McLaren, Williams, Lotus, and in a lot less time than it took you to read that. At times towards the end of the lap, Laffite would even get the nose of the Ligier ahead of the Ferrari, but Villeneuve didn't waste crucial time and tyres defending, he just let the motor do its stuff on the straight: the Matra V12 was probably the best-sounding racing engine ever created, but for raw power it was no match for Ferrari's turbo V6.

At the flag, Villeneuve was two tenths of a second ahead of Laffite – quite a lot less than the blink of an eye – with Watson, Reutemann and de Angelis all packed into the next single second. It was the second-closest Grand Prix finish ever, behind only the massively slipstreaming-assisted 1971 Italian GP. Gordon Murray, designer of the Brabham that would take Nelson Piquet to the driver's title that year, said simply that he thought it 'the greatest drive I've ever seen by anybody'. Enzo Ferrari, presumably not having heard the Cadillac comment, said the drive 'made me live again the legend of Nuvolari'. And Nuvolari was, hands down, Ferrari's favourite driver of all time. As for Villeneuve, even this rather modest man had to concede it was the greatest race of his life.

It was also to be his last victory. Gilles should have won at Imola the following year but was robbed by Pironi, who broke team orders on the very last lap to steal the win. And at the very next race, less than a year after Jarama, Gilles was killed in qualifying for the Belgian Gran Prix at Zolder. How good was he? Laffite once said: 'No human being can do a miracle, you know, but Gilles made you wonder…' And probably never more so than in Spain, in the summer of '81.

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Dealing in dreams

WORDS HENRY CATCHPOLE | **PHOTOGRAPHY** MALCOLM GRIFFITHS

Talacrest founder John Collins rose from the humblest of beginnings to become one of the world's foremost traders in classic Ferraris. We went to meet him

The trainers. That's what you notice first. There are myriad models and period photos and other fascinating ephemera (including a life-size Terminator 2) in John Collins's office, but somehow it's his footwear that initially grabs your attention. Especially when we sit down and Collins rests his feet on top of his glass desk while he leans back in his big red leather chair, a little jet-lagged after returning from Dubai. They're just so incongruous. And not even box-fresh or limited edition. They're simply some ordinary, slightly battered, comfy-looking Mizuno trainers. Paired with white socks that disappear into stonewashed jeans.

It's not that we've caught him off-guard either (for a start I don't think Collins is a man to be caught off-guard) because there are plenty of photos of him so attired, including one on the cover of his new book. Given his perfectly pressed pink shirt, I wonder if perhaps I should draw some sort of metaphorical link between his humble roots in Glasgow and his *Sunday Times Rich List* lifestyle now? Perhaps it's purely a comfort thing? Perhaps you're thinking that if you'd wanted to read about footwear you would have picked up a copy of a fashion magazine…

Anyway, I've been looking forward to meeting Collins because I remember, as a nipper, gazing longingly through the red-framed windows of Talacrest, his Ferrari showroom in Egham. The contents were usually more interesting than those of the official Ferrari importers, Maranello Concessionaires, just down the road.

But before we get to the whys and wherefores of Talacrest, it's

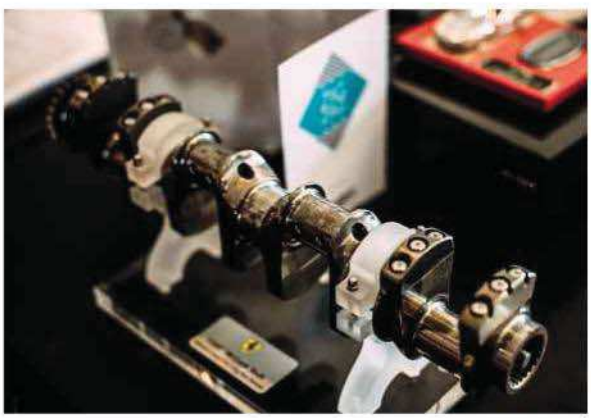
worth taking a quick jog through John's early life, because in many ways it is just as fascinating as his later exploits. Born in a Springburn tenement block (outside loo, metal bath), he says his love of cars came from his mother, who bought him a small Dinky toy car every week. School was to be avoided and he was working as a bricky's labourer doing night shifts on the Kingston bridge by the time he was 15 years old. Or at least he was until someone grassed him up for being underage. He was also driving by 15. Illegally, obviously, but driving nonetheless. He once left a Ford Anglia in the middle of a roundabout, he tells me.

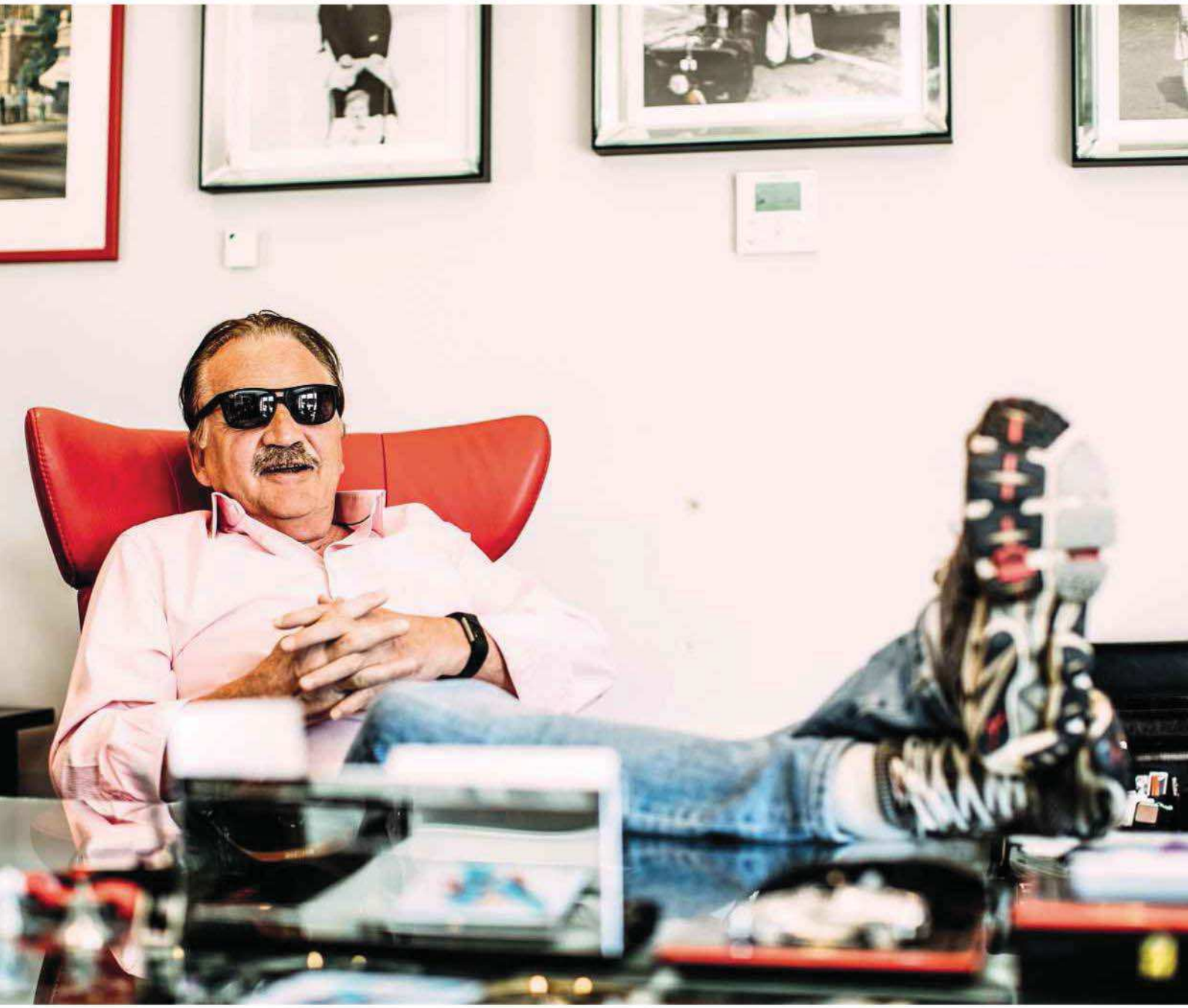
And he recalls all of this in the most wonderfully soft-edged Scottish accent with a rolling burr on the Rs. When he says 'mother' or 'car', the words have proper emphasis on the last letter instead of being cut short as they usually are. Even when he swears, it seems quite gentle.

He liked sports cars from a young age, graduating from a Vauxhall Viva that his parents had bought him ('it was quite a lot of money for them – £500 in 1968') to a Triumph Spitfire and then a Triumph GT6, a photo of which he still has on the wall of his office. In terms of employment, he seems to have tried just about everything. After being fired as a labourer, he got a job as a tea boy on the *Evening Citizen* for £5 a week. The day after Robert Kennedy was assassinated, he went in to help even though it was his day off, and at the end of the shift was marched into the newsroom. He thought he was in trouble but the editor rushed up, shook his hand and said: 'This is what journalism's built on. I can't even get my f**king reporters to come in on their day off.' And because of that he ended up being fast-tracked as a trainee journalist. But he was also a DJ and a model for Jaeger. And then he went to art college to study fashion and advertising photography ('I blagged my way in. Showed them photographs that basically weren't mine!') before chucking that in to go on the road across Europe as a sound engineer for the band Vanity Fare.

Only after that did he return to Scotland, broke, and really begin his career as a photo-journalist. He started out on the *Kilmarnock Times* but quickly went freelance, setting up his own agency. That year he earned £11,000 (the news editor on his old paper, the *Evening Citizen*, was on about half that, Collins

'He borrowed £300k from friends and used it as deposits on £3 million worth of Ferraris'





Above
Collins doing his best Enzo Ferrari impression (though we can't quite imagine *il Commendatore* in trainers) and just some of the ephemera he's gathered in the 30 years since he founded Talacrest

tells me), so he went out and bought a maroon Ferrari Dino for £7000. 'And after that there was only ever going to be one make of car for me.'

Later he moved to London and worked for the *National Enquirer*. 'They paid incredible money. By 1980, I was on £100k a year. So I had my 308s, and then I graduated up and bought Boxers. I could afford it. Although I famously turned down a 288 GTO because it was left-hand drive. What a twit!'

Anyway, in 1987 the stock market crashed, Collins lost a lot of money and needed to sell his car. He phoned around, got 'bullshit prices' but needed the money so sold it to a dealer who promptly marked it up by 60 per cent. 'And I thought, "if you can do it, I can do it".' So he borrowed about £300k from friends in the pub and used the lot as deposits on £3 million worth of Ferraris, telling the dealers that he would pay them the balance in six months when his (fictional) inheritance kicked in. He promptly advertised the cars and, when the dealers got iffy (which is to say started screaming down the phone) he told them to check their contracts. 'I was perfectly entitled to do what I was doing,' he says.

