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

Ferrari Financial Services GMBH
275 Leigh Road, Slough
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FINANCIAL SERVICES

ISSUE 6 / WINTER 2018-2019

Enzo

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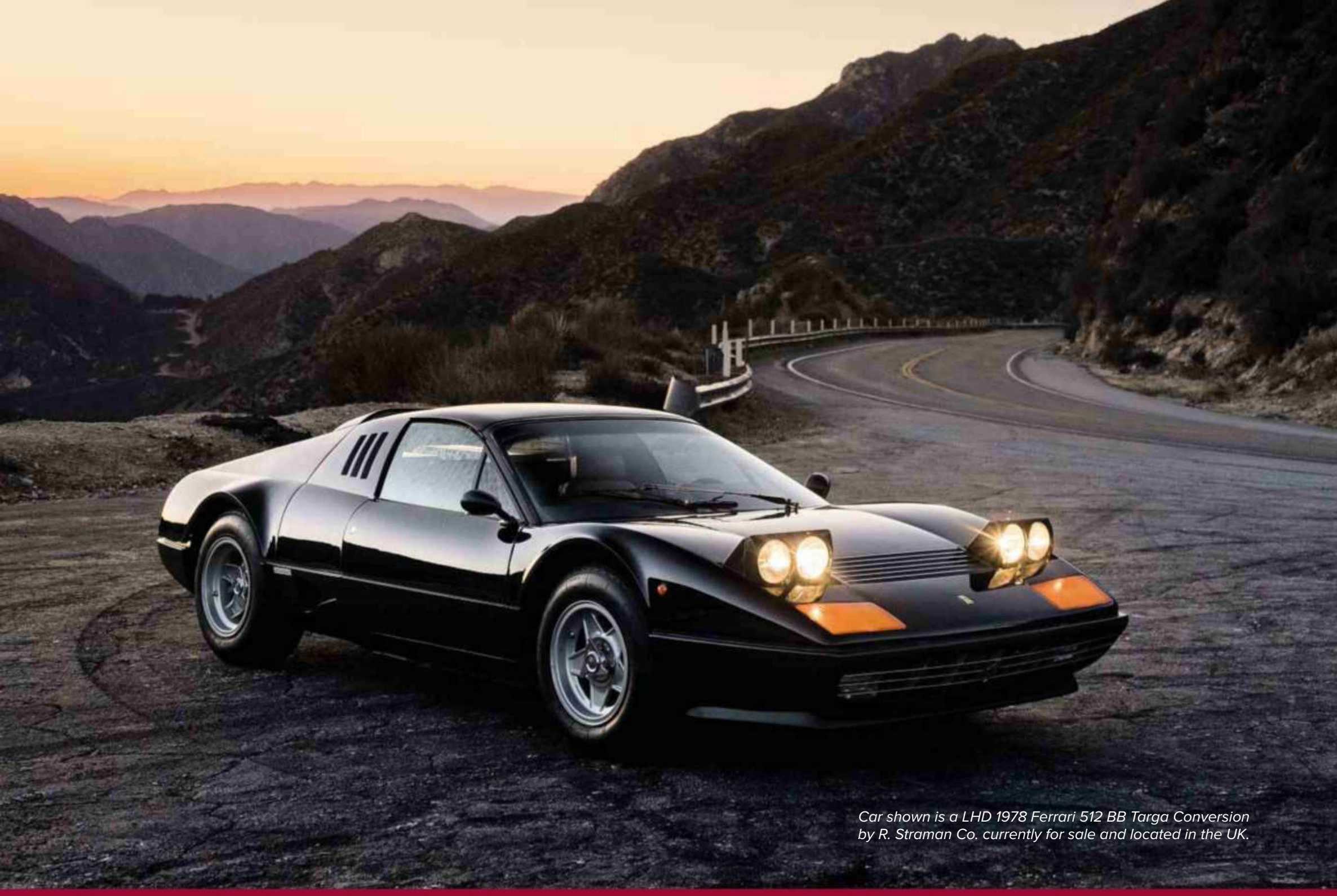

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Great cars, great roads

THE DAYTONA popped over the brow and everyone in the lay-by swivelled to see it. The terrific noise of its V12, combined with its body language, told us in an instant that its driver was having a ball. It rushed past us on the brakes, its deceleration punctuated by precise flares of double-declutch downshifts, and I turned to its owner, who was smiling broadly, and said: 'I think he's enjoying that.' 'Good,' he replied. 'That's how it's meant to be driven.'

Andrew Frankel, who was driving and who has written this issue's cover story, hopped out of the Daytona simmering with enthusiasm. 'Could you hear it coming?' he asked, looking a little crestfallen when we said only when it appeared over the brow. I knew the road he'd just driven, its flowing sections, the inviting second-gear corners, the close, low-walled curves demanding precision, the bumps, the cattle grids, the views... We have both been in this business long enough to have driven plenty of exotic cars in plenty of exotic locations, but some of our very best memories are of driving on these roads in North Wales.

'The terrific noise of its V12 told us in an instant that the Daytona's driver was having a ball'

It takes a few hours to get there and sometimes it rains. Sometimes it doesn't stop. But there are few better places for getting under the skin of a car in so few miles; for challenging it and revealing its character. If I close my eyes, I can still recall in detail the feel of the steering and chassis of certain cars through whole sequences of corners. And when the sun shines and generous owners let you drive special cars like the GTC/4 and Daytona as they were meant to be driven, there's nowhere better. Makes for a special article, too.

John Barker Editor

The next issue of *Enzo* will be on sale on January 24, 2019. **To subscribe** go to www.enzo-magazine.co.uk

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Dennis Publishing, Bedford Technology Park, Thurleigh, Bedford, MK44 2YA, UK
Tel: +44 (0)20 3890 3890
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SUBSCRIPTIONS & BACK ISSUES
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EDITORIAL
Editor **John Barker**
Managing editor **Peter Tomalin**
Art editor **George Vedmore**
Art director **Darren Wilson**
Editorial director **James Elliott**

Contributing writers
Ben Barry, Chris Bietzk, Jethro Bovingdon, Massimo Delbò, Richard Dredge, Andrew Frankel, Richard Heseltine, John Simister

Contributing photographers
Malcolm Griffiths, Dirk de Jager, Charlie Magee, Andy Morgan, Dean Smith, Alex Tapley

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

ADVERTISING
Group advertising director **Sanjay Seetanah**
sanjay_seetanah@dennis.co.uk

Account manager **Marcus Ross**
marcus_ross@dennis.co.uk

Account manager **Miles Taylor**
miles_taylor@dennis.co.uk

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

Tel +44 (0)1628 510080

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

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

BULLETIN

News, analysis and events

WORDS JOHN BARKER | **MAIN IMAGES** FERRARI

Ferrari's five-year plan

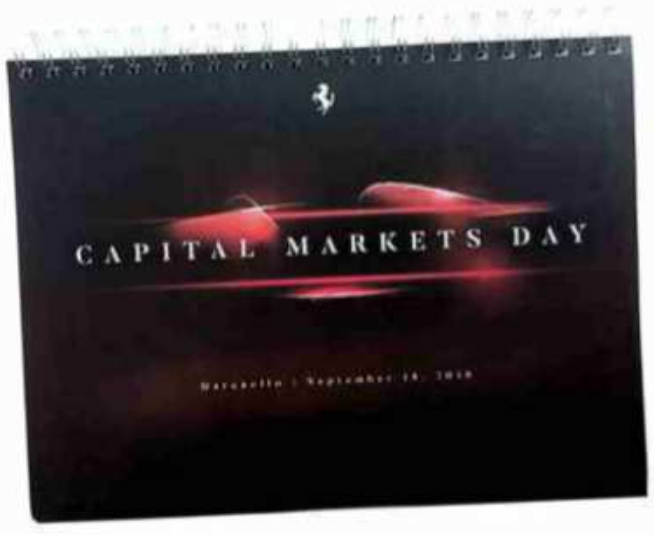
NEW MODEL LINES, HYBRID DRIVETRAINS, LIMITED EDITIONS AND AN ELEGANT NEW GT ARE ALL ON THE WAY

FERRARI USED a Capital Markets Day at Maranello on September 18 to give investors an insight into its plans for the next five years. It revealed more about its forthcoming SUV, which has the working title of 'Purosangue' (thoroughbred) and which Ferrari still insists *isn't* an SUV; it announced there would be an 'elegant' new GT inspired by classic models of the past, and it took the wraps off a pair of radical 800bhp barchettas, the Monza SP1 and SP2, which launch the company's new 'Icona' (icon) line.

Many companies use Capital Markets Days to give stakeholders the opportunity to meet the management, who in this instance included Ferrari's new CEO, Louis Camilleri, previously board chairman at tobacco giant Philip Morris International. He was already on Ferrari's board, too, and

Left and below
Aimed at serious Ferrari collectors, the SP1 (left) and SP2 Monzas made their debut at Capital Markets Day, which gave investors a chance to meet the management and hear about Ferrari's future model plans

'The plan promises 15 new models by 2022, by which time Ferrari expects 60 per cent of its cars to be hybrids'



took over from Sergio Marchionne in late July when the 66-year-old became seriously ill and sadly died soon after.

Given the inertia inherent in car manufacturing, the ambitious product plan Camilleri revealed must be largely inherited from Marchionnne. It promises 15 new models between 2019 and 2022, by which time Ferrari expects around 60 per cent of its cars to be hybrids, and the aim is to double profits from €1 billion (£890 million) to €2bn (£1.78bn).

There will be four distinct model categories. 'GT' will include Portofino, GTC4 Lusso, Purosangue SUV and the new, classically-styled GT; 'Sport' will incorporate the 488 and 812 Superfast; 'Special Series' will include models like the Pista and one-offs such as the SP38 (based on the 488 and featured in the last

Back to the future
Monza SP1 and SP2

THE MONZA SP1 and SP2 are the first limited-edition models from the new Icona model-line. Ferrari says these are cars for 'dedicated clients and collectors' and that they reference great models of the company's early days, including the 166MM (as featured on page 114 of this issue) and the 750 and 850 Monza. A total of 499 will be built, customers deciding the split between the two, and no customer being allowed to buy both. Each will cost around £1.6m.

Both models feature extensive use of carbonfibre, flip-up doors and unique new front and rear lights. They also feature what Ferrari calls a 'virtual windscreen' that deflects airflow so occupants can better experience 'the feeling of blistering speed normally only experienced by Formula 1 drivers'.

That's probably little exaggeration given that they are powered by the 812 Superfast's near-800bhp V12 which shrugs off that car's 1630kg with disdain, delivering stunning, seemingly endless acceleration. In the Monzas, exposed to the elements, performance must verge on total sensory overload, especially since they're even lighter. Mind, despite losing lots of fittings and being constructed from carbonfibre, they're not as light as you'd expect; the SP1 is 1500kg – dry – and the SP2 is 20kg more. Ferrari says they will both sprint from rest to 100km/h (62mph) in 2.9sec and to 200km/h in just 7.9sec. Top speed is 'over 300km/h' (186mph).

For the complete look, luxury brands Loro Piana and Berluti have created classic attire to match, including racing overalls, helmets and driving shoes.

Above Single-seat SP1 and two-seater SP2 are both based on 812 Superfast. Aerodynamics are said to create a 'virtual windscreen' for occupants

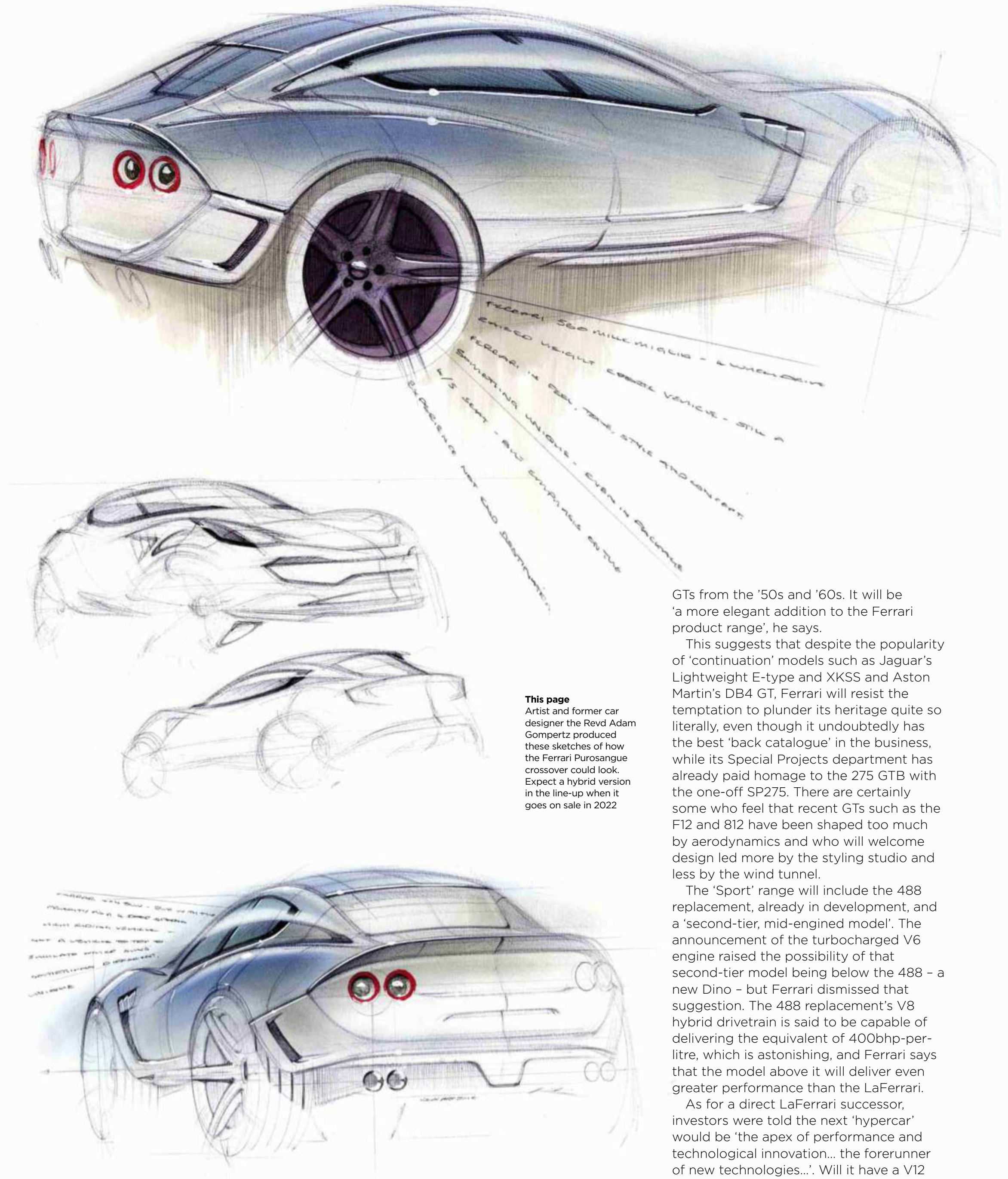
issue); and finally there will be the new 'Icona' line (see panel on the left).