'It was a huge risk, but I figured all I had to lose was my house…' And it was a risk that paid off. He sold all the cars and made £500,000 and that's how Talacrest started. He predicted a first-year turnover of £1 million, but actually sold 150 cars and turned

over £12 million. Second year it was £30 million…

'I found it was easy to sell things. I would track cars down like a journalist because in those days there was no internet. It was much more fun. It's not so much fun today. Too many ex-estate agents turned car brokers who just bullshit.'

Collins says that he had always had a fantasy that he would be a millionaire one day, but thought it would be from writing a science fiction novel, not selling cars. In his mid-30s he had Abner Stein on the phone telling him that he was going to be the next big thing (Stein published John Grisham, Audrey Niffenegger, Dan Brown, David Baldacci and others). So he had an offer to publish a book; they just wanted the ending changed. But Collins fell into Talacrest and never got round to it. He says he's re-writing it now and bringing it up to date, so who knows, he might yet have another career as a novelist in him.

The book he *has* finished writing is called *Dealing in Dreams* and all the proceeds are going to charity. It is mostly about Talacrest but also part-autobiography and, as you can imagine, there's plenty that's of interest. For a start, it talks money,

'I would track cars down like a journalist because in those days there was no internet. It's not so much fun today'

which, if you've ever been frustrated by the letters POA underneath an advert, is most refreshing. Plenty of the cars that Collins has bought and sold are ones that you will have seen in concours and at places like Goodwood, but there are also plenty of rarities that you might not know about. And plenty of clients are apparently happy to be named in print, clients such as Sir Anthony Bamford, Nick Mason, Chris Rea, Lee Khun-hee (chairman of Samsung), Chris Evans, Rob Walton (of Walmart), Lawrence Stroll, the Sultan of Brunei, Eric Clapton, Bernie Ecclestone… the list goes on.

The book also tells how Collins got out of Talacrest in 2000 and then fell back into it again in recent

years. Then there are episodes like his involvement with RM Auctions buying Beatles memorabilia for Yoko Ono, and the successful polo team that saw him mixing with the royal family.

'Yeah, I got thrown into that,' he says. 'Michael Pearson, now Lord Cowdray, over a cup of coffee says "you should take polo up" and I'm like "f**k off Michael, the only horses I ever saw in Glasgow were in John Wayne movies!" And then somebody got me a polo lesson and that was it, I was hooked. And then I had the Talacrest Boxers polo team. Broke the record at Guards Polo Club.'

Collins has certainly had a full life. But what comes through above all else, both in person and in the book, is his absolute love of Ferraris. So I ask him if there are any particular cars that he has fond memories of.

'The blue Sperimentale 250 [forerunner of the GTO], that's one I should have kept. Or the 275 GTB/C that sold for $26 million dollars at auction. I bought it for £500k. That I loved.

'I loved the P4, despite Glickenhaus and all his arse-licking friends saying it was sacrilege for me to take a Can-Am body and put it back to a P4.

Above left, and above
Collins holds court and Catchpole takes notes. Cars in the showroom include unique 250 (top) believed built for Ingrid Bergman. Science fiction is another of Collins's passions; he still has ambitions to have a sci-fi novel published

Left
Collins with his current stock, including the 250 Lusso that was part of the 'white collection' he put together for Chris Evans, and California Spyder (his all-time favourite)

'I've sold more classic Ferraris than anyone in the world. I can state that and nobody could refute it'

F**k off, it started life as a P4, you know? It's my car, I can do what I want.

'The first [250] GTO I bought in '94, it was like "wow". The guy paid $13.8 million in 1990 for it and I bought it back for $2.7 million. And I sold it quite well, actually. I drove that car… but to be honest I was disappointed in it. It was alright, but for somebody who liked Boxers and stuff like that…

'My favourite car was the California Spyder. I just think they're the bollocks. I had one for several years. I just think it's one of the most beautiful Ferraris, and driving that car with the hood down… I did a Scottish tour in it through snow and hail and rain and it was still great.

'The F40 I really enjoyed at the time. I didn't really like the F50 or the Enzo, but I love the LaFerraris and I love the new cars they're coming out with now. I don't sell them, but privately I love them.'

But it's the classics that he's known for and which brought him back into the business today. 'I've sold more classic Ferraris than anyone in the world, that's for sure,' he asserts. 'I can state that and nobody could refute it. Nobody's sold as many of the great cars as I have.

'It's impossible. And it can't happen today because of the way prices are. I had all those cars in stock. I bought a fifty-car collection off Hiyashi. You can't do that today; you can't afford it. You'd need a billion dollars. Whereas then you could get by on like 25 million quid's worth of stock, which was a lot of cars. Now, £25 million, you couldn't even buy a GTO for that. It's stupid. I actually think it's mad. I think the prices for some of the cars have gone too high, but the trouble is it's easy money and people are willing to pay it.'

When it's time to take the shot of him at his desk, Collins dons his sunglasses to create what he calls 'my Enzo look'. It's not bad either. With his imposing air and swept-back hair, there is more than a hint of '*il Commendatore*' about him.

We wander next door to get some more photos with the current Talacrest stock and Beth, his elderly German shepherd, follows loyally. The line-up of half a dozen cars is everything you would hope. Instantly recognisable are a 250 California Spyder and a Daytona, but the other four are more interestingly obscure: a 1949 166 Stabilimenti Farina chassis 012S, the 11th road car ever built by Ferrari; a 1950 195 Inter Coupé, the first of just 25 195 chassis; a 1950 250 GT Competition Berlinetta Sport Speciale with special coachwork by Pinin Farina (Enzo Ferrari had this car for six months when new and rumours persist that it was built for Ingrid Bergman); and a 1964 250 Lusso – part of the white collection that Collins put together for Chris Evans.

Curiously, there is a whole army of life-size superhero statues around the room. Marvel and DC are equally well-represented. 'I just like them,' he says. Your usual Ferrari showroom it is not.

Just as we're about to leave, he takes me back into his office and brings out some glossy pieces of A4 paper. On them are the renderings of a bespoke Ferrari that he has been designing with the help of Maranello over the past three years. It will be unique, like one of the early 1950s coachbuilt Ferraris or the Bergman car next door. It's a mark of just what a good customer Collins is when it comes to the company's modern cars.

'I'm part of Ferrari history now,' he says proudly as he puts the designs away. Given that he has sold more than 1600 classic Ferraris amounting to $1billion in the last 30 years, you could argue that he was already part of Ferrari legend, but to Collins this clearly seals the deal. And I think that even more than the wealth, the people and the cars that Talacrest has brought his way, this lasting place for him (and his trainers) in the illustrious, bewitching story of the prancing horse is the thing that gives him the most pleasure of all.

'Dealing in Dreams' is available from www.talacrest.com

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OUT OF THE BLUE

WORDS RICHARD HESELTINE | **PHOTOGRAPHY** MANUEL PORTUGAL

In the early 1950s, Enzo Ferrari's preferred coachbuilder was not Pinin Farina but Vignale. We drive a rare survivor from that period


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'Enzo viewed road cars as a necessary evil, helping fund his racing activities'

I'm not entirely sure what road we're on. When you're following a photographer and they're on point, you never know quite where you're going to end up, although I do know the air's getting thin as we climb through this dry, rocky corner of northern Portugal. Eventually we find ourselves on what appears to be an ex-road, the sound of stones ricocheting off the undercarriage of the Ferrari causing me to wince, my face scrunched like an accordion. There's nothing for it but to slow to a crawl as the camera car dashes off into the distance, a trail of dust obscuring much of the track ahead, including the potholes and some of the steeper drops. But then the sun's rays blast through the haze and the lunar-like landscape suddenly makes way for panoramic views as far as the eye can see.

Except that one member of our party has his back to this scene of outstanding natural beauty. Our affable host, Tiago Patrício Gouveia, has seen it all before. His ancestors put down roots here centuries ago, and he would sooner elucidate every quirkily charming detail of this one-of-a-kind 1951 Ferrari 195 Inter, the car that was acquired – and brough back to life – by his grandfather João Lacerda in the late 1960s. It has been on display in the family's Museu do Caramulo ever since – or at least when Tiago or his brother Salvador or one of their cousins aren't using it. This is no trailer queen.

It is no competition tool, either. Scroll back to 1945 and Italy was a smouldering ruin, its industry and infrastructure shattered from the Alps to Sicily. And it was against this backdrop that Enzo Ferrari became a car manufacturer. Having been effectively dethroned from his role as Alfa Romeo's motorsport czar, Il Commendatore was initially barred from building a car under his own name under the terms of his severance deal. Aside from the Auto Avio Tipo 515, of which only two were made, the future

Above and right
Engineer Colombo's original 1.5-litre V12 had grown to 2.34 litres by 1951 (195 referring to the cubic capacity of each cylinder). This 195 Inter has the triple Webers of the Sport model

motor mogul would have to wait until Milan was liberated before he was in a position to realise his car-building aspirations. Which, to Enzo, meant building racing cars. Design and development fell to fellow Alfa Romeo alumnus Gioacchino Colombo, the 125S being the first fruit of their labours.

The die was cast. By early 1948, the 125 had gained an engine displacement hike from 1496cc to 1995cc and morphed into the 166. The model would establish Ferrari in international motorsport, winning that year's Targa Florio and Mille Miglia sports car races among others. It was at this juncture that Enzo also began making road cars, not that his heart was really in it. He viewed them as being a necessary evil. They helped fund his competition activities, after all. For most of the 1950s, road car production consisted of small-series runs, most being sold in rolling chassis form to be clothed by an outside *carrozzeria*.

The 166 Inter was the first true Ferrari road car, as distinct from a road-registered sports-racer. It arrived in 1949, and a year later the larger-displacement 195 broke cover at the Paris Salon de l'Automobile.

'This car was the sixth 195 Inter built and was delivered to Ferrari's Portuguese agent in April 1951'

It came in two forms: the Sport with triple Webers for racing, and the Inter with just a single carb for the road. Just 27 were made before production ended in mid-1951, and Ferrari's couturier of choice was Alfredo Vignale.

THE SON OF A CAR PAINTER, and the fifth of seven brothers, young Alfredo Vignale was more interested in shaping metal. He took his first tentative steps into coachbuilding in 1924, embarking on an apprenticeship with Ferrero & Morandi in Piazza Enrico, Turin, when he was only 11 years old. Six years later, he caught the eye of Battista 'Pinin' Farina, under whom he would complete his training. Aged 24, he was then poached by Giovanni Farina – brother of Battista and owner of Stablimenti Farina – to be his workshop foreman. Nonetheless, Vignale dreamed of being his own boss. In order to make the leap and establish his own *carrozzeria*, he spent his evenings toiling away in his basement, making kitchen utensils and bicycle mudguards in a bid to raise the necessary funds.