The most controversial new car is the Purosangue, which Ferrari still won't call an SUV. This will be developed on a new front-engined platform to be shared with the new Gran Turismo and the replacement GTC4 Lusso. Camilleri said he was a sceptic of the (not-an) SUV until he saw the designs and understood the proposition. 'It will redefine expectations,' he said, 'will be unmistakably a Ferrari, and have features that have never been seen before.' The pitch is that it's a family-sized car capable of conquering many types of terrain while maintaining essential Ferrari performance characteristics. Chief technical officer Michael Leiters said a new suspension system was being developed specifically with the Purosangue in mind. A key element in its all-terrain ability could be its electrical hybridization, which can be used to deliver precise, on-demand drive for individual wheels on one axle, as the new Honda NSX has shown.

It's likely that both the Purosangue and the replacement Lusso will be offered with a new turbocharged V6 that is currently in development and will come with hybrid enhancement. Another beneficiary of this smaller engine is likely to be the Portofino, which for an everyday, entry-point Ferrari currently looks rather over-powered with its near-600bhp V8. A turbocharged V6 delivering more low-down torque would suit the typical Portofino customer better because they rarely use the full rev-range. The challenge would be to incorporate hybrid technology – specifically the required battery pack and control unit – without impacting the essential practicality of the two-plus-two.

A V12 engine is synonymous with Ferrari and enthusiasts will be pleased to hear that it is still being developed and will feature in the brand new Gran Turismo. According to chief marketing manager Enrico Galliera, this model will be a traditional GT, inspired by classic Ferrari

'It's a family-sized car capable of conquering many types of terrain while maintaining Ferrari levels of performance'



This page
Artist and former car designer the Revd Adam Gompertz produced these sketches of how the Ferrari Purosangue crossover could look. Expect a hybrid version in the line-up when it goes on sale in 2022

GTs from the ’50s and ’60s. It will be ‘a more elegant addition to the Ferrari product range’, he says.

This suggests that despite the popularity of ‘continuation’ models such as Jaguar’s Lightweight E-type and XKSS and Aston Martin’s DB4 GT, Ferrari will resist the temptation to plunder its heritage quite so literally, even though it undoubtedly has the best ‘back catalogue’ in the business, while its Special Projects department has already paid homage to the 275 GTB with the one-off SP275. There are certainly some who feel that recent GTs such as the F12 and 812 have been shaped too much by aerodynamics and who will welcome design led more by the styling studio and less by the wind tunnel.

The ‘Sport’ range will include the 488 replacement, already in development, and a ‘second-tier, mid-engined model’. The announcement of the turbocharged V6 engine raised the possibility of that second-tier model being below the 488 – a new Dino – but Ferrari dismissed that suggestion. The 488 replacement’s V8 hybrid drivetrain is said to be capable of delivering the equivalent of 400bhp-per-litre, which is astonishing, and Ferrari says that the model above it will deliver even greater performance than the LaFerrari.

As for a direct LaFerrari successor, investors were told the next ‘hypercar’ would be ‘the apex of performance and technological innovation… the forerunner of new technologies…’. Will it have a V12

Above
Plan teases 'return of the elegant Gran Turismo', suggesting a future GT will draw inspiration from 1960s classics such as the 275 GTB (left)

Right and above
Special Projects department built the 275-inspired SP275 in 2016. Successor to the LaFerrari (above) still some way off

'Some will welcome design led more by the styling studio and less by the wind tunnel'

engine? McLaren has proved that you don't need a V12 to make a credible hypercar; its P1 has a twin-turbo V8 and makes 900bhp with hybrid assistance, and a smaller engine means less mass for greater performance and agility. However, as Lamborghini has shown no inclination to drop the V12 from its future models and Aston Martin has the V12 Valkyrie in development, it seems doubtful Maranello would give up that ground to rivals.

For many years, Ferrari pegged production at around 7000 units per annum, believing this was the optimum number to maintain demand and exclusivity. That figure rose under Marchionne, who argued that emerging markets like China could take the extra without affecting 'mature' markets such as Europe and the US. Doubling profits in four years requires selling more cars. This year Ferrari will make around 8500 cars and is projected to make 9000 in 2019.

Will 10,000 be the limit? When Ferrari released its IPO (Initial Public Offering) back in 2015, *The Wall Street Journal* reported that the company was restricted to making 10,000 cars annually; if it made more, it would no longer be exempt from strict US fuel economy rules. But if two out of three Ferraris are hybrid by 2022, it will satisfy emission requirements, allowing it to exceed 10,000 cars a year.

Whatever, the future range is going to be a rich mix, one that will include high-revenue cars like the Monza SP1 and 2, and also high-spec Purosangues. Purists may not approve, but the Portofino is already Ferrari's best-selling car and, as Porsche has shown, a high-performance SUV doesn't necessarily harm your brand. In fact, it can actually make it possible to produce more of the very focused cars for which you are best known.

It's an ambitious plan, one that would have challenged Marchionne, but Camilleri has already overseen the transition of Philip Morris from a maker of tobacco products into a leader in smoke-free goods, including e-cigarettes. The electrification of Ferrari is a similar challenge.

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Below 488 Pista Spider is the 50th open-top Ferrari in the company's history, and a fittingly exuberant way to celebrate the landmark. Folding hardtop disappears under the rear deck in under 30sec. Public debut was at Pebble Beach

Pista gets Spider treatment

SAME 710BHP ENGINE, SAME 211MPH TOP SPEED AS COUPÉ

WORDS JOHN BARKER | **PHOTOGRAPHY** FERRARI

FOLLOWING HOT ON the heels of the 488 Pista comes the Pista Spider, the latest addition to the line of 'Special Series' Ferraris that features enhanced versions of regular models. Revealed at the Concours d'Elégance at Pebble Beach in California, the Spider is powered by the same 710bhp 3.9-litre twin-turbo V8 as the coupé and apart from the folding hardtop is distinguished by unique striping and diamond-cut, 20in forged alloys. For the first time, one-piece carbonfibre wheels that are 20 per cent lighter are offered as one of many lightweight options and will be available for the coupé, too.

In standard trim, the Spider weighs 50kg more than the berlinetta, but Ferrari says it is capable of identical benchmark performance – zero to 100km/h (62mph) in just 2.85sec. The extra mass starts to tell thereafter, with 0-200km/h (125mph) taking 8.0sec, 0.4sec

longer than in the berlinetta. All of the Pista coupé's aerodynamic refinements are incorporated into the Spider and – roof up – it records the same drag factor and so presses on to the same 211mph top speed.

The price of the Spider has yet to be announced but expect it to be around £275k and UK deliveries to start by the end of 2018.

Ferraris clean up at Salon Privé

FERRARIS BAGGED no fewer than ten class wins and awards at the Salon Privé Concours, including the Duke of Marlborough's Award for a gorgeous 250 LM (right). The event at Blenheim Palace celebrated the 50th birthday of the Dino and, of the eight examples present, three went home with silverware, including a 206 GT once owned by Eric Clapton. Five-times Le Mans winner Derek Bell (featured in this issue) chaired the judging committee.

In brief

ENZO SHOWS

The Ferrari Museum in Maranello has two new shows about Enzo Ferrari to mark the 120th anniversary of his birth. 'Driven by Enzo' is literally what it says: a display of the cars that Enzo personally drove, including his 250 GT 2+2, 400 GT, 412 and 456 GT. 'Passion and Legend' traces the story of Enzo through cars and images, with key models from the marque's history, while interactive installations allow visitors to take a virtual tour of today's production facilities. Both exhibitions will be at the Ferrari Museum until May 2019.

RALLYING CALL

Entries are now open for the 2019 Three Castles Trial, one of Europe's top classic road rallies. In the past the competition has attracted a number of Ferraris including a 250 SWB, Dino, 330 GT and Daytona thanks to its use of non-damaging surfaces for its regularity sections and driving tests, including the driveways of stately homes, kart circuits and closed roads. There's a concours element, too. Based out of Llandudno, the event runs through Anglesey, Gwynedd and Clwyd in North West Wales, starting with a Prologue day on June 4. The competition proper starts on the 5th and covers 20 tests over 500 miles and three days. For more, visit three-castles.co.uk.

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The good, the bad, and the... challenging

AS GTO BREAKS RECORDS, 330 'BRAKE MIGHT BE A TOUGHER SELL

WORDS CHRIS BIETZK | **PHOTOGRAPHY** ERIK FULLER / RM SOTHEBY'S

APPEALING THOUGH IT IS to imagine ourselves as news-breakers in the great journalistic tradition, we are well aware that no reader needs a quarterly magazine published in October to tell them what happened in August. You already know that 250 GTO chassis 3413GT became the most expensive car sold at auction when it changed hands for $48,405,000 at the RM Sotheby's Monterey event.

We won't dwell on the result for too long, then, particularly since the number felt both 'right' in light of recent GTO transactions and somewhat preordained: those who perused the more text-heavy pages of the catalogue will have noticed that a minimum price had been guaranteed for 3413GT.

There was no such certainty where other big-ticket Ferraris were concerned, though, and between the auctions held by RM, Gooding & Co and Bonhams, cars not sold included a 166 MM/195 S Berlinetta, a 375 America Coupé, a 250 MM, a pair of 250 SWBs, a 250 GT Series II Cabriolet, a 275 GTB/C, a 365 GTB/4 NART Spider Competizione and a 288 GTO – all valued at between $2 million and $14 million.

Factoring-in those offered by other houses at Monterey Car Week, Hagerty reported a sell-through rate for all Ferraris of just 53 per cent, down from 68 per cent in 2017. There was further evidence of a softening market at RM's London sale on September 5, when eight of 13 Maranello-made machines were passed in.

'The one-off was predictably not to everybody's taste'

No doubt the uncertain climate in the UK did not help matters, but bidders notably sat on their hands when they were invited to open their wallets for an F12 Berlinetta, then a 70th Anniversary-edition 488 GTB and then a 599 GTO. Similarly modern exotics from other manufacturers struggled, too, and at Bonhams' (generally brisker) Goodwood sale three days later, no taker could be found for either of the LaFerraris offered. Only a year ago, more 'opportunistic' collectors regarded such brand new, limited-production supercars as a foolproof investment – but the air appears to have gone out of their ultra-low-profile tyres a little.

Following a mixed few months for floggers of Ferraris, it will be fascinating to see how the final auctions of the year play out, and there is one upcoming lot in particular that has caught our attention: the 330 GT 2+2 Shooting Brake.

Frankly it could hardly have escaped our attention. The one-off wagon first glimpsed at the 1968 Turin Salon is perhaps the most distinctive Ferrari ever made, and it was predictably not to everybody's taste. The man ultimately responsible for its creation was Luigi 'Coco' Chinetti Jr, featured in *Enzo* issue 5, who admitted to writer Richard Heseltine: 'I caught some crap for that car.'

Chinetti contracted Vignale to build the body, but the out-there styling was the work of Bob Peak, the noted American illustrator and poster artist. Peak did not merely tweak the lines penned by 330 GT designer and fellow American Tom Tjaarda; he disregarded them entirely, and the finished Shooting Brake did not share a single panel with the 1965 donor car.

Whatever your feelings about the transformation, it was indisputably done with great skill, and the car was restored in the 1990s with more of the same. For the record, it is among our favourite oddball Ferraris. We assume we are not entirely alone in that view, but we won't have to wait long to find out: the Shooting Brake will be auctioned by RM Sotheby's – with no reserve – at the Petersen Museum in Los Angeles on December 8.

Above and below
250 GTO chassis 3413GT on its way to becoming the most expensive car sold at auction, and the 330 GT 2+2 Shooting Brake that probably won't be challenging for that title any time soon

Clockwise from left
Danesfield House provided a spectacular backdrop for the Summer Garden Party; Jai Sharma exits Luffield in his 308 GTB at Passione Ferrari; Prancing Horses line up in the sunshine outside Deene Park

A golden summer

LONG, LAZY DAYS – AND PLENTY OF TRACK ACTION, TOO

WORDS & PICTURES RICHARD DREDGE

AS THE MOTORING SEASON DRAWS to a close, the Ferrari Owners' Club is reflecting on another magnificent year full of social and motorsport events, most of which have taken place in glorious conditions thanks to the outstanding summer that the UK has enjoyed. Since the last issue of *Enzo* landed on your doormat, the events that the club has put on for its members have come thick and fast.

The biggest occasion of the year took place in July: the Summer Garden Party at Danesfield House near Marlow. Hundreds of members came along to enjoy live music, eat sumptuous food and take the opportunity to meet up with fellow members in a wonderful setting. There were special displays to mark 50 years of the Daytona and Dino, with eight examples of each lined up for inspection; when was the last time you saw three Daytona Spiders together?

A week later, the club won the Adrian Flux trophy for the best club stand at the Silverstone Classic, thanks to a display of almost 150 Ferraris over a weekend that is the equal of any similar event globally.

Another big event for the club is the one-day Festival Italia at Brands Hatch, which this year took place on August 19. More than 100 road-going Ferraris basked in the sunshine, but it was on the track that the club had the greatest presence; Prancing Horses dominated the day's racing, with a raft of classic and Challenge cars taking part.