The Second World War interrupted his plans, but in 1947 he received an offer he couldn't refuse. Piero Dusio, founder of the wildly ambitious Cisitalia concern, had been trying to find someone to help turn aerodynamicist Giovanni Savonuzzi's concept for the 202 SMM Aerodinamico Coupé into 1:1-scale reality. Other coachbuilders had baulked at the challenge due to the complexity of Savonuzzi's brief, but Vignale relished the challenge and, on accepting the gig, was able to rent a small room in a former sawmill and establish his own business.

Before long, his small business became a moderately sized one, and the first car


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to be built under his own name arrived in 1947. Based on a second-hand Fiat Topolino, the pretty coupé attracted plenty of interest when displayed in a Turin car dealership. Meanwhile, Vignale began a long, fruitful relationship with fellow Stablimenti Farina old boy Giovanni Michelotti. The two friends became regular collaborators, Michelotti producing renderings that Vignale turned into three-dimensional reality.

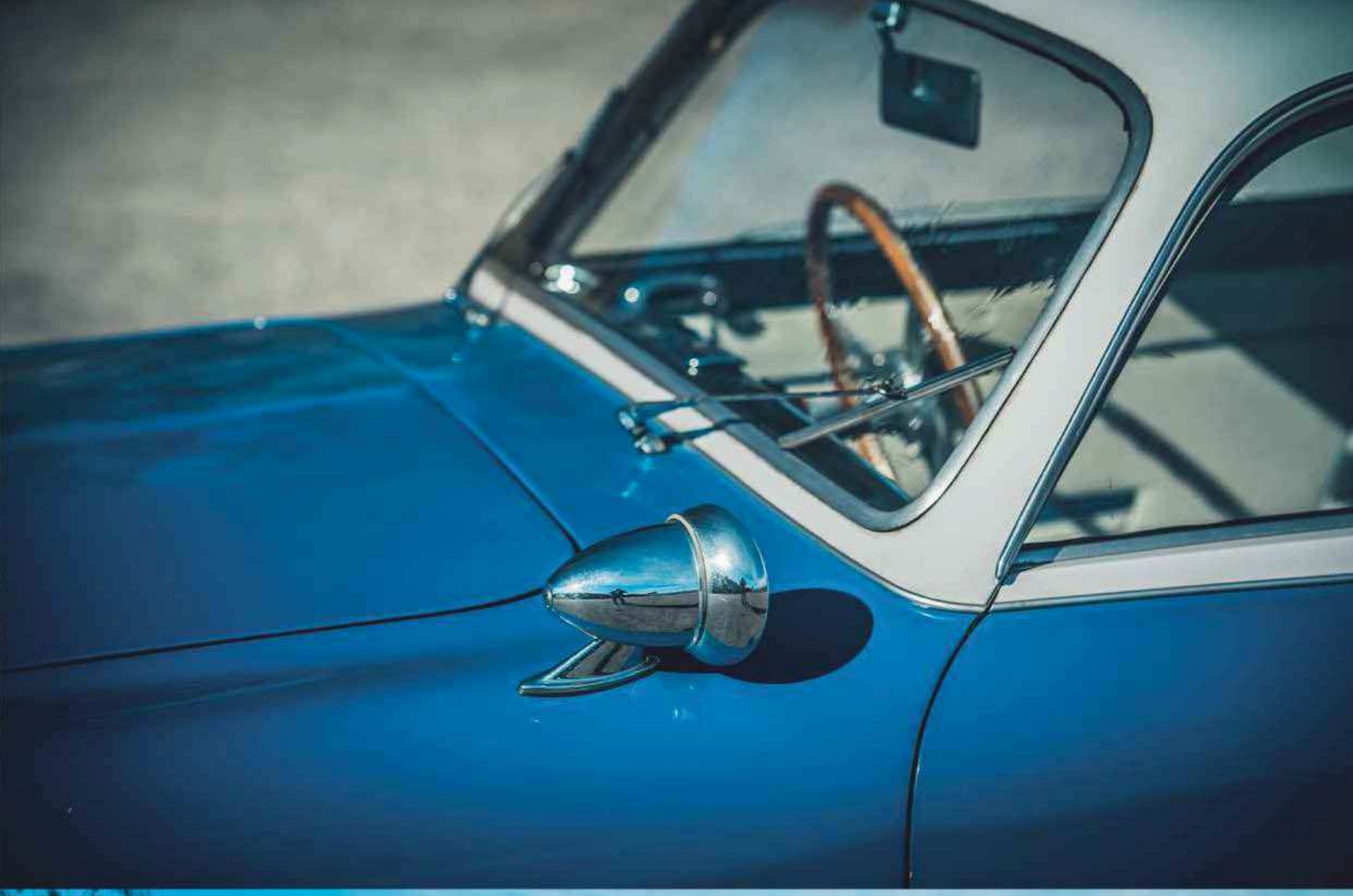
Such was Carrozzeria Vignale's growing reputation, it soon attracted Ferrari's attention and would go on to clothe around 150 cars between 1950 and '54. The 195 Inter you see here, chassis 0103S, was the sixth car built and one of 12 examples bodied by Vignale.

It was delivered to Ferrari's Portuguese agent, João Gaspar, in April 1951 and sold new to José Cabral, who entered it in a hillclimb in September of that year. It was the car's sole competition outing in period. It was then acquired by Lisbon's Hermano Areias who didn't keep it long, the next owner being Luís de Sttau Monteiro, son of the Portuguese ambassador to London. Fast-forward a decade and the car had fallen down the food chain. The country under the Antonio Salazar regime wasn't conducive to exotica ownership, and the car lay in a state of disrepair at the back of a Mercedes-Benz dealership in Lisbon prior to being rescued by João Lacerda.

'Unlike other Vignale Ferraris, it's mercifully devoid of unnecessary styling tinsel. No tail-fins here'

Unfortunately, the Inter came without much in the way of paperwork, but Lacerda restored the car and used it extensively. A box-file contains hand-written jottings recording trips to visit friends, a maintenance log, and receipts from 1981 from UK specialist Graypaul Motors. A letter from company principal David Clarke discusses possible causes for the car smoking excessively despite it having covered all of 6000km from new (worn piston rings). Moving ahead in the narrative to the mid-1990s, the car was treated to a makeover. At some point in its history, it had been resprayed in 'Retail Red' rather than its original two-tone livery. Using the dashboard instrument hues for reference, the car was repainted in its current blue and silver.

Which brings us to today. Up close, the Inter is far smaller than you might imagine, the Vignale silhouette prettier than that of 195s bodied by rival coachbuilders such as Ghia and Motto. That said, the proportions are a little skew-whiff, with a high beltline, low roofline and bulbous rear. But it is a compelling outline, and one that, unlike many other Vignale Ferraris, is mercifully devoid of unnecessary styling tinsel. No lashings of chrome or tail-fins here. Inside, it's equally devoid of frippery but far from austere, the combination instruments sited within the body-coloured dashboard being works of art in themselves. What does come as a surprise is just how much space there is. There's

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Specification (standard 195 Inter)

ENGINE V12, 2340cc **MAX POWER** 130bhp @ 6000rpm **MAX TORQUE** 130lb ft @ 5000rpm **TRANSMISSION** Four-speed manual, rear-wheel drive **SUSPENSION** Front: unequal length wishbones, transverse leaf springs, hydraulic Houdaille dampers. Rear: live axle, semi-elliptic springs, trailing arms, hydraulic Houdaille dampers **STEERING** Worm-and-sector, unassisted **BRAKES** Drums front and rear **WHEELS** 15in wire-spoke **TYRES** 5.90 x15 front and rear **WEIGHT** c1050kg **POWER TO WEIGHT** c125bhp/ton **0-60MPH** c8.0sec **TOP SPEED** c110mph **PRICE NEW** N/A **VALUE TODAY** £1,000,000+

plenty of headroom and the tops of the doors don't crowd you. That said, the seats typically don't offer much meaningful support, and you do feel a little perched with the vast Nardi wood-rim steering wheel dictating a slightly skewed driving position. It isn't remotely uncomfortable, but it does date the design. It feels very much of its era.

With the fuel pump primed, and following a few pumps of the throttle, the 'Colombo' V12 fires without the sort of fluffing and popping you might expect. There is not much in the way of fanfare, more a muted burble at idle. The car is currently running a triple-Weber set-up and it is rather more vocal on the move. You would be disappointed were it otherwise. It sounds busy, as small gears, tiny rockers and little chains whirl and mesh to make music, the sound quite unlike that of the larger 3-litre units found in 250-series cars.

The single-disc clutch is a lot lighter than you might expect, but there's no synchro on first. The shift action is racy, with short, sharp throws, the close ratios ensuring that you have to work the five-speed 'box to make reasonable progress.

'It's impossible to resist blipping the revs and changing down just for kicks. It's that kind of car'

This is no hardship, and it's impossible to resist blipping the revs and changing down just for kicks. It's that kind of car.

The worm-and-sector steering seems initially leaden by modern standards, the Inter requiring more guidance than you might expect at pottering speeds, but it meters out reasonable feedback the faster you travel. Our test route is a hillclimb course, lined in part with Armco and, while you're obliged to give the wheel a good heave in slow corners, it's a delight on wide sweepers, where it feels appreciably lighter. On smooth asphalt, the ride is firm and taut, but over uneven surfaces you feel *everything*. That rather goes with the territory.

On what passes for level ground, performance is spirited, though it pays to stick between 3500 and 5000rpm. The safe red line is apparently 6000rpm, but we aren't about to find out. All too soon, playtime is over, but not before swapping seats so that its guardian can have a go. Gouveia doesn't display a particle of doubt on a course he knows intimately but even he admits that it isn't the ideal tool for the job. He has an F40 for that.

The 195 Inter and the 166 Inter that bore it were the jumping-off point for Ferrari as a maker of road cars. This particular car also serves as a reminder of a period when models were fashioned by men armed with hammers and a good eye; of a time when Vignale was once Enzo's partner and foil rather than just a nameplate attached to gussied-up Fords. This car matters. It is also a family heirloom and one that isn't going anywhere soon. Just don't label it a museum exhibit: it's so much more than that.

With thanks to Adelino Dinis and Museu do Caramulo (www.museu-caramulo.net)

MAGNUM OPUS

WORDS PETER TOMALIN | **PHOTOGRAPHY** GRAYPAUL

With a little help from a certain private eye, the 308 GTB/GTS would become Ferrari's best-selling model. Here's our essential guide

In the early days, Enzo Ferrari often declared that his road cars would only ever have 12-cylinder engines. That was why, when the company first started producing models with V6s and V8s, they were badged as Dinos. Or at least they were when they left the factory; owners and sometimes even importers would add Ferrari badges – once they were away from the gaze of Maranello…

So first came the V6-engined Dino 206 and 246 GT, joined a few years later by the V8-engined Dino 308 GT4 2+2. A sub-brand, we'd call it today. The 308 GT4 was a good car, but its sharp-edged Bertone lines left many pining for the curves of the earlier, Pininfarina-penned Dino. Happily, when it came to the 246's replacement, Ferrari went back to its preferred styling house. The result, revealed in 1975, was the 308 GTB. Designed by the masterful Leonardo Fioravanti, with obvious nods to the 246 in the curving wing-tops and sculpted air intakes, but

Right and below
Early 308 GTBs, such as this one, were bodied in glassfibre, or *vetroresina* in Italian. Rust problems can lurk beneath. Good news is that mechanical parts are widely available and the V8 engine is robust if cared for

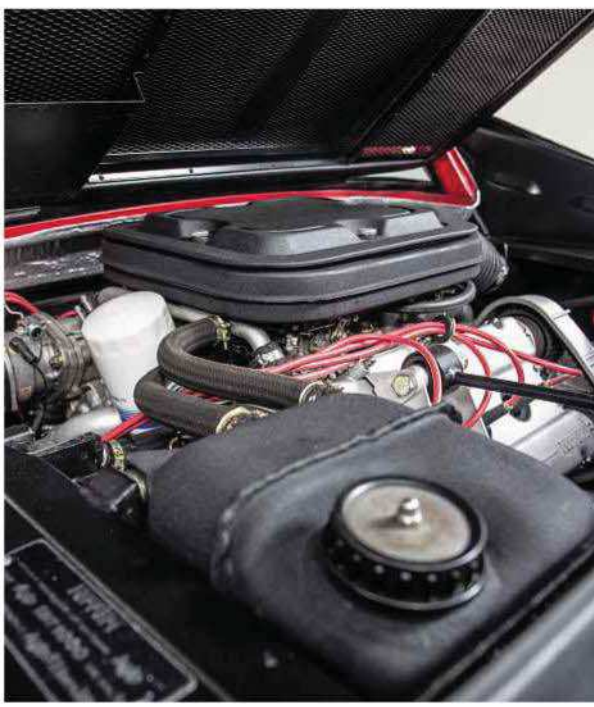
also a clear relationship to Fioravanti's clean-lined and then-recently launched Berlinetta Boxer, it was at once nostalgic and achingly modern.

The transversely mounted 252bhp four-cam 3-litre V8 and five-speed transmission were taken pretty much straight from the 308 GT4 2+2. Transplanted into the lighter and more slippery GTB – early cars were skinned in glassfibre, and the GTB was the first Ferrari to benefit from being developed in Pininfarina's wind tunnel – the result was 0-60mph in around 6.5sec and a top speed of over 150mph: Paul Frère recorded 154mph when he tested a GTB for *Road & Track* magazine.

Despite having fewer than Enzo's requisite 12 cylinders, the 308 GTB was also badged and marketed as a Ferrari – a victory for the money men at parent company Fiat, no doubt, but one warmly embraced by customers. The GTB not only looked terrific; it had excellent performance, was barely two-thirds of the price of a Berlinetta Boxer, and it had a Ferrari badge on the nose. No wonder it sold like hot cakes.

In fact it soon became Ferrari's biggest-selling model thus far – and would hold that title until the 360 Modena eventually surpassed it in the early Noughties. Between 1975 and 1985, more than 12,000 were sold in a combination of GTB, GTS (targa roof) and QV (*quattrovalvole* in Italian, so four valves per cylinder) variants. And when 308 evolved into the slightly larger-engined 328 in 1985, a further 7412 units were sold before Ferrari finally called time in 1988. So one thing you're not short of is choice.

Particularly collectable in recent times have been the early cars, bodied in glassfibre – or *vetroresina* in Italian – such as the one in the photos here. Just 808 were produced before Ferrari switched to steel bodies in June 1977 and the weight difference is marked. The GRP-bodied car weighed only



'If you want the leanest, keenest 308, then the earlier the better. It was never quite as fierce again'

1090kg dry, or about 1250kg with fluids; the switch to steel was reckoned to add 150kg, taking the total to c1400kg.

Not only were they lighter, but these cars featured the V8 engine at its most potent, with a quartet of twin-choke Webers and dry-sump lubrication. European cars had the full 252bhp (255PS); those for the US market were detuned to comply with tougher emissions regs, which left them 15bhp down at 237bhp. US cars also had a wet sump, as per the 308 GT4, though all GTBs had that from 1981 onwards.

The 308 GTB was never quite as fierce again. Fuel injection replaced carburettors in all markets from 1980, and though it made the 308 cleaner and less temperamental, peak power dropped to 211bhp on European cars and a miserable 202bhp on federalised models. The arrival of the QV in 1982 restored most of the lost horses: peak power was back up to 237bhp in Europe, 232bhp in the US. But if you want the leanest, keenest 308, then the earlier the better.

THAT'S CERTAINLY THE VIEW of Russell Smith, service manager at independent specialists Bob Houghton Ltd. 'The early carburettor car is probably the one to have,' he says. 'Yes, they're slightly more temperamental and they need regular tuning, but they are the purest and the most powerful. The first is always the best.

'Generally, though, any 308 – or 328 – is a good bet. It's a simple car by modern Ferrari standards; generally reliable, relatively easy to work on, and good value. Provided they haven't been crashed or badly treated, they're relatively cheap to run in Ferrari terms.'

The 3-litre V8 is a robust engine that, properly maintained and sensitively driven (no high revs from cold), is quite capable of reaching high mileages without requiring a rebuild. 'We used to look after one that had

done over 100,000 miles,' Russell tells us, 'still on its original engine, didn't seem to burn any oil.'

Look carefully through the history, though – these engines have shimmed valve clearances, which are supposed to be checked every 12,500 miles. When the car was new, service intervals were 6250 miles, but these days specialists advise an annual service – even if a car is doing just a few hundred miles a year – with the cambelts changed every other service. Bob Houghton Ltd charges around £900 for a basic service – add another £750 if you're having the belts changed (all figures including VAT).

Don't assume that an official Ferrari dealer will charge a lot more than a top independent. Those figures are pretty much in line with what Classiche-certified Graypaul Nottingham currently charges, as part of a drive to attract more owners of classic Ferraris. Indeed, it's currently rebuilding a 308 engine.

Graypaul's Dean Pallett confirms that a carburettor car will generally require more maintenance. 'We check the emissions and if they're way out or there's a misfire, we may have to strip the carbs down and clean the jets and so forth, then balance them up again. Generally problems seem to start when the car's not used much; the less you use them, the more troublesome they tend to be.'

'In terms of corrosion, 308s are no worse than most cars of the period and better than many'

Cam seals can be prone to leaking. 'If it's a small leak people tend to put up with it,' says Dean, 'because it's a fairly big job – probably a couple of grand.' The good news is that this and most other jobs can be done without taking the engine out. And that includes the biennial cambelt change. Whereas some mid-engined cars require you to take the engine out to change the belts or chains, with the 308 GTB you can get access simply by removing the right rear wheelarch liner. It's a similar story with the clutch, which is accessed from the left-hand side. 'It's things like this that make them relatively cheap to maintain,' says Russell Smith. Having a new clutch fitted will cost around £750, so again, nothing too scary.

The transmission is mounted below and to the rear of the bottom of the engine and takes the form of a five-speed all-synchro gearbox, which drives through a clutch-type limited-slip differential. Expect the gearbox to feel notchy when cold and to baulk slightly when going into second, but once warm it should be fine.




Above Expect gearshift to be awkward from cold; they all are. Pay close attention to the condition and operation of instruments and switchgear – while mechanical parts are fairly easy to source, it's these detail items that can be tricky and hence expensive to replace

Russell recommends changing the gearbox oil every four or five years. Cars that spend a lot of time standing without being driven, particularly in a damp atmosphere, can experience problems with the clutch plates in the diff suffering corrosion and seizing. 'It doesn't happen very often, but it's a good idea to listen out for any untoward noises from the diff,' says Russell. 'It's the same old story – they like to be used.'

The rest of the mechanical package is similarly straightforward; double wishbones with coil springs over telescopic dampers at all four corners, vented disc brakes all-round, and unassisted rack-and-pinion steering.

One potentially large bill is to replace the suspension bushes. 'If there's play, they're probably perished,' says Russell. Many owners take the opportunity to have the suspension arms rust-proofed and repainted. 'Just replacing the bushes is going to be something like three grand,' says Dean. 'Have everything stripped and powder-coated as well, and you're looking at around ten.'

'Be wary of excessive shimming on the suspension forks,' adds Russell. 'It may indicate it's had a hit and someone's packed it out with extra shims to get the wheels pointing in the same direction.'

If you're looking at a 328, it should have been subject to a recall – technically a 'service measure' – to replace the front suspension mounting forks with thicker-gauge steel. 'It would be worth checking with a Ferrari dealer,' says Russell. 'Failure of these forks can lead to collapse of the front suspension, so it's well worth the research time.'

The handbrake calipers can stick or fail, requiring a rebuild. Also check the tyres for age as well as condition. They should ideally be replaced when they're ten years old so look for the date stamp. The good news is that the original-fitment Michelin XWX is still readily available, as are all service items.

But while mechanical parts are easy to source, things like light units and trim are trickier, so examine them all carefully. Also check that the air-con blows cold. The early R12 system can no longer be regassed, and conversion to the later system costs around £1000. 'If it's not working, I'd be suspicious,' says Dean.

For most buyers, the biggest area of concern is the bodywork and the underlying structure. It is, after all, an Italian car from a time when corrosion issues were the stuff of legend. In fact, 308s are no worse than most of the period and better than many. Also note that cars built after January 1984 had a corrosion-reducing Zincrox coating applied to the steel panels.

All variants are supported by a tubular steel frame – again shared in most part with the GT4 2+2 – with some sheet metal elements including a riveted aluminium floor and a welded sheet-steel rear bulkhead. 'They're old Italian cars and the main thing you look out for is rust, particularly on the lower panels of the car,' says Russell. 'The front of the sills is particularly prone where it meets the bottom of the front wing because of all the muck that collects there.

'Also examine the bottoms of the doors and run your fingers carefully

308 GTB 'Vetroresina'

ENGINE V8, 2926c **MAX POWER** 252bhp @ 7700rpm **MAX TORQUE** 209lb ft @ 5000rpm **TRANSMISSION** Five-speed manual, rear drive, limited-slip differential **SUSPENSION** Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar **BRAKES** Vented discs, 272mm front, 277mm rear **WHEELS** 7.5 x 14in front and rear **TYRES** 205/70 VR14 front and rear **WEIGHT** c1250kg **POWER TO WEIGHT** 205bhp/ton **0-60MPH** 6.7sec (claimed) **TOP SPEED** 157mph (claimed) **PRICE WHEN NEW** c£30,000 **VALUES TODAY** £150,000+

along the belt-line that runs all round the car – if rust is coming through you'll feel it here, rough and uneven and bubbling.'