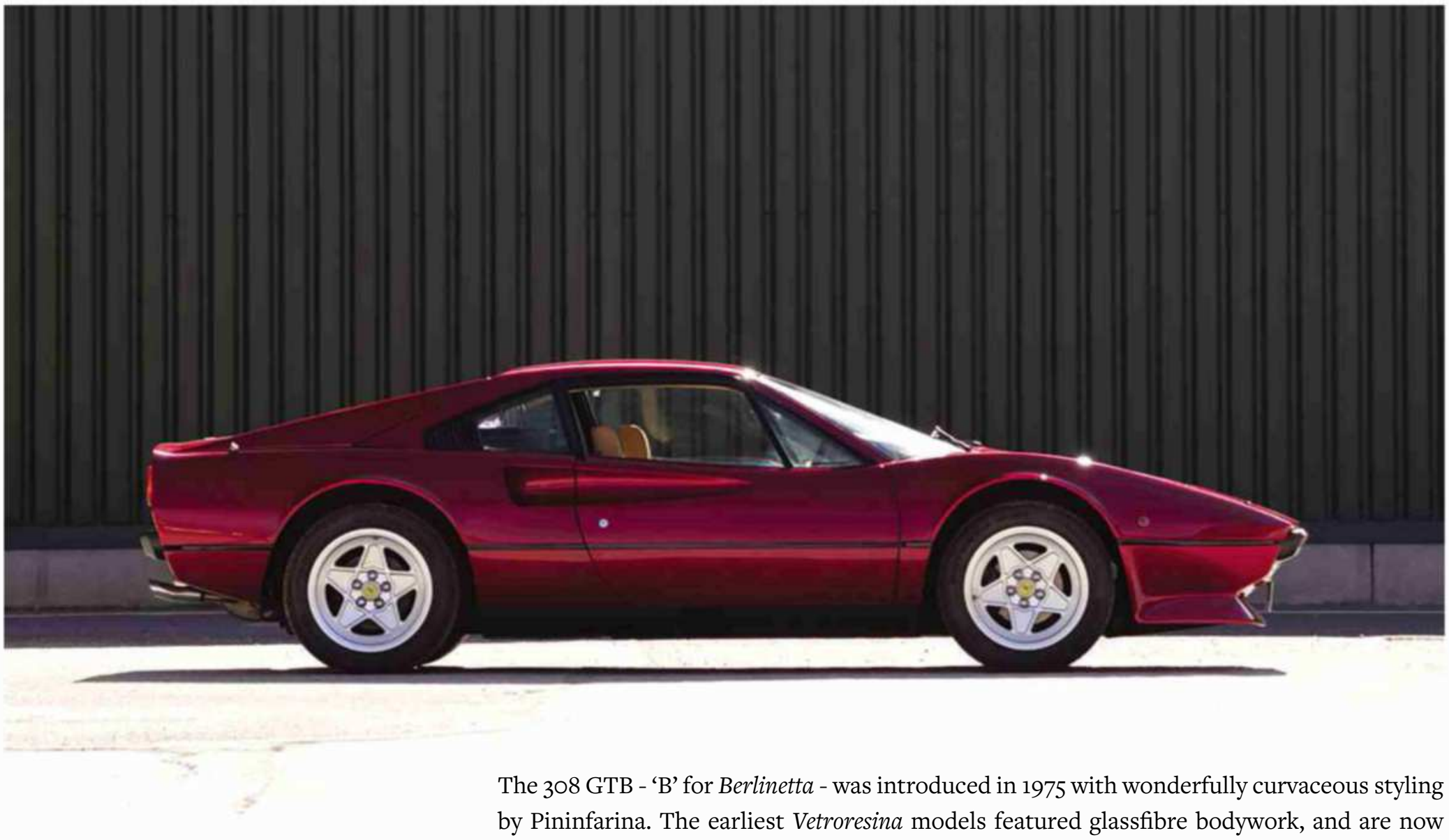
'It's what ownership is all about: enjoying a drive out to socialise in a beautiful location'

Two weeks later, the final picnic of 2018 took place in the magnificent surroundings of the privately owned Deene Park in Northants. Relaxed and very informal, these occasions are what Ferrari ownership is all about: enjoying a drive out to socialise with fellow members in a beautiful location. And there's still the massive indoor extravaganza that is the NEC Classic Car Show to come. This takes place over the weekend of November 9-11, and you'll find the club's display in Hall 1.

IF YOU'RE A CURRENT or previous Ferrari owner you're eligible to join the Ferrari Owners' Club. In addition, the Prancing Horse Register (PHR) is open to anyone who doesn't own a Ferrari but would still like to get close to the most exciting cars in the world. Whether you're a member of the club or the PHR you can attend all club events and you'll get a copy of the bi-monthly magazine. Full club membership costs £120 per year; PHR membership is set at £65.

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

Ferrari 308 GTB and 308 GTS



Feature image supplied by Mototechnique

The 308 GTB - 'B' for *Berlinetta* - was introduced in 1975 with wonderfully curvaceous styling by Pininfarina. The earliest *Vetroresina* models featured glassfibre bodywork, and are now highly sought-after. In 1977 Ferrari returned to steel, which made the car slightly heavier. The GTS version - 'S' for *Spider* - was introduced in 1978, with a removable roof panel. Both the GTB and Spider models were powered by a 3.0-litre V8 engine with four twin-choke Weber 40 DCNF carburettors, making for exhilarating performance with roadholding to match. 1981 saw the introduction of the 308 GTSi, with those Webers making way for Bosch fuel injection. Whether you go for Berlinetta or Spider, the 308 is a stunning high-performance two-seater sports car.

DESIRABLES

Ferrari-related objects of desire, including a superlative model of a famous 166 MM

Spitzley/Zagari Archive prints
From £350 | spitzleyzagari.com

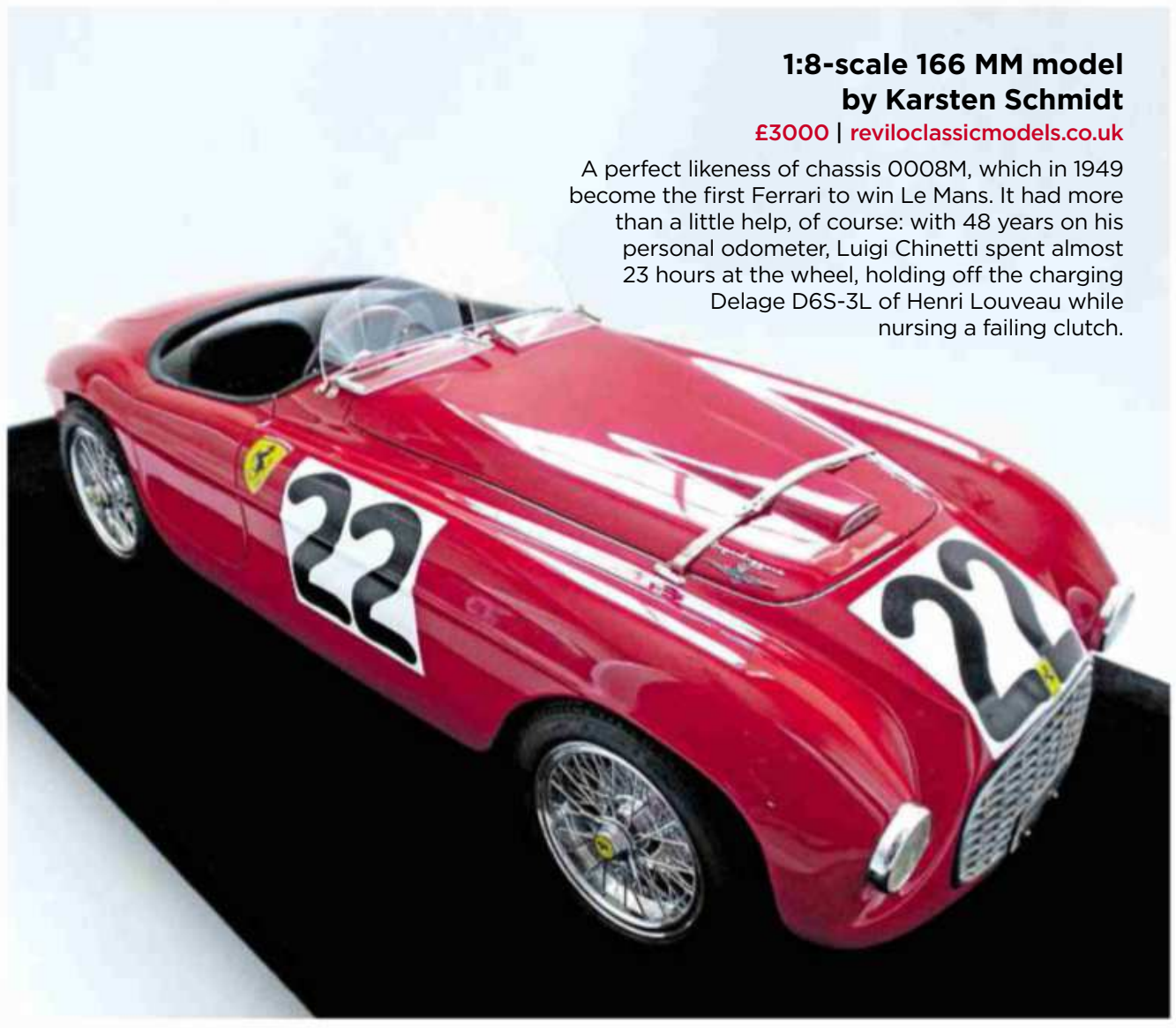
In 1966, Franco Zagari waded into a flooded barn near Modena to retrieve photographs taken by the late Dr Ferruccio Testi – and thank goodness he didn't mind getting his trousers wet. Among Testi's glass plates, which are now part of the Spitzley/Zagari Archive, were some of the most revealing and beautiful images from Ferrari's early history. All of those images are now available to buy as limited-edition silver gelatin prints, but this is our favourite of the lot: an almost effervescent shot of Enzo celebrating victory in the 1932 Coppa Acerbo with spectators, mechanics and a Champagne-swigging Tazio Nuvolari.

Rado Ceramica Automatic
£2010 | rado.com

Rado's scratch-resistant ceramic watches have always been pretty much impervious to the ravages of time, but this sleek iteration of the Ceramica, with input from industrial designer Konstantin Grcic, is sure to age well in more ways than one.

1:8-scale 166 MM model by Karsten Schmidt
£3000 | reviloclassicmodels.co.uk

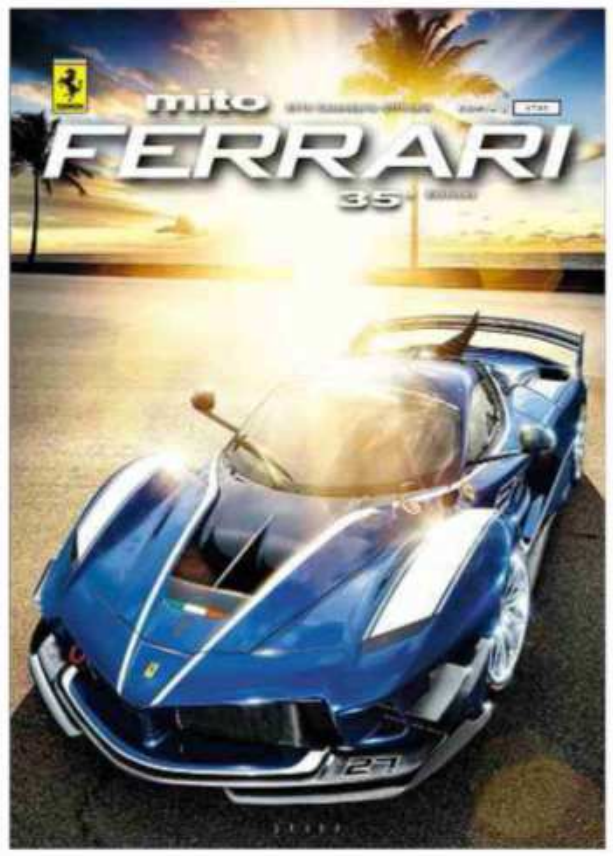
A perfect likeness of chassis 0008M, which in 1949 become the first Ferrari to win Le Mans. It had more than a little help, of course: with 48 years on his personal odometer, Luigi Chinetti spent almost 23 hours at the wheel, holding off the charging Delage D6S-3L of Henri Louveau while nursing a failing clutch.



Astell & Kern A&norma SR15

£599 | astellnkern.com

This high-resolution music player is a strangely named and strangely shaped device, with its wonky screen and dramatically bevelled edges, but it makes perfect sense in the hand and delivers perfect sound to your ears.



Ferrari Myth 2019 calendar

£76 | raupp.com

Günther Raupp has yet again spent much of the year thinking about ways to mark the passing of the next; astonishingly, this is his 35th Ferrari-themed calendar.

Scuderia padded jacket

£180 | ferrari.com

This addition to Ferrari's official range of garb is lightweight, warm and, should you need a jacket that doubles as a high-vis vest, also available in a shocking shade of Scuderia red.

Scalextric 412P

£40.99 | scalextric.com

The Brands Hatch 6 Hours on July 30, 1967 represented the end of a long drought for British motorsport fans, who had not enjoyed a top-class sports car race on home soil for almost a decade. The sight of cars such as the Maranello Concessionaires 412P must have been unforgettable. We wonder if a future Scalextric executive was in the crowd that day...

308 GTB print by Simon Britnell

From £49 | historiccarart.net

That looks like Azzurro to us – one of several colours that suited the Fioravanti-styled 308 GTB better than the traditional Rosso Corsa. Simon Britnell is evidently a man of great taste as well as an artist of great skill.