The structural tubular steel frame underneath is largely protected by undertrays, so tends not to give too many problems. The frame at the front, where the battery sits, and around the engine, is more visible and should give a good idea to the general condition of the structure. If you find corrosion there, further investigation is required.

Obviously GRP doesn't rust, but the early cars seem to have more corrosion issues under the skin. 'I don't think they'd worked out drainage, so water tends to collect behind the panels,' says Russell. 'So you tend to find more rust in the sills, for example, which are still steel. Pay them plenty of attention.'

Dean Pallett agrees: 'The glassfibre cars tend to be more trouble because you can't see a lot of the structure underneath the glassfibre and when you take the body off you can find the structure has rotted away in places. The thing is, you only know when you get to the stage of a restoration.'

As well as condition, it's mileage and provenance that determine values. The GTS, with its lift-out targa roof panel, is the most numerous and the most affordable, with presentable examples starting at around £60k. 'Don't expect it to be water-tight,' is Russell's word of caution for those wishing to play out their *Magnum PI* fantasies. 'If it's a GTS, keep it in the garage and use the top only in emergencies! You also tend to get more rattles and squeaks because they flex that much more.' As is often the case, the Berlinetta is the purist's choice.

High-mileage steel-bodied GTBs start at around £75k, but £85k-£95k is probably a more realistic budget to bag a decent one. Steel-bodied dry-sump carburettor GTBs are £100k-plus, but glassfibre-bodied cars are by far the most sought-after – because of their lightness and performance, but also because of their rarity, with just 154 right-hand-drive examples. Expect to pay £150k-plus for a good one, up to £180k for the very best. 'It's like the difference between an alloy 275 and a steel 275,' says Russell.

A real novelty, should you find one, is the 2-litre version built chiefly for the Italian market, where tax laws penalised larger engines. In turbocharged form, these are a bit of a hoot – 'almost like a mini F40 when the turbo kicks in' is how Russell describes them – and, given the trend for downsized, turbocharged engines, rather ahead of their time!

What they said at the time

'THE SMALLER FERRARI'S performance is utterly deceptive, with smoothness and absence of fuss from the engine compartment that completely belie the car's performance. There is no dramatic unleashing of power as the engine gets "on the cam", just a smooth flow from, say, 3000rpm to the 7700rpm red line. The tachometer is certainly not just a styling item, for there is no sign of the engine running short of breath and no change in the engine note to tell you to change up.

At lower speeds, gear whine, probably from the primary drive, is quite noticeable but it disappears when the speed rises and wind, engine and road noise increase, though they never reach a tiring level and are lower than in the Dino 246 GT.

I was lucky to be able to take advantage of Ferrari's own Misano test track, just outside the Maranello factory. The circuit was very hard on the brakes, which were undisturbed by ten consecutive high-speed laps. The general handling of the Michelin XWX-equipped car is understeer. It is definitely more pronounced than in a Boxer, with which I also did several laps, but whereas the Boxer hardly changes attitude at all if the accelerator is lifted in a corner (in my opinion this is not the ideal behaviour), the 308 reacts to the manoeuvre by gently closing its line. Coming out of the bend, the tail can be forced around under power in an easily controlled drift, allowing full throttle quite early. Fast bends are really the 308 GTB's element, however, and they can be taken in a full four-wheel drift with a feeling of utter stability.

The excellent handling was confirmed when the car was taken out on the *autostrada* and to winding mountain roads in the Appenine. At speed it feels dead stable and its behaviour on 140mph bends suggests that the front spoiler does its job of keeping the front wheels firmly down on the tarmac, while the mountain roads indicated that even bad bumps in corners do not throw the Ferrari seriously out of line. What these roads also revealed is how comfortable the suspension really is. Its travel is quite surprisingly long for such a low-built car. This is one of the biggest advances made, compared with the 246 GT. It is this sort of advancement that makes the 308 GTB the most charming car to come from Ferrari.'

– Paul Frère, *Road & Track*, March '76

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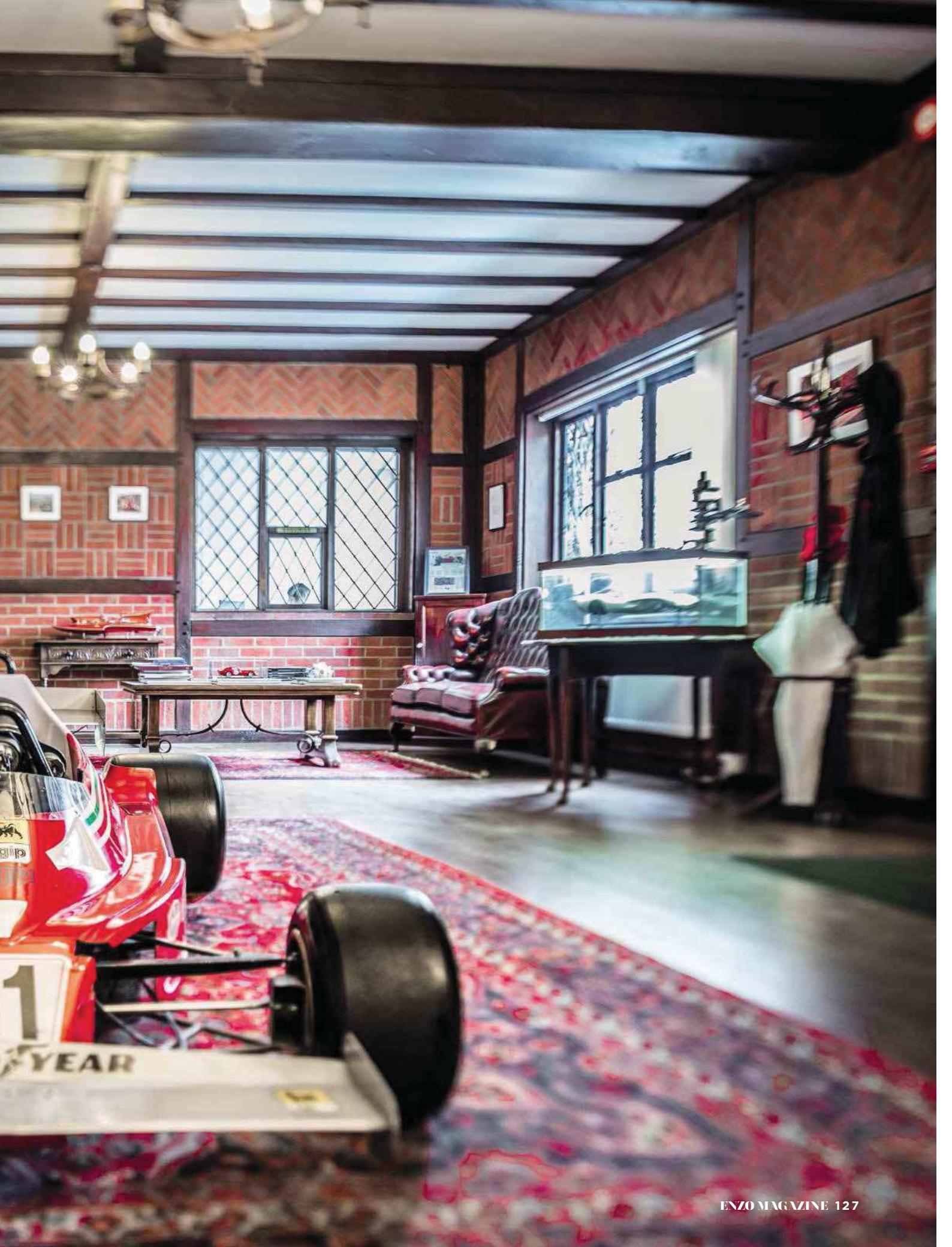
HOUSE OF FERRARI

WORDS JOHN SIMISTER | **PHOTOGRAPHY** TIM ANDREW

Don't be fooled by the stately surroundings; GTO Engineering is one of the most dynamic and innovative Ferrari specialists in the world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YEAR

Mark Lyon's family business, GTO Engineering, is in rude health. It has around 50 very keen employees, most of them at the company's main hub in Twyford, just east of Reading. It's a leading authority on Ferraris with Colombo V12s, to the extent that it even makes brand new engines (and brand new Colombo-powered cars, but we'll come to that), but it services, repairs and restores all classic Ferraris. And, lately, modern ones, too.

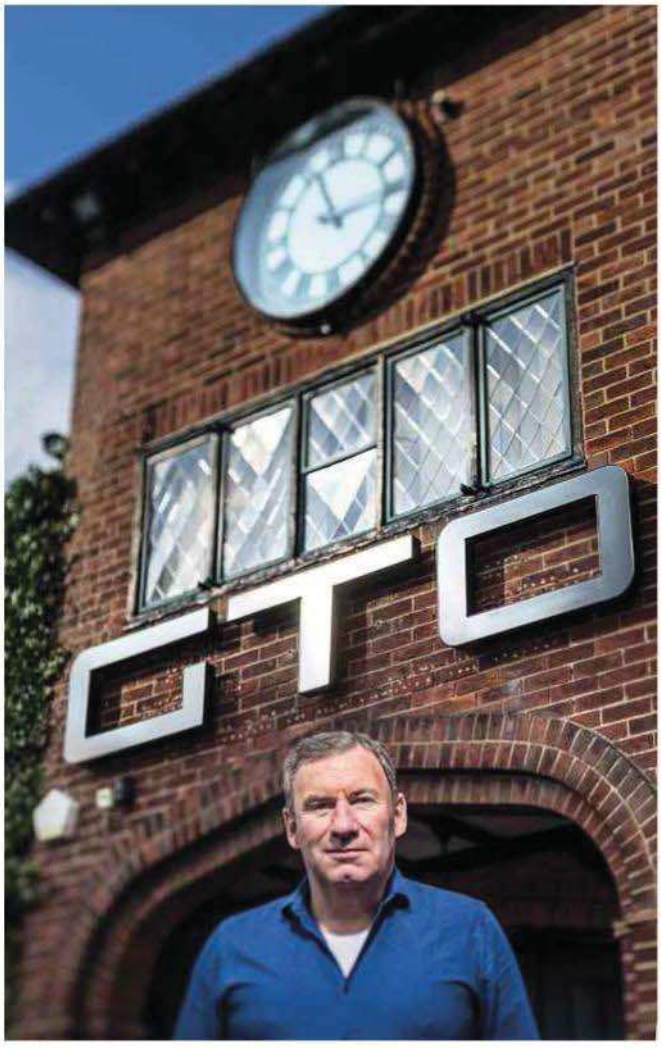
Thus do the activities of this specialist and of today's official Ferrari dealers show the first signs of common ground. The factory is encouraging its dealers to take on classic-car work and training staff accordingly, even while companies such as GTO need good relations with the factory like never before.