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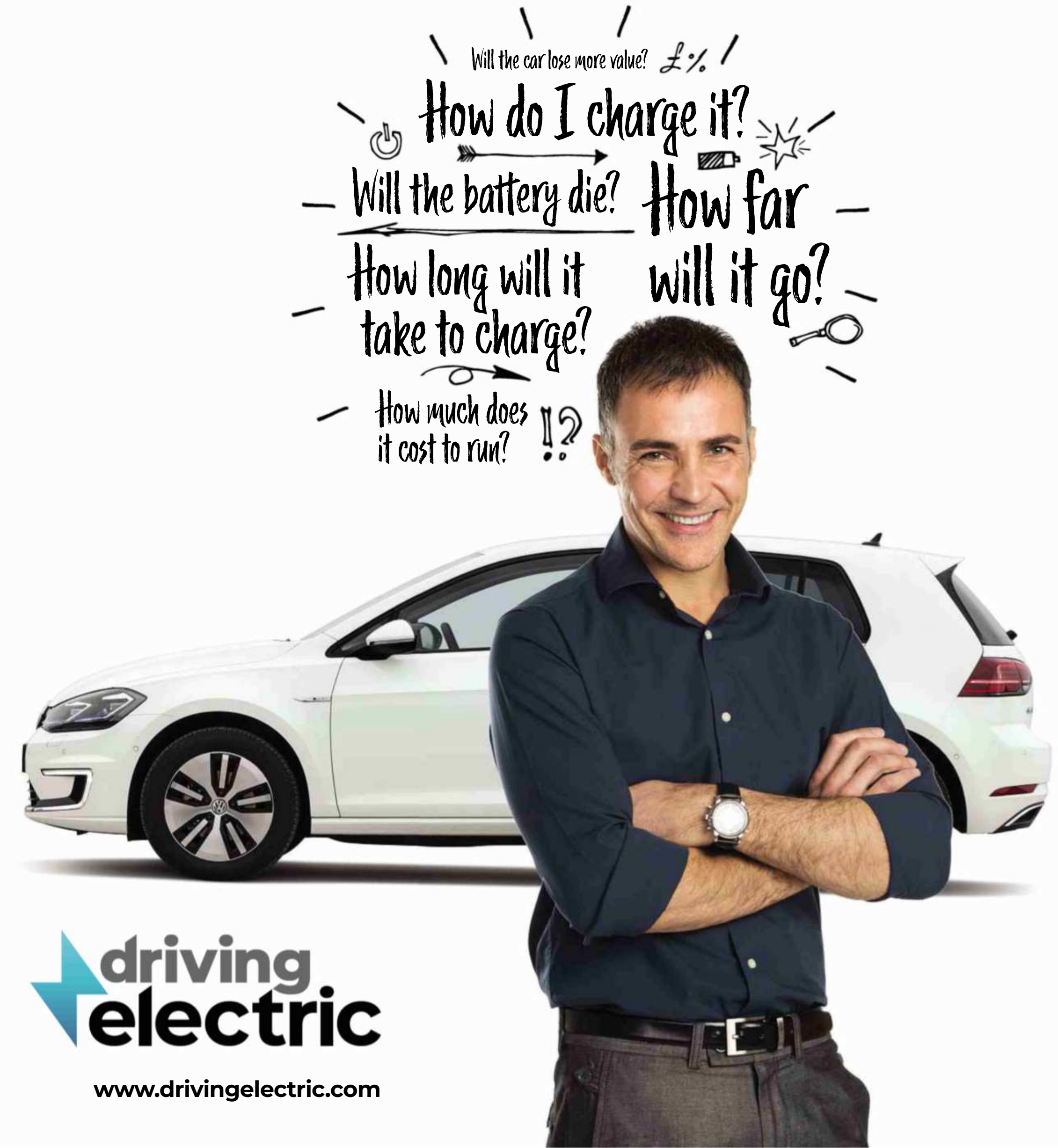

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RE-ANI

MATOR

WORDS JETHRO BOVINGDON | **STUDIO PHOTOGRAPHY** MARK DIXON

The 1970 Ferrari Modulo concept is now a running reality. The man who made it happen: maverick collector and carmaker Jim Glickenhaus

Photo Hide Shurazero

Jim Glickenhaus gets it. He's a collector who loves to drive. A man who appreciates the artistry of great car design but has a passion for hard-nosed racing. He's steeped in the history of Ferrari and its many great champions but cares little about upsetting the factory. As he so eloquently puts it when discussing his Enzo-based P4/5 project: 'People kept telling me I was upsetting Ferrari. Well, what are they gonna do? Come over here and kill me? No? Then I really don't give a sh**.'

He means it, too. Glickenhaus is not a man to be dictated to and he has a taste for doing the unexpected, be that the P4/5 collaboration with Pininfarina, road-registering his ex-Bruce McLaren/Mark Donohue Ford GT40 Mk IV and clocking up 50,000 miles in it since, or founding a company to build road and race cars and trying to win the Nürburgring 24 Hours against the likes of Audi, Porsche, BMW and Mercedes with its first model. However, even friends of Glickenhaus must have been a little shocked when he drove onto the lawn at Pebble Beach in the Ferrari 512S Modulo by Pininfarina. How was it? 'Oh, it drives great,' he says, like it's the most natural thing in the world.

Rewind 48 years to the Geneva show of 1970, and as the wildly futuristic Modulo sat under the bright lights amid a furore of shock, joy, confusion and awe, it did so with its 6.2-litre

Right and below Modulo sprung from the pen (and imagination) of Italian designer Paolo Martin in the late '60s and made its public debut at 1970 Geneva show. Rear 'window' is a steel panel punched with holes to reveal the (now working) Ferrari V12 engine

'Glickenhaus had the means and the bloody-mindedness to bring this extraordinary concept to life'

Photos Nathan Craig

V12 empty of pistons. It didn't run then and it hadn't run since. Until Jim Glickenhaus finally bought the car in 2014 and painstakingly began assembling the correct parts, scouring the world for bits of 12-cylinder engine, gearsets and countless other elusive components. For so many the Modulo was a dream, just as it was for Glickenhaus. It's just that he had the means and the bloody-mindedness to bring this extraordinary concept to life.

Jim's father, Seth Glickenhaus, is a legend of Wall Street and established the investment management firm Glickenhaus & Co in 1961, building it into a billion-dollar fund. He died in 2016, aged 102, at which age he was still actively involved in the market. Jim worked in the family business, too, but not before forging a career in the film industry, writing, producing and directing a number of movies, including *The Exterminator* in 1980 and *The Protector* with Jackie Chan in 1985. However, since an early age, when he would clean and later move cars for legendary ex-racer and US importer of Ferraris, Luigi Chinetti, cars and racing have been been his biggest passion.

'My relationship with Pininfarina meant I'd often wander through their museum,' recalls Glickenhaus. 'Against long odds I convinced Andrea [Andrea Pininfarina was then running the company; he would die in a tragic road accident in 2008] to sell me Dino Competizione [the unique 1967 prototype]. I always tried to get him to sell me Modulo, to which of course he said: "No, we could never sell Modulo." And then, without delving too deeply, there was a concern that perhaps the Italian government might cease their collection, as had happened with the Bertone collection. So I got a call and they said if I'd move quickly on it, I could get Modulo. I moved pretty quick.'

What next? Most people would clear a space in their living room (if you buy a Modulo you have a big living room), park it up and enjoy the view. Not Jim. 'When I got it, I immediately said: "Hey, I want to make it run."'

This would be no small undertaking. 'Modulo started as a 512S race car. It was probably a spare chassis and never raced as a 512,' explains Glickenhaus. 'But it did race and run as a 612S in Can-Am spec. They threw away the 512 body, made a 612, bored out the engine. It was chassis number 0864 as a 612, chassis 512S/27 as a 512.'

Buying a stunning show car and getting a Can-Am car for free sounds good to me, but with Ferrari nothing is ever simple. 'Now, Ferrari being a very frugal company,' Jim continues, 'they simply took the pistons out and the gears out of the gearbox when they gave the car to Pininfarina. And this young designer Paolo Martin – who interestingly enough also made Dino Competizione – on summer break at Pininfarina when nobody was around, basically roughed-up Modulo. When the bosses saw it, frankly, they hated the car, they were shocked by it and said: "We can't show this." Fortunately, they had a change of heart and it became a sensation.'

Opposite page
It lives! Modulo moving under its own power (specifically 550bhp from its 512S-spec V12).
This page
Glickenhaus had an early run-in with Ferrari when he had Pininfarina rebody an Enzo; the resulting P4/5 was eventually given official blessing by Luca di Montezemolo

'The Enzo-based P4/5 might look like a concept, too, but it was as much an engineering project as a styling exercise'

Once the parts were sourced to make Modulo move under its own power, there were other problems to solve. Like finding a way to make it steer without the wheels hitting the side spats. 'Actually we found the steering thing was more myth than reality,' recalls Glickenhaus. 'Ferrari had delivered the car on P4 wheels rather than 512S rims. They were too small and they'd used spacers to get the correct stance. Once we put on 512 wheels, modified the steering rack and removed the spacers, it all worked out.'

The final piece of the puzzle was solved, Jim's team tested the car (now with the engine back in 512S-spec as he felt 550bhp at 8500rpm was enough for road use) and then he simply drove onto the lawns of Pebble Beach in this concept car from outer space via the wild days of no-rules Can-Am racing. What a moment!

'I'm not going to do a ton of miles in this one,' he says. 'It'll get displayed sparingly, driven sparingly. I mean, I'm not sure I'd want to do

Photo Brad Trent

'His next move created even more friction with the factory. He took P4/5 racing'

Above
Road and race versions of P4/5; the racer (below) sadly had to forego the Enzo's V12, but with the powertrain from 430 Scuderia it was a formidable machine, especially with the addition of KERS for 2012

over 60mph in the thing. Who knows, it might take off!' Besides which, Glickenhaus has other unique cars for when he wants to go a bit quicker. His aforementioned Enzo-based P4/5 by Pininfarina might look like a concept, too, but it was as much an engineering project as a styling exercise.

'We learnt some very strange things in the wind tunnel,' recalls Glickenhaus. 'The Enzo had a lot of drag, it was very unbalanced front-to-rear, so we worked to ensure the P4/5 was better in every respect.' For Pininfarina, the P4/5 was a chance to demonstrate that it could still make traditionally beautiful cars. However, for Jim, the company's engineering expertise was just as important. 'We took a lot of weight out of the car,' he continues, 'and we went to a wider wheel and replaced the Bridgestones with a Michelin. The car turns in so much better on the track.'

It seems odd to be talking about racetrack performance of a one-off supercar commission, one that also debuted on the smooth lawns of Pebble Beach (in 2006). Who knew an Enzo could be lighter to the tune of 270kg, was aerodynamically compromised and struggled with extreme track driving? 'Oh yeah, the Enzo had these weird hydraulic shock absorbers and if you went out on the track they overheated and it went into limp mode,' says Glickenhaus. (The findings were mirrored by German race team Black Falcon, who tested the Enzo and a number of contemporaries on the Nürburgring and found the same problem. Interestingly, the

‘He now decided to develop a brand-new car from the ground up: the stunning, all-carbonfibre SCG 003’

Photo Dave Burnett

Enzo-based Maserati MC12 was found to be more durable and faster, too.)

‘We had to really beef-up that system to make it work,’ he continues. ‘The other thing about the Enzo was that it had two struts behind the rear window that were designed to stiffen the chassis, but they were mounted to a thin layer of carbonfibre and they were always cracking. So we took that out, we bulkheaded the car, we put new struts to the bulkhead, we put in an internal rollcage… It is a much, much better car. When René Arnoux drove it, he was stunned by the improvement over the Enzo.’

I understand why people swoon over the Modulo, but for me the fact that the P4/5’s central ethos is about hard road and track driving makes it even cooler. Of course, Ferrari wasn’t so enamoured. It’s hard to know what it was more upset about, the idea of a retro-inspired new Ferrari when Maranello was pushing forward-looking technology harder than ever, or simply that Pininfarina was hoovering-up several million dollars that could have been flowing into Maranello instead of Cambiano, Turin.

But despite the initial mock-outrage, then president Luca di Montezemolo quickly realised this was a special car and it became an officially recognised model – the Ferrari P4/5 by Pininfarina. Funnily enough, Ferrari’s own Special Projects department opened in 2007.

Glickenhaus’s next move created even more friction with the factory. He took P4/5 racing. And because Jim Glickenhaus never does anything half-heartedly, he didn’t quietly build a competition car and enter a no-name race somewhere in middle America. The P4/5 Competizione would race in the Nürburgring 24 Hours against all the big boys.

Sadly, the Enzo platform and the 6-litre V12 engine didn’t survive the transition to the Competizione and it was instead based on a Ferrari 430 Scuderia road car with plenty of 430 GT2 race car components fitted. The project was headed up by Paolo Garella, who was the former head of Special Projects at Pininfarina and had set up a new company to work in conjunction with Glickenhaus.

The Competizione debuted in 2011 and finished 39th after several problems, but in 2012 and with a new KERS hybrid system in addition to its enlarged 4.3-litre V8, P4/5 Competizione M (for Modificato) finished 12th overall with drivers Nicola Larini, Fabrizio Giovanardi and Manuel Lauck. In typically cheeky Glickenhaus style, they also set and claimed a new lap record for a ‘Ferrari-powered car’ ahead of the 599 XX.

By now Glickenhaus’s ambitions had grown, and with his passion for the Nürburgring heightened, he decided to go it alone: to develop a brand-new car from the ground up with LMP1-style aerodynamics that would conform to GT3 regulations. He wanted an outright win at the N24 and Paolo Garella once again headed-up a new project that would become the stunning, all-carbonfibre SCG 003. Scuderia Cameron Glickenhaus hasn’t won the Nürburgring 24 Hours yet, but in 2017 it did capture pole position against the might of Audi, BMW, Mercedes and Porsche.

I had a little glimpse inside Glickenhaus’s world in 2016, when I was kindly (and barely believably) invited to race P4/5 Competizione M on its return to the Nürburgring 24 Hours. The pace of GT3 development meant we had no chance of winning – that objective would be left to the pair of SCG 003s also racing – but the old girl was still seriously quick and in with a chance of a very good result indeed.

My memories of the car include its incredibly tight cockpit, shocking side and rear visibility (they agreed to fit rear-view cameras between first practice and qualifying, thankfully) and how my helmet would thwack into the rollcage hard enough over the bumpier sections to blur my vision. It was easy to drive, though. We

Photos Hide Shurazero

Clockwise, starting far left
SCG 003, with power from a twin-turbo BMW V8, was Glickenhaus's first clean-sheet creation that owed nothing to a Ferrari donor; at the N24 with the GT3 race version, and (above) with the author of this article, Jethro Bovingdon, who was co-driving the P4/5 Competizione in the 2016 event; SCG 003's cramped interior features twin screens for rear-view cameras

Photo Dave Burnett

'The P4/5 Competizione's 4.3-litre V8 was an absolute screamer and it just felt so well balanced'

couldn't hope to match the downforce of the GT3 cars, but it was dynamite in a straight line, the 4.3-litre V8 was an absolute screamer and it just felt so well-balanced. I really struggled with the old-school lever-operated sequential 'box and the KERS was intermittent at best… but going into the final qualifying session we were well placed in 22nd with a time of 8.44.449 thanks to Manuel Lauck's stellar lap.

The atmosphere among the guys running the SCG 003s was tense. They understood the level of investment required to get here and wanted a result. However, for myself and Chris Harris, who was sharing P4/5 C with me, everything was relaxed. Our aim was simply to get around cleanly and Jim was delighted to see his baby on track again. So, too, were the fans. They love this thing. Even better, after the final qualifying session – which we were sitting out – I was going to jump in beside Glickenhaus and do a slow demo lap in his glorious, late-'60s Ferrari P3/4 chassis 0846 (whose provenance has itself been the cause of no little controversy, but that's another story for another day).

The sun was shining and everything seemed pretty good with the world as we waited at the gate to the track, GT3 cars howling past and the 4-litre V12 warming up nicely just behind. Then my phone pinged with a message…

Bizarrely and unbeknown to us, it had been decided that Lauck should set one more lap in the final qualifying session. For what purpose nobody knew. We weren't about to get ahead of the fastest GT3 cars and P22 seemed a bloody good result. Lauck duly destroyed the car in a huge shunt at Flugplatz, twisting the chassis and ending our chances of lining up on the grid.

We were all devastated. The remains of P4/5 Competizione were being swept up and loaded onto a truck as Glickenhaus and I drove past on our demo run. It was a surreal moment. Jim simply looked at me and shook his head in disbelief. Of course it's back together now and road-registered in New York. Because well… why not? Like I said, Jim Glickenhaus gets it. The next chapters in his story might not revolve around Ferrari but be sure to follow them. They're bound to be extraordinary.

Brad Trent

Right and below
Glickenhaus with some of his cars, including Dino Competizione (on the far right); current projects include retro-style SCG 006 in coupé and roadster forms, and stunning SCG 007 LMP1 hypercar

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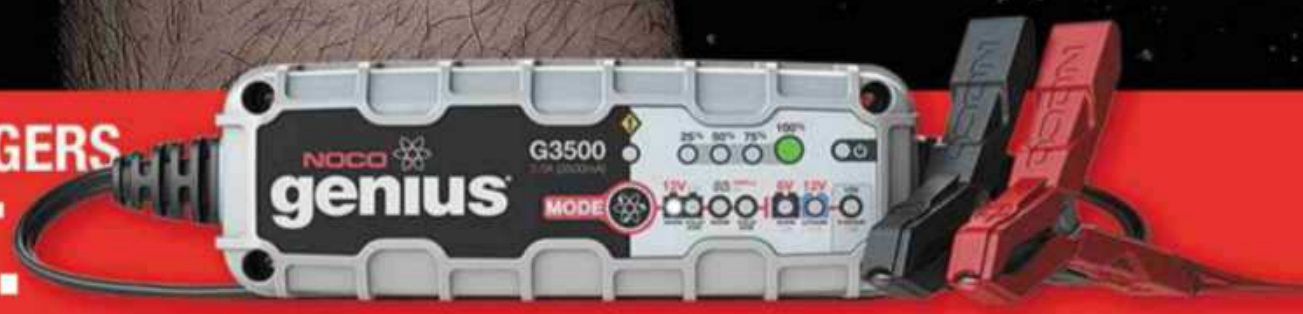

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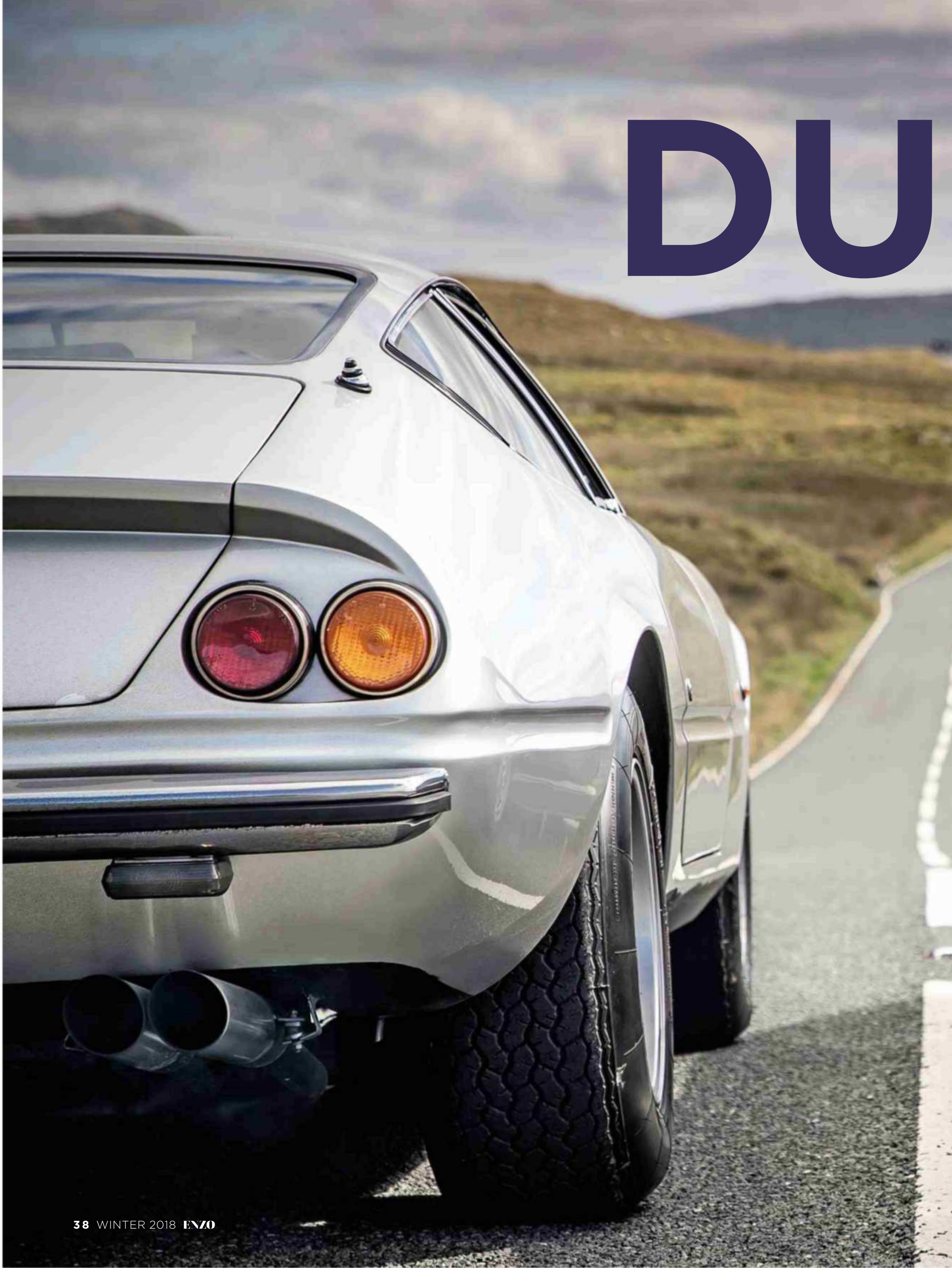

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WORDS ANDREW FRANKEL | **PHOTOGRAPHY** MALCOLM GRIFFITHS

Everyone knows about the Daytona, but could its slightly softer-edged 2+2 sibling, the 365 GTC/4, actually be the more satisfying steer? Time to find out

Usually, in the course of my day job testing modern cars, I am happy to find myself in a minority of one. Reassured, even. If I go somewhere, drive something and am none too impressed, when I hear colleagues gushing over it later, I don't fear I've misjudged it, I give thanks that my critical faculties appear to remain intact. I'm not saying they're wrong and I'm right, for there can only be shades of opinion, but I do at least retain the confidence to believe my opinion is as valid as theirs and am therefore not afraid to say so. But with old cars it's different.

How do you know that anything more than a few months old continues to behave as its manufacturer intended? How can you therefore say for sure that a car that is not merely many months or years but *decades* old is in any way representative of what it was like when it was new? The answer is you can't. Assessing new cars is hard enough; reaching meaningful conclusions about old ones is positively fraught with pitfalls.

I'll give you an example. Years ago I drove a Ferrari 365 GTB/4, which we're going to call a Daytona from now on to avoid it being confused with the main subject of this story whose name differs by just a single letter. It was quick enough for me to believe most of the 352bhp that started life under its bonnet remained in residence, but I still emerged utterly nonplussed. What was the fuss all about? Looks aside, why was this heavy, saggy, crude, remote, blunt instrument part of Ferrari iconography? Was it just because it looked cool and went fast? Surely there had to be more to it than that.

But that's all I had to go on. And then a lovely man called Miles Wilkins lent me his pale blue 365 GTC/4 for a day. The GTC/4, you will remember, is the Daytona's sister car, powered by a similar engine but different in many significant ways, all designed to make it an easier, more relaxing and refined form of Ferrari motoring. It was a pure GT, a cruiser, a Ferrari of a genre I've never admired as much as Maranello's more sporting offerings. But I absolutely loved it. And from that day to this (or at least until the day of this test), I have existed convinced that the Daytona and 365 GTC/4 are respectively just about the most over- and under-rated Ferraris ever made.

Even so, a nagging doubt about that Daytona continued to gnaw away at me. How could this lighter, more powerful, better balanced, more tightly focused and sporting Ferrari not be several streets better than one as broadly defined as the GTC/4? Finding out would not just be a question of finding a couple of cars and going for a run up the road. They had to be the right cars. And it had to be the right road.

The right cars were provided by Richard

‘Compared with the Daytona’s uncompromising

Above and right GTC/4 has longer wheelbase, softer suspension and a less powerful version of the Daytona’s 4.4-litre V12 (340bhp plays 352) with sidedraught instead of downdraught Weber carburettors and a lower compression ratio

Bayston’s stunning silver Daytona and a dark blue 365 GTC/4 provided by Rardley Motors. Both cars were in what I think of as perfect condition, which means to say they are not so perfect you are scared to use them. I was assured that both were mechanically standard, fit, well and available on the same day. So that was one big box ticked in my quest. The road was easier to choose because, given the choice, I always head for the wide open spaces of the Snowdonia National Park. So that was box two. Box three was a perfect weather forecast. But there was still one more variable, and it has compromised many a classic car test before this one.

These cars are valuable – we insured the GTC/4 for £280,000, the Daytona for £700,000. The former is for sale, the latter the jewel in the crown of the owner’s three-Ferrari collection. My fear as I drove up through Wales to meet them was that one, the other or both would come with strings attached, in the form of limits to the revs I could use and the miles I could accrue. Would their providers insist on being on-board at all times, and would I be commanded to tackle corners only gently? It would be like cracking open one bottle of Latour and another of Lafite, and being told I could only sniff their contents.

And that, I guess, is where I got luckiest of all. Rardley’s Simon Underwood brought the GTC/4 and handed it over without let or hindrance. Richard, now fully aware of my

set-up, the the GTC/4 sounds like a limousine'

Daytona-sceptic position, was positively insistent I left no stone unturned in my hunt for an answer. All the pieces were in place.

LOOKING AT THEM parked together, I began to think I must have got it wrong – you only had to examine their relative specifications to see that. Though their engines are closely related, they are not the same: the GTC/4 has six sidedraught carburettors compared with the Daytona's more efficient downdraught set-up. It has different cylinder heads, a wet sump and an 8.8:1 compression ratio rather than 9.3:1. Yes, it has a five-speed gearbox, but it's bolted to the back of the engine, not located between the rear wheels like a Daytona's to even-up the weight distribution and improve traction.

The GTC/4 is heavier to the tune of around 150kg and sits on a wheelbase elongated by 100mm. It has power steering, softer suspension with self-levelling at the back and even a pair of rear seats. Compared with the Daytona's uncompromising set-up, it sounds like a limousine.

Inside it's far more spacious than the Daytona, for which you can also read less snug, and while it also has Veglia dials, in both layout and design they are of a far more '70s vogue than those of its sister. It's a pretty interior, characterful and redolent of its era for sure, but the Daytona's, with all its white-on-black dials under one nacelle, big wheel and super-low driving position, is just gorgeous. With every passing minute, this seems an increasingly silly comparison and I feel a touch foolish for suggesting it.

And then I drive the 365 GTC/4, and the situation gets instantly a lot, lot worse.

It's just not very nice. The engine splutters at low revs, pulls inconsistently thereafter and feels out of breath by not much more than 4000rpm, the most I'm prepared to do while the oil is still cold. The power steering feels a little wooden, the suspension full of friction. It feels like I've prodded an arthritic old labrador from its slumbers in front of the fire and a dragged him off for a jog around the park.

But then something I remember from all those years back when I drove Miles's car, coupled with an aside from Simon that the car has not been used much of late, suggests it may be worth persevering with after all. These are old cars and take far longer than their gauges suggest before all their systems are properly up to temperature; and they are Ferraris, and Ferraris are designed to be driven. If this one has not had much air in its lungs of late, perhaps it can be persuaded to clear its throat.

Twenty miles from our base in Betws-y-Coed and with both cars now thoroughly warm, we turn onto the roads we

will be using all day. And with a Daytona now filling my mirror, it is time for the GTC/4 to confirm all I thought I felt about it – or take that illusion and smash it into a million pieces.

Oddly enough it feels better immediately, almost as if it knows what is coming, which is clearly ridiculous. But the quad-cam V12 is already in better voice and, as I ease the speeds up and start injecting some loads into the suspension, so the GTC/4 responds in kind. Within a few minutes a car I'd regarded as a nice old thing but well past its prime is behaving like, well, a Ferrari.

In these days when every supercar engine has either turbochargers or a cubic capacity you'd once only have found in a truck, it's easy to forget that there was a time when the smaller motors of their forebears needed a few revs to 'climb on the cam' as we once put it. And there's no mistaking the moment it happens on the GTC/4: at 4000rpm it's dawdling, by 5000rpm it's flying. How far to go? The rev-counter says 7000rpm, though the equivalent dial in the Daytona, whose engine has the same internals, reckons 7700rpm is OK. But peak power is at 6800rpm, which seems enough to me.

And if you use that guideline, the GTC/4 feels fast. Not a quaint, good-for-an-old-'un fast, but properly quick; quick enough on this road for there never to be a moment when its 340bhp feels inadequate. When you consider that a stock 488 GTB has almost twice as much power, it does make you wonder whether the ability of the engineers to provide power has not now somewhat outstripped geography's ability to provide environments in which it can be safely enjoyed.

Back in the GTC/4, surprises are coming at me by the corner. The brakes are fine for this level of performance and, despite the car being driven for lengthy periods on very demanding roads, never feel likely to fade. The gearbox, even without the trademark dog-leg first of Ferrari's transaxle cars, is the purest of delights: not especially fast but with a superb, oily, mechanical action.

Right
365 GTC/4 was released in 1971 and its interior has a real '70s ambience where the Daytona is more your classic '60s Berlinetta. Still very cool, though

So clearly the chassis has to let it down. Except it doesn't. I knew that with self-levelling rear suspension and those skinny old balloon-walled 215/70-section Michelin XWX tyres it would ride well. It was harder to see how, with soft springs, power steering and lacking the Daytona's even weight distribution, its handling might reach anything like such lofty levels. And yet within a mile I am leaning on it; within a couple more, pushing it genuinely hard. And all I get back is a constant flow of happy messages and supplications to go harder still. And, if it were my car, I'd do precisely that. No, I don't drop the Daytona, but I can tell just from looking in the mirror and seeing how it is addressing the road that this is no stroll for the GTC/4's sleek sister.

In fact Richard is grinning in the way you'd hope a man who's just flung his Daytona across a sizeable chunk of Snowdonia might grin. How can I tell him that the GTC/4 has proven to be at least as wonderful as I had recalled and that his low-slung slice of exotica will now have its work cut out just to match it, let alone justify a price premium that saw us insure it for 2.5 times the value of the 2+2 happily ticking away beside it, panels cooling, point proven without any shadow of a doubt?