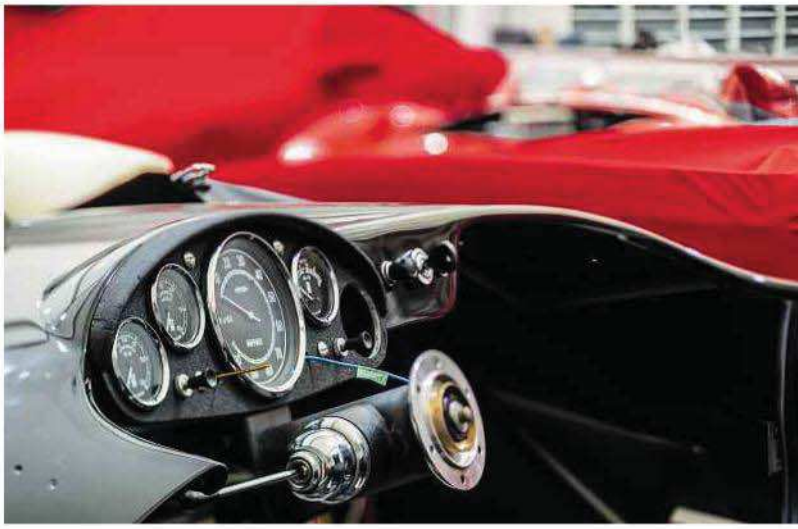
This new approach contrasts with the factory's past indifference to anything old, but Mark stresses the value of experience. 'The staff are always the biggest problem,' he says. 'You can't train someone on classic Ferraris in just two years. It takes six years, maybe eight.'

Certainly everyone seems to know exactly what they're doing on the day of our visit, including a couple of technicians who

'In the main workshop there are more 250 SWBs and Testa Rossas than I've ever seen before in one place'

Above, from the left
Fabulous Ferraris, old and modern, as far as the eye can see in GTO's main workshop; boss Mark Lyon; a brand new 250 Testa Rossa nears completion, and used and new wheel spinners in the parts store





rally a brace of 308 GTBs in their spare time. After passing through the entrance hall of the grand house that fronts the business, and spying the child-size Ferrari F1 car ('I bought it at auction by mistake,' Mark reveals), we arrive in the engine workshop run by Mark's son, Jerry.

'We build complete new units,' explains recently arrived marketing man Chris Rowles, 'so that owners can keep the original ones safe. So we have new blocks and heads cast for us, and we make everything else or have it made.' Jerry points to a rebuilt engine for a 250 GTO. 'It's the original engine – 3 litres and 285bhp – which will stay on a stand for a bit now. The car itself has a new 4-litre engine.'

Another new 250 engine is in the process of being built up, destined for the 16th 250 GT SWB to be made. This one retains the original bore size and 3-litre capacity. I'm reminded once again of how amazingly compact this Colombo V12 aluminium block is, and how short the stroke of the pistons within.

Chris and I now head outside, across the yard to the main car workshop. It's filled practically to capacity. There's a Daytona just being warmed up, a couple of modern Ferraris in mid-service, and more 250 GT SWBs and Testa Rossas than I've ever seen before in one place.

Here's a silver 250 GT, the car that won the 1960 Tour de France. And here's a black one, looking just as it must have looked as it drove out of Maranello's factory gates the first time. Except that this one, or at least most of it, was never there: it's a new car, or as good as, built right here by GTO Engineering. A couple of similarly freshly minted siblings are nearby, along with 'new' TRs looking as luscious as the original one also present.

'The idea stemmed from the engineering and parts departments,' Chris explains. 'If a client has the chassis of a "lesser" or damaged Ferrari, it can be rebuilt as a 250 SWB or TR.'

Workshop manager Kevin Jones, who has been with GTO Engineering since it started 25 years ago, adds some background. 'People were starting not to use their original 250 GT SWBs, because they were worried about wrecking their engines. So we started changing the engines and ran out of them.

'Ferrari wasn't interested in making any more, so we made our own,' continues Kevin. 'This soon extended to gearboxes and axles, then one car got smashed up and we had to re-forge the front suspension parts. While we were at it, we made five more sets. And then it occurred to us: why not make the complete car?'

These new SWBs and TRs are rivet-perfect – 'We had our own rivets made,' says Kevin – and they qualify for FIA HTP papers.

From the top
Jerry Lyon (left) and Andrew Hollis in the engine shop; detail of a new 250 GT SWB; Ricardo Silva reassembles a transaxle; Chris Pratt at work on a TR wiring harness.
Opposite page
Brian Commons sand-bending an exhaust system in the fabrication shop; behind him a 250 GT SWB body being used to check component fit with a dummy engine installed

No changes are made from Ferrari's original design: 'Copy an original and it will work,' is Kevin's approach. But every one of these cars has a secret number on it, so it can't be passed off as a factory original.

Even the radiator is made just like an original, rather than being a modern aluminium replica painted black. That's because GTO Engineering bought the name and the Ferrari-related assets of FIM, once Italy's leading manufacturer of radiators, header tanks, oil coolers, petrol tanks and the like. The drawings and the tooling for these are now at GTO, and the items are made on site.

And what about these beautiful new aluminium bodies? Where do they come from? The first six SWB bodies came from a Midlands-based prototyping, concept car-building and bespoke metalworking company, but since then they have been made in a GTO Engineering-branded space by ADV in Coventry's Bayton Road, which is where Jaguar E-type bodies used to be made, back in the '60s.

We pass via the machine shop, where steel billet and rod stock wait to be machined by a recently acquired Mazak Smooth Technology CNC lathe into beautiful objects such as the 12 freshly minted propeller-shaft ends glistening on the bench, and

'Every one of the new SWBs and Testa Rossas has a secret number on it, so it can't be passed off as a factory original'

emerge in the parts department. 'It's growing massively,' Chris reports, 'and in August we'll launch a new website for online buying. There are around 9000 lines now.' GTO has two people working exclusively on the website project, taking 360-degree photographs of each part and ensuring that when it's displayed online, other parts that might also be needed for a job are also shown alongside it.

The tour ends in the fabrication shop, where a batch of dipsticks is currently being made, and a new, bare-aluminium 250 GT SWB bodyshell sits upon a chassis with a dummy engine installed. It's a buck for fabricating exhaust systems, water pipes, pedal boxes and the like, to make sure they fit properly. Other items to have emerged from this building include suspension wishbones, steering-box worms and new distributors with dummy but authentic-looking points concealing the new electronics beneath.

It's all impressive stuff. And as well as this Berkshire base, which includes a growing sales operation (one of just two 512 Berlinetta Boxers converted into a targa-top by Californian coachbuilder R Straman is one of several intriguing Ferraris currently on offer), GTO Engineering also has a workshop and dealership in Los Angeles and a parts operation in Atlanta,

Georgia. So, how did it get to where it is today?

I'm in Mark Lyon's office, hearing how it all began. 'I started GTO Engineering in a garage at the bottom of my garden in Northwood, doing engines and gearboxes and occasionally a whole car, but there was no room. So I moved to a space my brother had in some old stables in Harrow. That's when Kevin Jones joined us – I'd worked with him at DK Engineering as far back as 1987 – and we had five or six people in all.'

The fledgling GTO company was outgrowing that, too, when Mark's friend Tony Merrick, well known for racing and maintaining pre-war machinery, was looking to retire from full-time involvement and suggested that Mark might like to take over his business at the very picturesque Scarletts Farm, just west of Reading. So GTO Engineering found itself expanding again, with all bar two of the Harrow staff joining with Tony Merrick's team of experts.

Over the next 13 years the business once again reached bursting point. Planning restrictions allowed for little extra space, so the hunt was on again for somewhere new. 'The council told us about this place' – GTO's current site, just a mile away from Scarletts Farm – 'which was the headquarters of a civil engineering firm. It had all the elements we needed to get planning permission for what we wanted to do. It had actually been sold to someone else, but the council didn't want them to buy it. Something to do with corruption. So we bought it, just under three years ago.'

Things haven't gone entirely to plan since then, however. Mark is still trying to get planning consent for what was originally proposed, to knock the house and all the other buldings down and build a whole new complex of 65,000 square feet, but a new planning officer took over at the council and refused permission. However, GTO Engineering has a potentially very influential local MP: Theresa May. 'I went to see her about it,' Mark reveals. 'I don't know where we are with it at the moment, but life can do that sometimes.'

When at Scarletts Farm, GTO Engineering was involved with other makes besides Ferrari. It ran racing cars, including the famous Lightweight E-type '4 WPD' and Goodwood Revival TT-winning Bizzarrinis, and handled other desirable rarities such as the Cisitalia 202MM, which I once sampled. 'Racing is great fun,' reckons Mark, 'but it's not the business model I wanted, working from one crisis to another. The regular work suffers, it's very hard to charge all the hours and it's also hard to find staff who want to be away every weekend. So now we only race with people we really like, and who like us.'

Left
Lyon family members line up with the rest of the workforce at GTO's Twyford HQ. Including satellite operations in the US and UK, the company now has a total of over 50 employees

Today's GTO Engineering concentrates on restoration and servicing, but, despite the influx of newer Ferraris into the workshop, it has no desire to become an official Ferrari dealer. 'Bob Houghton, who tried that route, said it's not the way to go. The only way would be to run it as two separate businesses, like he does. You'd hate it, he said.'

Mark Lyon would like, however, to set up a technical school at GTO. 'We take apprentices from college, but no-one does quite the right course for restoration skills. I'm keen to do it and it will happen, but I want to do it properly.

'One of the main reasons why businesses don't grow is that there are not enough staff. We get a lot of applications but we have to be careful to weed out those who won't stick at it. Right now we have just over 50, including the US and a separate engineering business in Basingstoke, which makes some bits for us as well as designing projects such as conveyor-belt systems. We plan to bring it here.'

That business is run by Mark's son, Ben. We've already met Jerry, who runs the engine shop, but four of Mark's other children are also involved. There's Richard, the office manager who sorts out contracts, IT and other business matters. Joanna, Mark's oldest daughter, 'keeps things together'. Vern and Junior run the parts department. But there's no favouritism: 'The non-family members are just as important,' Mark says, 'and I want people to have careers, not just jobs.'

Customers come to GTO from all over the world for parts. 'Years ago, I said we didn't need a website,' admits Mark, 'but now I get it. It's the growth area, and we'll expand into other makes such as Maserati and Lamborghini.

'Recently the parts business has been growing 40 per cent year-on-year. As for the FIM radiator operation, that was one of the crazy things I do sometimes. We only bought the Ferrari stuff, ten tons of tooling and drawings from 1948 right up to the 288 GTO, but in hindsight we should have bought it all.'