There is no acclimatisation period for me and Daytona to get used to each other, no half-hour of gentle lolloping just to warm up and dial in. It is me, it and the mountain road. Get in and go. And it's a rather odd feeling.

Because it is lighter, lower and has unassisted steering, you expect the Daytona to provide a more intimate and involving experience. But it doesn't. There's much to enjoy here, not least one of Ferrari's best interiors and certainly one of its greatest soundtracks but, to be honest, I'm still not getting it. OK, I'm having a stack more fun than I did in that other Daytona a while back, but that could easily be down to the rather more optimal environment. At the far end of the road, I turn around and, partly out of disappointment,

'I ease the speeds up. Within a couple of miles, I'm pushing the GTC/4 genuinely hard'

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** 5.8sec
TOP SPEED 174mph **PRICE NEW** £9582 in 1971 (£142,000 in today's money)
VALUES TODAY £650,000-£750,000

365 GTC/4

ENGINE V12, 4390cc
MAX POWER 340bhp @ 6200rpm
MAX TORQUE 318lb ft @ 4000rpm
TRANSMISSION Five-speed manual, rear-wheel drive **SUSPENSION** Front and rear: double wishbones, coil springs, telescopic dampers (rear self-levelling), anti-roll bar **STEERING** Worm-and-roller, hydraulically power-assisted **BRAKES** Vented discs, 290mm front, 297mm rear
WHEELS 8 x 15in alloy **TYRES** 215/70 R15
WEIGHT 1750kg **POWER TO WEIGHT** 200bhp/ton **0-60MPH** 7.0sec
TOP SPEED 152mph **PRICE NEW** £9814 in 1972 (£133,000 in today's money)
VALUES TODAY £200,000-£280,000

'The Daytona is unable to cast its shadow over the GTC/4 any more'

'Drive the Daytona harder and it starts to pay attention.

partly because I'm not going to dismiss this important part of the Ferrari legend without finding out all I can, I drive back to base as fast as I know is safe for this road.

Which is when something happens that I really only associate with racing cars. Proper competition cars – rather than adapted road cars – hate going slowly, it's not a language they understand and they're never shy about showing their disapproval. But it is only when I am driving the Daytona far harder than I ever expected to that it starts to pay attention. Suddenly the car feels on its toes, beautifully poised. The heavy steering lightens up and you can now trim your line by foot as much as hand. The sharp and snappy gearshift now makes sense and that engine, until now an oasis of wonder in a desert of disappointment, is now once more among likeminded friends. It all comes together on a plane I did not expect to reach, and a level of ability and involvement that puts clear air between it and the GTC/4.

Over the years I'd read a few times that Daytonas get better the faster you go and that they only feel really right when properly extended, but I'd never taken such comments very seriously. Yet here was the proof, a second Daytona experience so incomparably better than the first all those years ago that it barely seems possible they're the same car.

What's odd is that even if you forget the GTC/4, which requires no such commitment to put its best foot forward, even the Berlinetta Boxer that replaced the Daytona is nothing like so hard to enjoy. Nor, I should say, is the 275 GTB that preceded it. The Daytona is a real drivers' car, so if you're not going to really drive it, you'll be far better off leaving it parked. But if you do commit, my goodness what riches await.

So what should we do with this information, now that it has been provided by two Ferraris clearly in the finest of health on roads that leave no room for ambiguity? The first thing I should say is that I was wrong about the Daytona. There were probably reasons for that – not enough time in not the right environment in probably not the right car – but it's clear enough to me that I've been doing the Daytona a disservice over all these years. It is an incredible car, capable of offering a sublime driving experience and fitting entirely my image of how such a car should be. As good as it looks? At least, and probably better even than that.

All it is unable to do is cast its shadow over the 365 GTC/4 any more. After all those decades of obscurity, the time has come for the GTC/4 to emerge blinking into the sunlight and take its place in the pantheon of Ferrari greats. How great? If Ferrari has made a more charming, rewarding 2+2 before or since, I've not driven it. If the Daytona is correctly priced, then this is the bargain of all Ferrari bargains.

Suddenly the car feels on its toes, beautifully poised'

But it's not as good a thing to drive as a Daytona and quite clearly never was. Yet this it counters with all those user-friendly features. If you believe the enjoyment a car provides can be measured by how much fun it is to drive multiplied by the number of times you feel inclined to drive it, then it is an astonishingly tempting proposition – a car in which to blast down to the Alps just so you can play in the mountains.

I'll put it this way: if you drive the Daytona the way it wants to be driven, it will provide one of the greatest experiences of any Ferrari road car from any era. But it's a car that requires learning and acceptance that *its* way is the only way. The 365 GTC/4 makes no such demands: the fruits it offers may ultimately not be quite so delicious as the Daytona's, but they're still pretty tasty, a damn sight easier to get at and come with less risk of you falling out of the tree.

Were you to assemble and curate a collection of outstanding Ferrari street machines, the Daytona might well be the standout car, and I know Richard feels that way about his. By contrast, the GTC/4 would not even make the shortlist. But, money aside, if you could have only one car to do everything you ever wanted a V12 Ferrari road car to do, I'd take the understated and still under-rated 2+2. I feared this test might make me think less of the 365 GTC/4, yet after a day on the road with what I must now acknowledge is the quite incredible Daytona, I actually want one even more.

Above and opposite
You really have to *drive* the Daytona to get the best from it, but when you do its chassis is every bit as impressive as that magnificent 352bhp 'Colombo' V12

Thanks to Richard Bayston for bringing his Daytona along and to Dr Ian Levy for the loan of his GTC/4 which is currently for sale through Rardley Motors (01428 606616)

CLOSE ENCOUNTERS OF THE DAYTONA KIND

DAVID VIVIAN RECALLS TWO ENCOUNTERS WITH DAYTONAS – INCLUDING ONE WITH OUR COVER CAR

I DON'T KNOW exactly when it happened, but it must have been 1970 and I would have been 13 or 14. I don't know exactly where it happened. Possibly the Egham by-pass. Dusk.

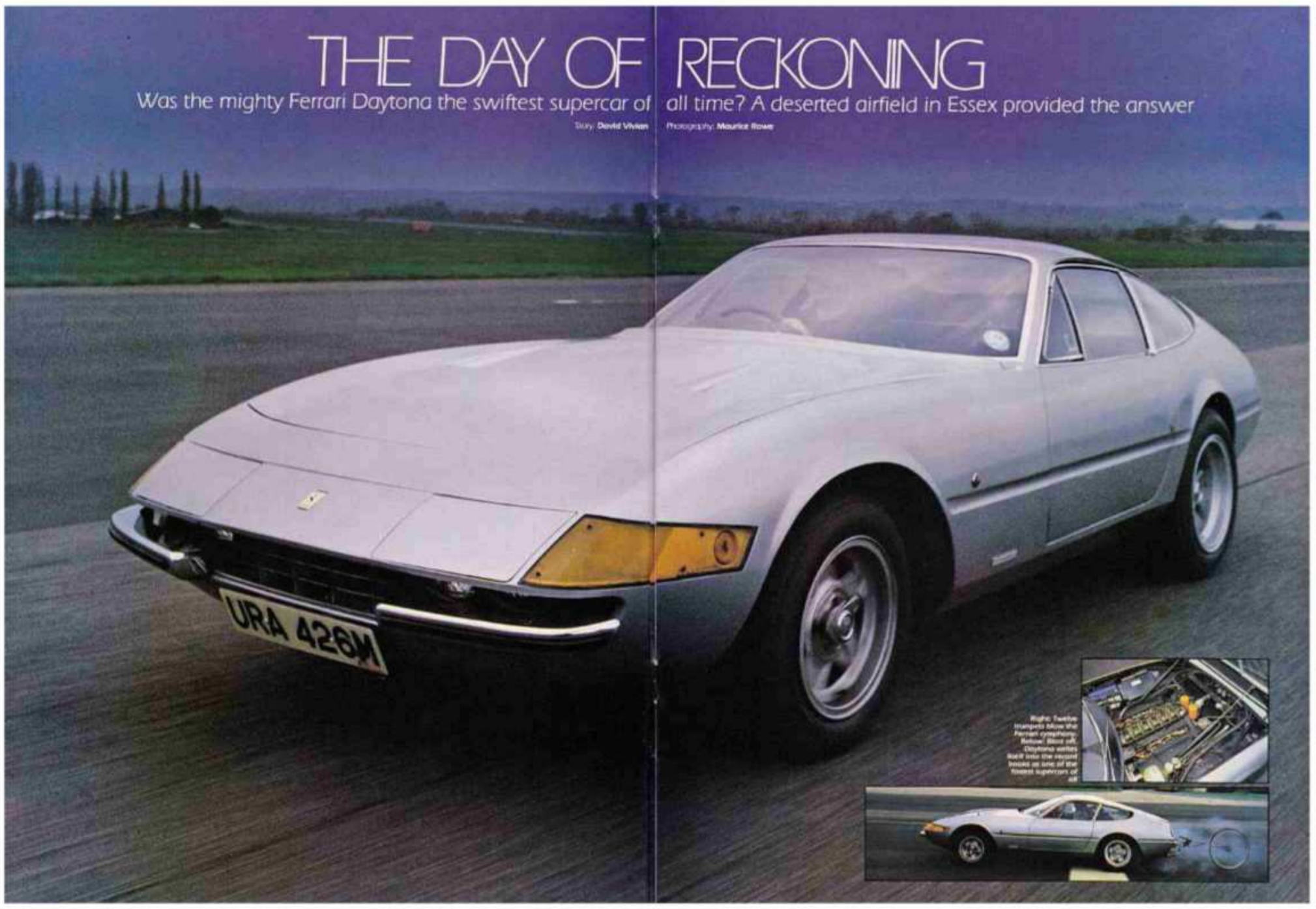
We were travelling home from holiday in the family MG 1300 Mk2, my view of the outside, as ever, accessed from the back seat. Dad was an enthusiastic driver more accustomed to overtaking than being overtaken, the little MG saloon's 70bhp, 1275cc engine a willing and surprisingly effective accomplice. We weren't dawdling. Far from it.

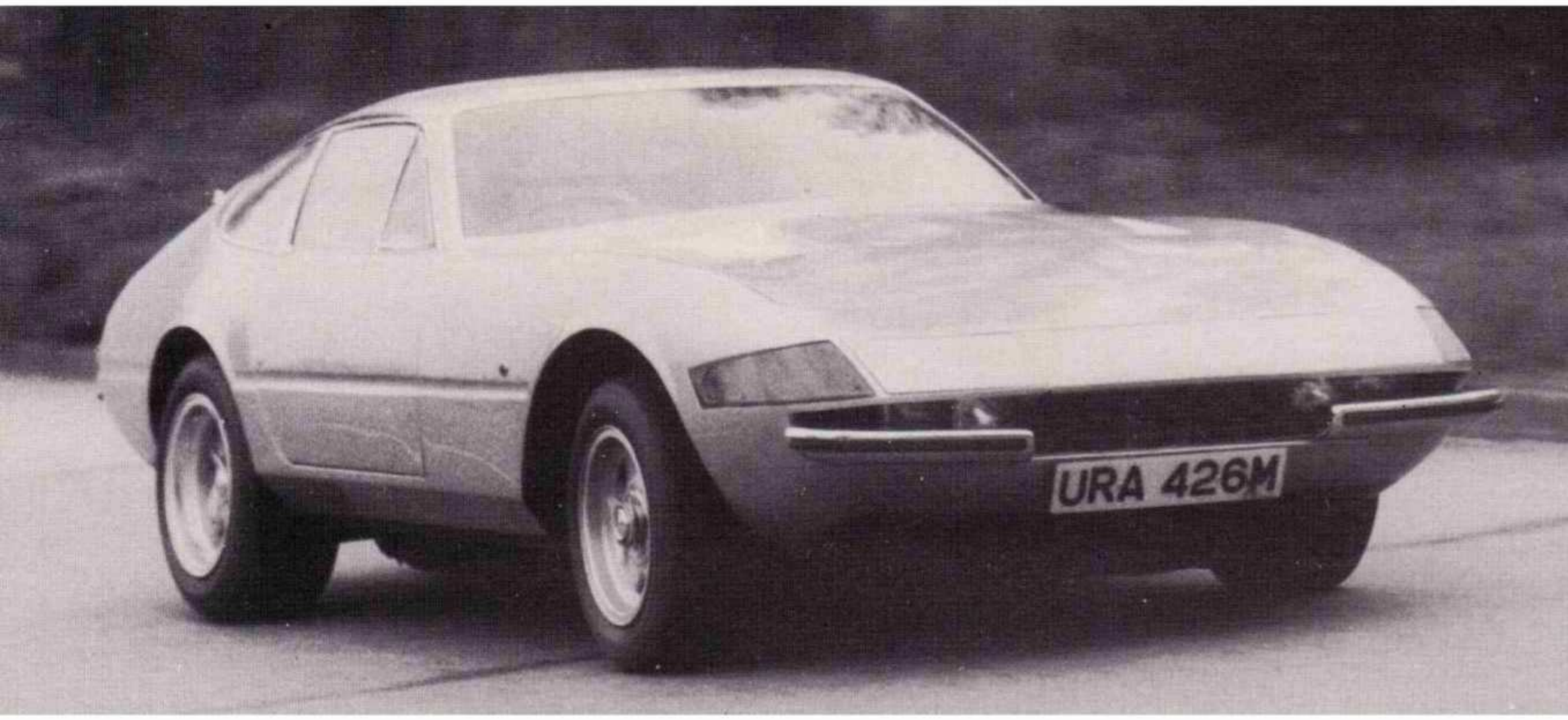
Five seconds is all it took. A peripheral presence to my right, as sudden and shocking as a jump-cut in a horror flick, rapidly acquiring mass and noise – a wonderful noise beyond my teenage powers of description. Then, through the windscreen, four circular tail lights flaring in the murk as the driver braked into the gap ahead, 12 perfectly orchestrated cylinders sighing to repose after their trivial exertion. It was beautiful, almost an honour – like being playfully tagged on the chin by a dancing Muhammad Ali mid-poem. No commentary was needed, just the whispered uttering of one word. One word that probably determined the course of my life. Daytona.

There and then I decided that one day I would drive a Ferrari Daytona, aka 365 GTB/4. It would be a life goal. I didn't know how or when (presumably once I'd acquired a driving licence) but such was the optimism of youth, I imagined that the accumulation of considerable wealth would do the trick. That didn't happen. Which means, hand on heart, the reason I became a motoring journalist at a tender age was with the

Below
In 1985, road tester David Vivian drove the very Daytona featured in these pages for an article in *Motor* magazine. It was every bit as impressive then as it is today

'The reason I became a motoring journalist was the hope that, sooner or later, I would get behind the wheel of a Daytona'





'The big car was a bit of a pain at a canter. It was only above 100mph that it all became clear'

hope in my heart that, sooner or later, I would get behind the wheel of the impossibly good-looking Ferrari that overtook a fast-moving, dark brown MG saloon so stylishly all those years ago.

On an otherwise depressingly gloomy day at North Weald aerodrome, Essex, in 1985, it happened. By then I'd driven faster supercars and, in truth, Lamborghini's Countach QV – a car I'd pitted against a handful of rivals over a standing kilometre in a 'world's fastest supercar' showdown, coincidentally held at North Weald – had firmly established itself as my favourite, even though it lost to a ludicrously boost-tweaked 911 Turbo. Still hurts.

They say never meet your heroes, they'll disappoint you. Not this one. No, the Daytona wasn't as ferociously fast as the Countach. It didn't matter. Nor did I care that the steering was ridiculously heavy at low speed, a trait not even mitigated by the surprisingly huge steering wheel. To be honest, the big car was a bit of a pain at a canter, feeling cumbersome and clumsy, if easy enough to conduct.

But thankfully there was plenty of space at North Weald for the Daytona to stretch and breathe and it was only above 100mph that it all became clear. Everything – the chassis, the engine's vast powerband, the gearing – was biased for effortless, athletic, autobahn-dissolving speed, all the way up to that remarkable 175mph top speed.

previously static horizon seems to move perceptibly closer.

The fifth wheel clamps firmly to the rear bumper. Now we're asking more of the Daytona, seeking just a couple of maximum effort runs that will put the last great front-engined Ferrari in the record books as the swiftest supercar of all time. With Vernon happy to hit the buttons I dump the clutch at 3,000 revs. It's enough. With the weight of the gearbox over the rear wheels, traction is formidable. We snake off the line in a haze of tyre smoke but with my foot buried in the carpet and the bellowing engine hauling hard at around 7,000 revs. The big tachometer needle rapidly climbs to 7,700, as the wheels catch up and I grab second at 60 mph dead, 5.3 sec into the run. Now we're heading down the runway in a big rush. The neck-hugging surge just won't let up and we sweep past the legal limit in a remarkable 6.7 sec. Second gear runs out at a scintillating 86 mph, third at 116 mph and still the Daytona is charging like a runaway express. Into fourth, and the engine note deepens further. You can sense it: the mighty Ferrari is actually trying harder, reaching into those legendary reserves that, given enough road, will take it on to 170 mph and then some. If only we had the road. Even as we streak past the kilometre marker at close on 140 mph there's so much more to come.

The brakes, huge ventilated discs all round, are as good as they need to be, though Vernon says they're not up to serious circuit work. We do half a dozen more runs and, each time, they haul the 1,700 kg (33.5 cwt) Ferrari down from twice the legal limit without fade or protest. The best run is little short of sensational, with 60 mph coming up in 5.1 sec, 100 mph in 12.1 sec and the North Weald benchmark, the standing kilometre, in 24.6 sec — just 0.3 sec worse than the 50 bhp more powerful Lamborghini had managed over the same ground (but only one-ups) twelve months earlier, though significantly adrift of the remarkably rapid and all-conquering Porsche. It would only be a matter of time, though, before the German turbo was hauled in and transformed into an image of shrinking status in the rear view mirror.

We're happy to leave, at last having recorded some meaningful figures for the Daytona. Vernon is happy that his is a good one. But the exercise isn't over. We have to try the Daytona on the road.

Heading out of the North Weald toward Theydon Bois, it's soon clear that, apart from its impossibly heavy unassisted steering at parking speeds, the Daytona is an easy car to drive. Both clutch and gearchange are heavy but positive and visibility, while not good, is a great deal better than anything mid-engined — supercar or not. Pick up the pace and the news is better still, the helm gaining feel and precision all the time, the chassis' responses becoming crisper and more lucid. The roads open up, beckoning faster entry speeds. Yet the Ferrari exudes an easy confidence which rubs off on the driver. There's understeer to be sure, but it's kept on a tight reign and, in extremis, neutralised altogether. The dominating impression, however, is of grip and traction. This s/b of mid-engined chassis technology, you'd be hard pushed to find a faster-cornering road car. But if the ground-covering capability is awesome, it is enhanced by a supple ride.

You could go a long way in a Daytona. We're glad we had the chance to travel just a few miles.

ACCELERATION

FROM REST	Ferrari	Lamborghini	Aston	Porsche
mph	sec	sec	sec	sec
0-30	2.3	2.3	2.3	2.2
0-40	3.0	2.9	3.0	2.7
0-50	3.6	3.6	4.3	3.7
0-60	5.3	4.8	5.2	5.3
0-70	6.5	6.0	6.5	6.4
0-80	8.3	7.5	8.1	7.6
0-90	9.9	9.3	9.9	10.2
0-100	12.4	11.3	11.9	12.3
0-110	15.0	13.8	14.5	15.0
0-120	19.5	17.6	19.2	19.1
sec ¼ mile	13.7	13.2	13.4	13.4
mph*	24.7	24.0	24.7	–

*Timed over four figures

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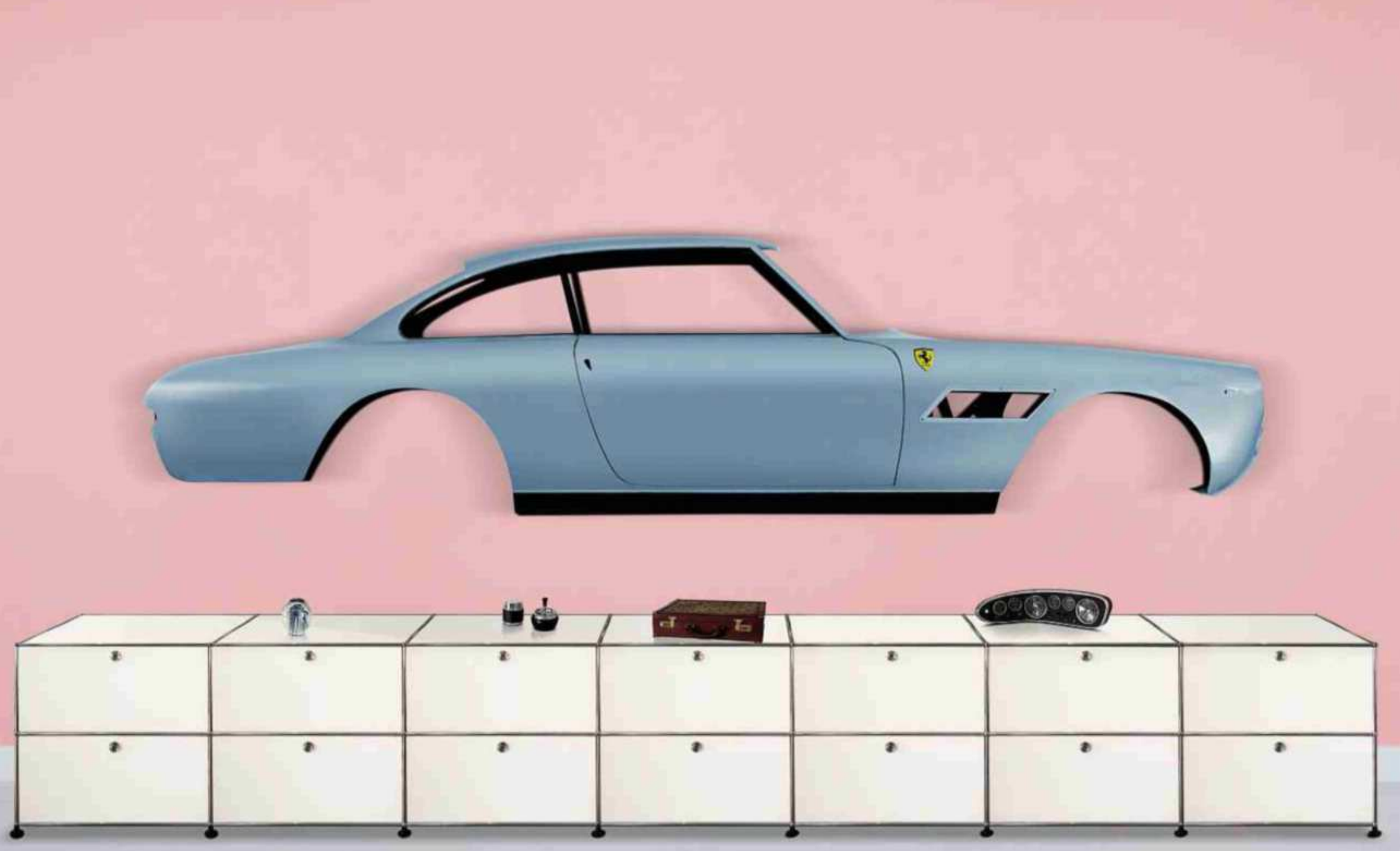

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Coming home

WORDS BEN BARRY | **PHOTOGRAPHY** MALCOLM GRIFFITHS

Increasing numbers of classic Ferraris are returning to Maranello for restoration and certification by the experts at Ferrari Classiche. We take a guided tour

From the top, and opposite
Ex-Bandini and Surtees 512 F1 car, visiting Classiche for certification; head of department 'Gigi' Barp chats to Ben Barry; recently restored 250 GT Lusso. Opposite: 250 GTE has a wonderful story attached – son of early owner tracked it down many years later and commissioned a full restoration

Looking like a dream garage made pinch-yourself reality, Classiche is Ferrari's in-house restoration division. A yellow 250 LM instantly catches our attention in the showroom-like workspace, a perfect example of the mid-engined racer that scored Ferrari's last Le Mans win in 1965. Tucked to one side, Piero Ferrari's Testarossa awaits attention. All around sit neatly arranged new parts and tools, or old engines stripped down, their blackened valves standing to attention on a workbench, throttle bodies topped with metal gauze and arranged like microphones waiting for backing singers.

At the back of the workshops, distinctive silhouettes lie hidden beneath red car covers; the tightly stretched material reduces the gorgeous curves of a Dino and the long, sharkish bonnet of a 250 GT SWB to their essential essence, aping the fast pencil strokes of an expert designer. We lift one corner of a car cover, flashing the metal of a dust-covered Rosso Chiaro Daytona. One of only 15 Daytonas with the Scaglietti aluminium body, this is the only road car, a special-order for Luciano Conti, owner of *Autosprint* magazine and friend of Enzo Ferrari. It fetched €1.8m at auction last year in 'barn find' condition, and will undergo a 'soft restoration' to make it useable while preserving some of the patina.

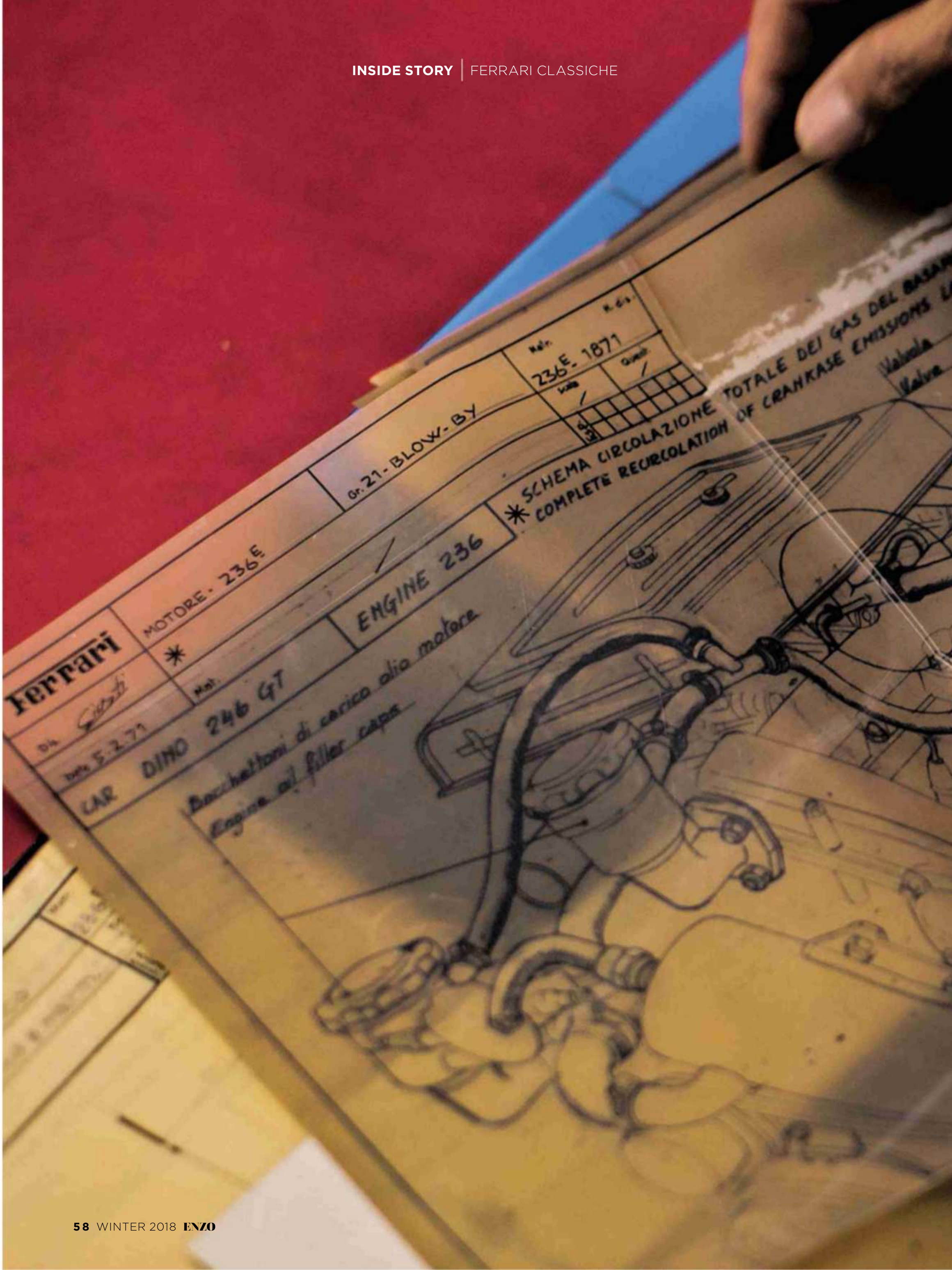
In isolation, any of these cars – or indeed components – would stop you in your tracks; surrounded by them, it's hard to know where to start. Thankfully, today we're being treated to a guided tour by Luigino 'Gigi' Barp, head of the department.