'I've been asked to set up a workshop in Saudi Arabia, and also Hong Kong and Singapore' – Mark Lyon

And what's next for GTO Engineering? 'We have a full-time CAD drawer in the fabrication shop, and two quality-control guys, but we're advertising for more staff there,' Mark continues. 'I've been asked to set up a workshop in Saudi Arabia, and also Hong Kong and Singapore. We won't do all of them, but we will do one. There's a lot of money in these places, with a big racing scene in south-east Asia, but not a lot of knowledge. They're still on a learning curve. China even more so; it will open up at some stage.'

And Brexit? 'No-one knows what is going to happen, but it will be a pain if it gets hard to move cars around Europe. We could be back to the old days of customs carnets.'

Meanwhile, those 250 GT SWBs are going very well, with 15 finished (plus five Testa Rossas) and eight on order. 'We've worked on over a third of the original SWBs,' Mark observes. 'We never thought we'd make so many of the new ones, so we've had to re-tool.

'I'd like to make a California Spyder next, or a Singer-style modified SWB with a four-cam, 48-valve V12 and independent rear suspension. That'd be fun.' It would indeed.

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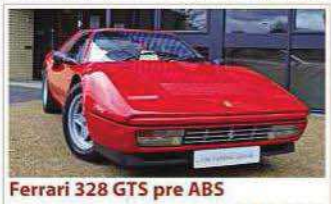

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340 America: 4102cc V12, 200bhp, 140mph

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)**

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

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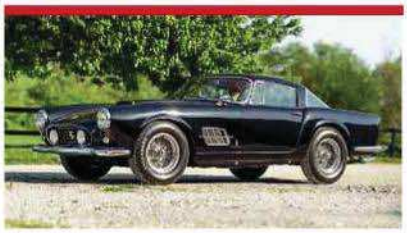
A special 250 GT named for Ferrari's win in the Tour de France race, built by Scaglietti with a tuned Colombo V12. One of the all-time greats.
250 GT TDF: 2953cc V12, 260bhp, 137mph



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)**

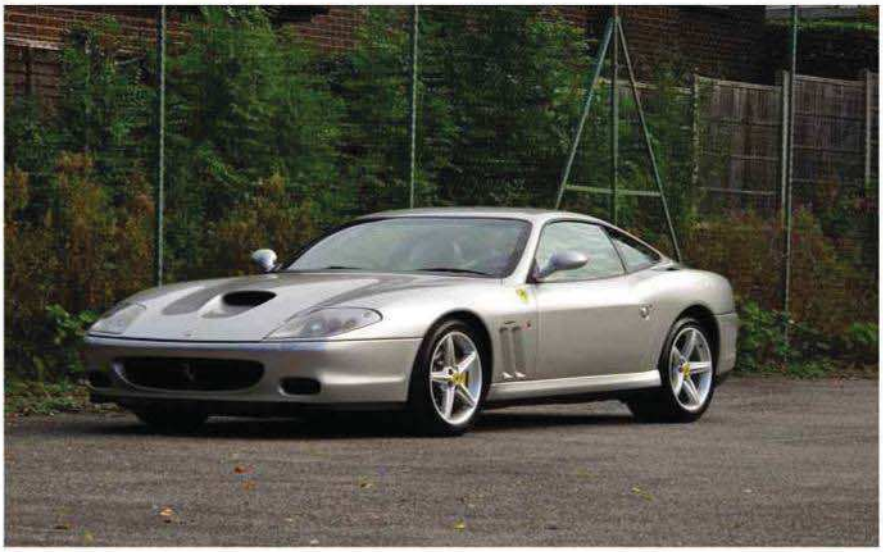
Staple late-50s Ferrari was a clean-lined two-seat coupé designed and built by Pininfarina. Total production run of c350 was Ferrari's biggest yet.
GT Coupé: 2953cc V12, 240bhp, 130mph

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 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



2003 FERRARI 575M MARANELLO F1

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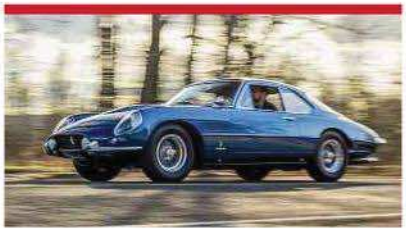
ALL THE ROAD CARS 1960s

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

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

250 GTO
(1962-64)

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



400 Superamerica
(1960-64)

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

250 GT Berlinetta Lusso
(1962-64)

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

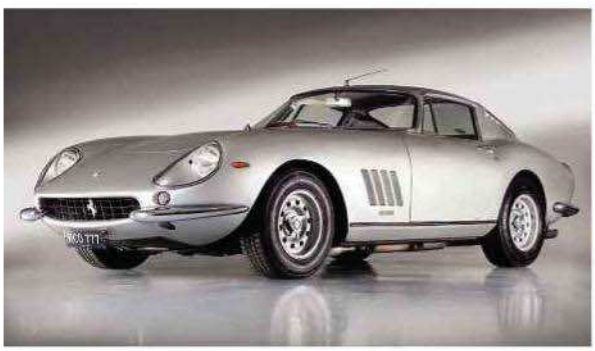
330 America/330 GT 2+2
(1963-67)

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

500 Superfast
(1964-66)

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

275 GTB/GTB/4 **(1964-68)**



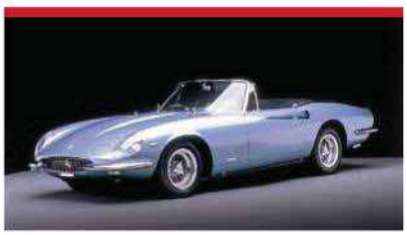
Replacement for the 250 series of berlinettas, the 275 GTB introduced all-independent suspension, all-round disc brakes and a five-speed transaxle, together with a new, 3.3-litre version of the Colombo V12, which made 275bhp in basic form or 300bhp in four-cam GTB/4 form. Total production of all versions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

275 GTS
(1964-66)

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

330 GTC/GTS
(1966-68)

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



365 California
(1966-67)

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

275 GTB/4 NART Spyder
(1966-68)

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

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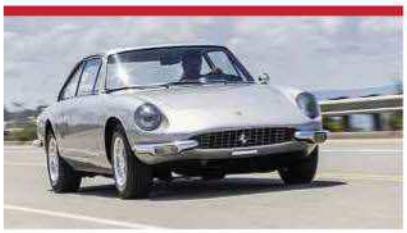
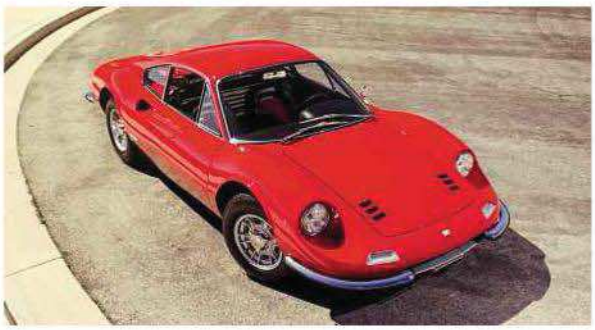
ALL THE ROAD CARS 1960s-1980s



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

Replacement for the 330 GT 2+2, the vast 365 GT had the new 4.4-litre V12 and was first Ferrari 2+2 with independent rear suspension. 800 built.
365 GT: 4390cc V12, 320bhp, 150mph

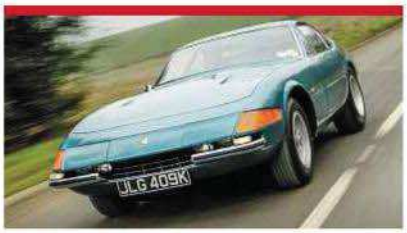
Dino 206 GT **(1968-69)**



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

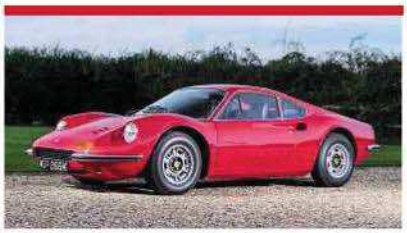
365 GTC/GTS **(1968-70)**

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 275 GTB/4, mighty Daytona had highly tuned 4.4-litre Colombo V12 and hit a true 174mph. 1284 berlinettas but just 122 spyders built.
365 GTB/4: 4390cc V12, 352bhp, 174mph



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

Steel rather than alloy body of 206, but 246 was still usefully quicker. Targa-roofed GTS arrived in 1972. Big commercial hit with total of 3761 sold.
246 GT: 2418cc V6, 195bhp, 146mph

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

Softer 2+2 coupé derivative of Daytona with detuned engine, power steering, etc. In many ways nicer to drive. Sold 500 in just 18 months.
365 GTC/4: 4390cc V12, 340bhp, 163mph

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

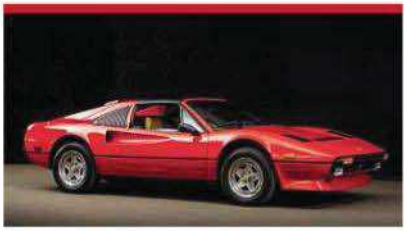
Long-lived series of four-seaters, mostly autos, these are big, slightly soft, extremely thirsty but rather handsome saloons. Total built: 2907.
412 GT: 4944cc V12, 340bhp, 155mph

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

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

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

Originally badged as a Dino, the 308 GT4 was styled by Bertone rather than Pininfarina and featured Ferrari's first V8. Total built: 2826.
308 GT4: 2926cc V8, 255bhp, 147mph



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

Same V8 as the 308 GT4, but Ferrari returned to Pininfarina for the GTB, the targa-roofed GTS and 32v QV. Huge success with over 12,000 sold in all.
308 GTB: 2926cc V8, 255bhp, 152mph

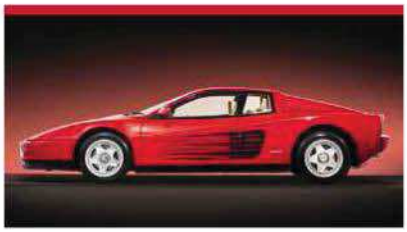
Mondial 8/QV/Cabrio/3.2/T **(1980-94)**

Replaced 308 GT4 2+2. Variants included 32v QV, cabriolet and 'T', which saw the V8 turned from transverse to longitudinal. Over 6000 sold in all.
Mondial 3.2: 3185cc V8, 270bhp, 158mph

ALL THE ROAD CARS 1980s-2000s

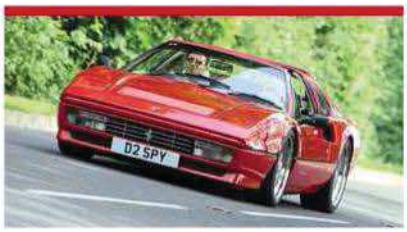
288 GTO
(1984-87)

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



Testarossa/512TR/F512M
(1984-96)

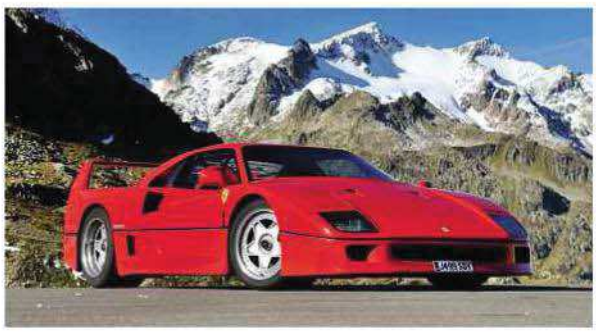
Testarossa (redhead) replaced BB as mainstream flagship, adding extra useability. 512TR and F512M upped power. Total of all variants topped 7000.
F512M: 4943cc flat-12, 440bhp, 196mph



328 GTB/GTS
(1985-88)

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

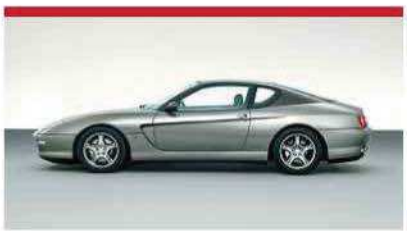
F40 **(1987-92)**



Developed from the 288 GTO but with even more extensive use of carbonfibre and Kevlar in its construction, the F40 was the first Ferrari to boast a 200mph top speed and the last to be developed during the lifetime of Enzo Ferrari. It was effectively a race-car for the road and collectors and investors loved it: 1315 were eventually built.
F40: 2936cc V8 twin-turbo, 478bhp, 201mph

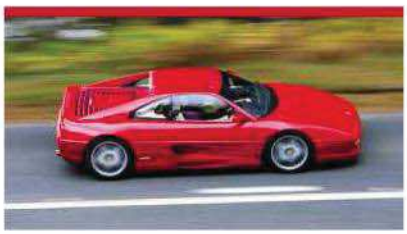
348 tb/ts/GTB/GTS/Spider
(1989-95)

328 replacement saw V8 upped to 3.4 litres and turned lengthways, while body featured TR-style side-slats. Not all loved it, but 8844 were built.
348 GTB: 3405cc V8, 300bhp, 170mph



456 GT/456M GT
(1993-2004)

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

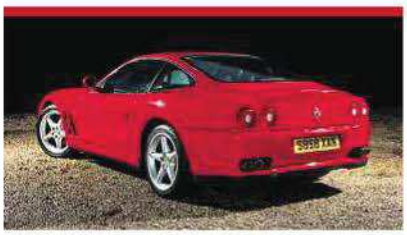


F355 Berlinetta/GTS/Spider
(1994-99)

Prettier, faster and better-handling than the 348, the 355 was an instant classic and sold over 9000 in six years. Saw debut of F1 paddleshift gearbox.
F355: 3496cc V8, 375bhp, 183mph

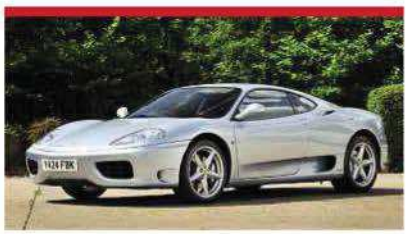
F50
(1995-97)

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



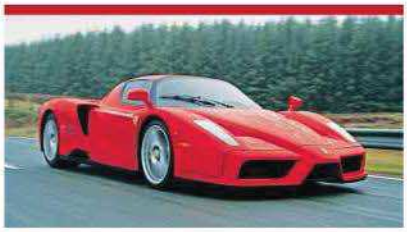
550 Maranello
(1996-2002)

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



360 Modena/Spider
(1999-2005)

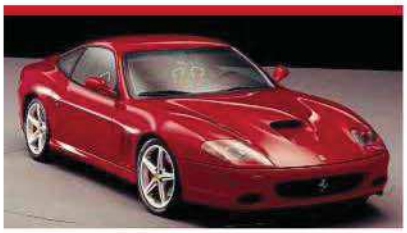
All-aluminium construction for the 355 successor. Most were specced with F1 paddleshifts – a sign of things to come. Biggest seller yet: 16,000-plus.
360M: 3586cc V8, 395bhp, 180mph+



Enzo
(2002-05)

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

ALL THE ROAD CARS 2000s-2010s



575M Maranello **(2002-06)**

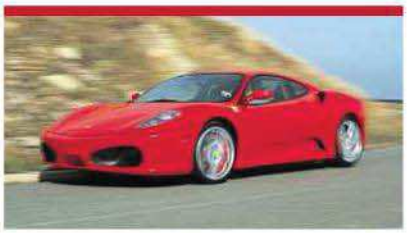
Only minor styling tweaks compared with 550, but 575 did get more power, F1 gearbox option and adaptive suspension. Total built: 2056.
575M: 5748cc V12, 508bhp, 202mph

360 Challenge Stradale **(2003-04)**

The one-make racers in the 360 Challenge series inspired this fabulous road-racer (*stradale* being Italian for street). Weight was reduced by more than 100 kilos, power was up by 20bhp and everything about the dynamics was turned up a notch. A modern classic and, despite quite high build numbers – around 1200 – highly valued today.
360 CS: 3586cc V8, 420bhp, 186mph

612 Scaglietti **(2004-10)**

Bigger than the 456M it replaced, which meant more room for rear passengers. No great looker, but surprisingly good to drive. Total built: 3025.
612: 5748cc V12, 533bhp, 199mph



F430/Spider **(2004-09)**

Successor to 360 featured all-new 'F136' V8 and ramped up the tech even further, including E-diff electronically controlled rear diff (a road car first).
F430: 4308cc V8, 483bhp, 196mph

599 GTB Fiorano **(2006-12)**

Replacing the 575M as Ferrari's series-production flagship, 599 featured a version of Enzo's V12 and more new tech, including F1-Trac traction control.
599 GTB: 5999cc V12, 611bhp, 205mph

430 Scuderia **(2007-10)**

Repeated 360 Stradale formula of less weight, more power and racer attitude. Fast as an Enzo round Fiorano. Spider 16M version released in '08.
430 Scud: 4308cc V8, 503bhp, 198mph

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

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

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

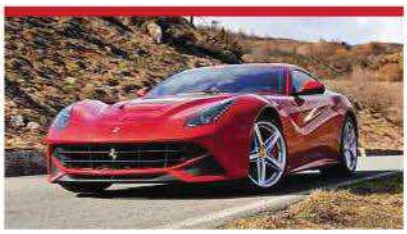
Major reinvention of mid-engined V8, with all-new structure, trick aero, seven-speed dual-clutch 'box and 4.5-litre version of F136 V8. A game-changer.
458 Italia: 4497cc V8, 562bhp, 202mph

599 GTO **(2010-12)**

No racing link for this GTO, but the road version of track-only 599XX was 100kg lighter than GTB and faster than Enzo at Fiorano. Only 599 built.
599 GTO: 5999cc V12, 661bhp, 208mph

FF **(2011-15)**

612 Scaglietti successor was first ever four-wheel-drive Ferrari. Room for four, a hatchback boot and 200mph-plus from huge F140-series V12.
FF: 6262cc V12, 651bhp, 208mph



F12 Berlinetta **(2013-17)**

Replaced 599 GTB as mainstream flagship car. Laden with tech, including active aerodynamics and seven-speed dual-clutch transmission.
F12B: 6262cc V12, 730bhp, 211mph

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.
FF: 6262cc V12 plus KERS, up to 950bhp, 217mph

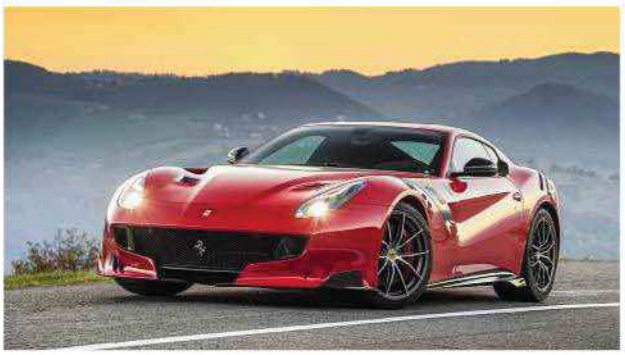
458 Speciale/Speciale A **(2013-15)**

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

812 Superfast **(2017-)**

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

Untold tales

It's the 348 that's known for edgy handling. But the 328 can bite, too

WORDS JOHN BARKER | **PHOTOGRAPHY** PETER BURN

BACK IN JULY 1989, *Autocar & Motor* decided it would be a fine idea to take some of the year's best cars to Castle Combe circuit. It turned out to be the inaugural running of the now annual 'Britain's Best Driver's Car' feature, though the editor of the day, Bob Murray, called it the 'Shiny Bums' Day Out'. This was a reference to the fact that, as well as the road testers, the invitation extended to a number of senior staff who didn't get out much, including a couple of legendary Australian journos, Peter Robinson and Mel Nichols, and the news editor.

The day dawned misty but the sun soon came out and we began whizzing around in a tasty selection of cars, among them a very handsome Ferrari 328 GTB in black. As the deputy road test editor, I figured it was incumbent on me to give the photographers something exciting to shoot and, he being an ex-motorsport snapper, Peter Burn knew to station himself at the trickiest corner, Quarry Bend. It's the 348 that has the reputation for edgy on-limit behaviour, but the 328 wasn't faultless, as I was about to discover.

I crested the rise, braked in a straight line while downshifting, and tipped the 328 boldly into the apex. Its nose locked on and, just as I went to give the throttle a prod to unstick the rear, I realised that it was already on its way. In fact, it was moving so quickly that I was chasing it with opposite lock, and losing.

Moments later I realised with horror that a) the Ferrari wasn't coming back and b) its ever-tightening trajectory was taking us towards the substantial and well-defended marshals' post on the inside of the track. I hit the brakes just before I hit the grass and, more by luck than judgement, the 328's nose skimmed by the stacked tyres on the far corner of the post. Ever the pro, Peter Burn had captured the whole thing with his motordrive and it played out like a scene from a Ken Block movie. Only without the skill and with dust rather than tyre smoke.

'I decided to give the photographers something exciting to shoot'

I returned to the pits, climbed from the now-less-shiny Ferrari and said to the assembled crowd that we ought go careful in the 328 because it had just bitten me with little warning. The reply I got, delivered with an Aussie twang, was: 'Don't be such a wuss! Get yourself back out there!'

I did, but in something else. The news editor was next to drive the Ferrari and also the last to drive the Ferrari. His spin was a virtual carbon copy of mine but with less opposite lock and thus a tighter trajectory. The marshals' post was fine but the impact crumpled the 328's delectable curves and broke the driver's seat runners. There were no personal injuries but the following year's event was not a Shiny Bums' Day Out.

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