Classiche was founded 11 years ago by Luca di Montezemolo in response to customer requests and booming classic car values. Gigi has been in charge for almost five years, and has worked at Ferrari since 1987 with stints as a test engineer, in the Maserati aftersales department, and even opening Ferrari's technical service department in China, way back in 2003 when car sales in the region were tiny. The business is growing fast. 'When I joined, Classiche employed 12 people and restored 14 cars a year,' he explains. 'Now we have 23 people restoring around 85 cars a year, 10-20 per cent of which are complete restorations.'

With a rolling 20-year cut-off date, the youngest Ferraris eligible for the Classiche treatment now include the 355, 456 and F50. But the vast majority of cars we see during our visit are pre-1980s, and most were produced in the 1950s and '60s.

'We have 23 people restoring around 85 cars a year, 10-20 per cent of which are complete restorations' – Luigino 'Gigi' Barp


250 GTO


Ferrari
MOTORE: 236 E
DINO 246 GT
ENGINE 236
Gr. 21 - BLOW-BY
SCHEMA CIRCOLAZIONE TOTALE DEI GAS DEL BASA
COMPLETE RECIRCOLATION OF CRANKASE EMISSIONS
Valvola
Valve

'Each car's certification book must be stamped every 24 months to retain factory-approved status'

Gigi talks me round the cars as employees bustle quietly back and forth. A gorgeous white 250 GTE is hoisted on ramps as two technicians work away beneath it. 'This is one of the most beautiful stories,' says Barp. 'The Spanish owner remembers when this car belonged to his father. He tracked it down again when he was older, but it was painted blue and in need of a complete restoration. We re-painted it in the original white, overhauled the engine, spent six or seven months returning it to how it was when he was a boy. Now the owner comes back to us with his wife and son, remaking the original story.'

All of the restoration work is carried out in-house, save for bodywork which is out-sourced to trusted experts – one for more modern bodywork, such as the two crashed F50s that Classiche has repaired; one for more traditional techniques including the hand-forming of aluminium panels. But all carried out within 50km of Maranello.

Ferrari's incredible archive is fundamental to Classiche. At the back of a meeting room overlooking the workshops, lever-arch files are organised in chronological order. Gigi plucks one randomly from the shelf; it contains detailed build information of every Ferrari from number 2301 to 2399. The care and foresight taken to painstakingly document every Ferrari ever produced is breathtaking, with handwritten notes that'd make a calligrapher double-take. 'Some of it has been written by people I've worked with in the past,' notes Gigi with a smile.

Classiche restores most Ferraris back to their original specification – we'll come to the caveats later – so the build sheets provide invaluable information, from the factory colour to special gear ratios, even the fact the leaf springs were chromed on the US-spec 340 America nearing completion in the workshops.

Other documents detail race results, dyno tests, oil consumption at 5000rpm for one hour, and maintenance of each race engine – a book labelled '1958' contains data on a Colombo Type 128 engine from a 250 TR that competed at the 12 hours of Sebring and at Le Mans. Technical drawings also prove invaluable; Gigi shows us the blueprints of a Dino engine, illustrating the materials used, the dimensions, even the Ansa engine manifold, everything required to remake an entire engine from scratch should that prove necessary. And sometimes they really do need to start from scratch.

We pore over the first car ever to wear the Ferrari badge, the 1947 125 S. Its 1.5-litre V12 had survived along with the chassis, but the body had to be recreated from period drawings and photographs. The Stabilimenti Farina Special Cabriolet is equally unique. Chopped into a 166 Touring barchetta replica in the 1970s, none of the original bodywork existed when Classiche took delivery of the chassis. It's since been

reconstructed from scratch, using original brightwork, photos and original drawings as guidance to form the new bodyshell. Now it's returned to the same specification that visitors to the 1950 Paris motor show once swooned over.

There are also entirely new engine blocks awaiting assembly, built from the original blueprints and stamped with a new engine number. Such practices aren't without controversy: with originality so prized, it's understandable that some enthusiasts favour rebuilding a replacement engine from the period if the original has been lost, rather than having the factory cast something new. Gigi does, however, draw the line at full recreations like the recent Jaguar E-type Lightweight and Aston Martin DB4 GT. 'The original chassis must still exist,' he says firmly.

Certification is a cornerstone of the Classiche business. This is the documentation that confirms a Ferrari is original. There are 66 certification centres worldwide, and some cars can be certified at the closest centre to the owner: a 355 might cost €2k to certify, explains Gigi, and the work might be carried out entirely in, say, Germany. 'But this,' he says, pointing to the yellow 250 LM, 'is more complicated.' The process might start with the local centre examining the car and sending detailed pictures to Maranello to ensure the basics are correct, including engine and chassis numbers. From there, it would be transported to Maranello for a full inspection. Checked again for authenticity, originality, safety and even metallurgy, the process could take up to a week. This price isn't disclosed.

A red certificate confirms that a Ferrari conforms to its original specification, but a white certificate is also available in special circumstances. This verifies that the car is faithful to a period specification, albeit altered since it first left the factory. The 'Breadvan' commissioned by Count Volpi and modified from an original 250 GT SWB for Le Mans is a case in point. Similarly, a car currently being rebuilt at Classiche also gets a white certification book. Originally a 330 P2, its biggest success came in modified 275 P2 trim, when Vaccarella and Bandini took top honours at the 1965 Targa Florio, but the car's owner has commissioned a restoration to 365 P specification, the final evolution made by Ferrari to meet 1966 regulations. So white it is.

Certification represents typically shrewd business by Ferrari; if you own a multi-million-pound exotic, why not pay a few thousand more to have its authenticity rubber-stamped and – quite possibly – its full value realised?

Left and below
Blue car is a 250 'Tour de France' with early coachwork by Pinin Farina; 340 America (below) was red when it arrived at Classiche; now restored to its correct original black with white roof – and with correctly chromed leaf springs

Certification also encourages owners to favour Classiche over other restorers. The revenue stream doesn't end there, because each car's certification book must also be stamped every 24 months to retain factory-approved status. An up-to-date book is essential to receive invites to special Ferrari events too, such as the Classic Cavalcade.

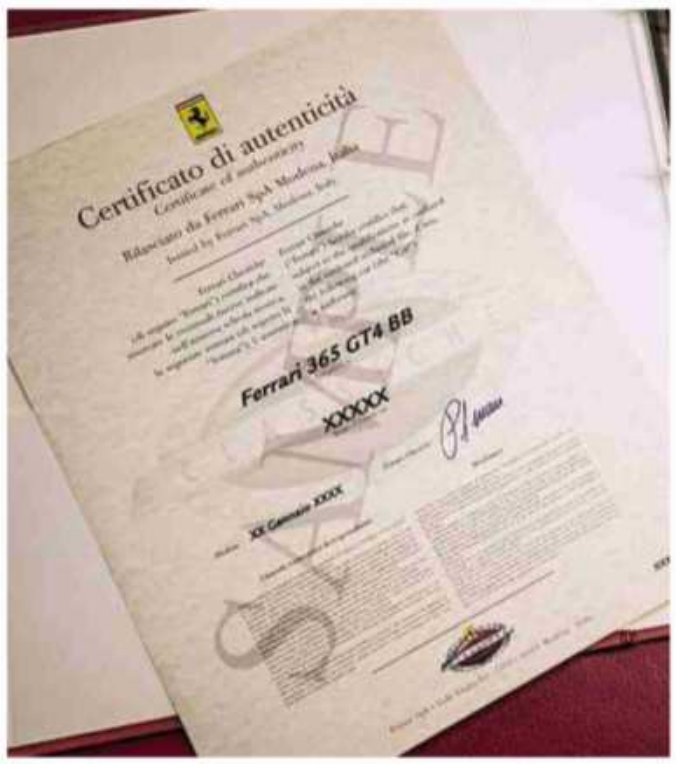
This will undoubtedly rub some people up the wrong way, but it's all helped the business grow rapidly, and untapped potential remains abundant: currently there are 81,000 Ferraris aged 20 years or older, of which 14,000 are known to Ferrari and around 6000 already certified.

As technology develops, so Classiche can tackle ever more ambitious projects. Gigi points to an immaculate 750 Monza bodyshell raised on a trolley, like a patient wheeled into a hospital ward. 'It was full of rust and oxidation, some of the aluminium was 0.3mm thick, some 0.2mm thick, some 0.0mm thick!' he quips. 'We used a technique called "flame spray" for the first time with this car.' Normally reserved for applications such as coating aeroplane turbine blades, 'flame spray' coats aluminium onto the body using an acetylene torch to fill in corrosion-ravaged metal. The result is flawlessly consistent, despite the car's challenging condition not too long ago.

Then there's the 212 sports car that had languished in the Texas desert for years, engine nearby but broken, original gearbox replaced by a Buick item, chassis cut to accommodate the modified powertrain, and original bodywork replaced by glassfibre.

Ferrari's US Classiche division performed the first inspections and relayed detailed pictures to Italy, confirming that the 212 had finished second at Le Mans and was one of only one or two chassis to be finished with that body. But it was in such a poor state that it was repatriated to Maranello in boxes. Gigi says the engine is now 80 per cent complete, the body 70 per cent, and it'll have had at least 3000 hours lavished on it by its scheduled completion in March next year. Watch out for its debut at Pebble Beach 2019, and expect Classiche's business to grow still further when it does. E

Above and below
Ferrari can build entire new engines from scratch, but some purists prefer an engine from the period, even if the numbers don't match. Gigi shows Barry some original build sheets, and, below left, a sample Classiche certificate



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FERRARIS FOR FOUR

WORDS JOHN BARKER | **PHOTOGRAPHY** ALEX TAPLEY

Magnificent V12 engines, enough room inside to take the family, and at the more affordable end of Ferrari ownership... We sample 456 GT and 612 Scaglietti

Above and right
Clear family likeness between 612 (on the left) and 456, the car it replaced in 2004. Interior of 612 (right) is very much of the modern Ferrari era, which makes the rare manual gearshift a real anachronism (if a very enjoyable one)

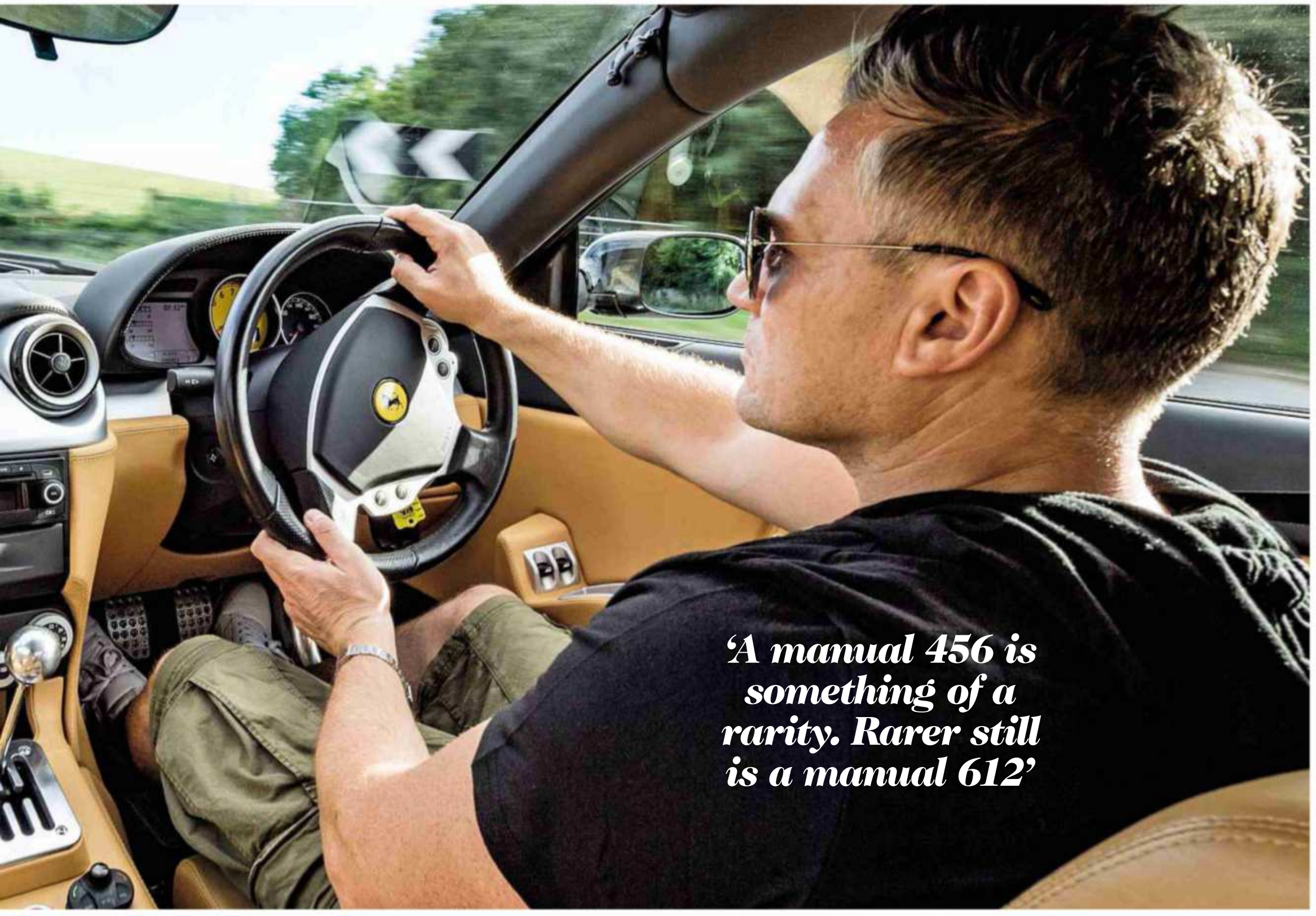
Just the thought of owning a V12 Ferrari feels indulgent. Realising the ambition tends to depend on being well-heeled – or being prepared to take a sizeable gamble on a running restoration, where the cars gets fixed as it goes wrong. But there are a couple of ways of having a useable and reliable V12 in your life for a reasonable sum. Sure, they're four-seaters rather than cosy berlinettas or breezy spiders, but then, being able to take the family along might well be the clincher.

They are the 456 GT and 612 Scaglietti. The older and arguably more handsome of the pair is the 456. Launched in 1993, it was the first all-new car of the Montezemelo era and was a valuable donor to the brilliant 550 Maranello in terms of both components and learning. While no family-sized 550, it proved appealingly more dynamic than the long-lived, crisp-edged 365/400 series model it replaced.

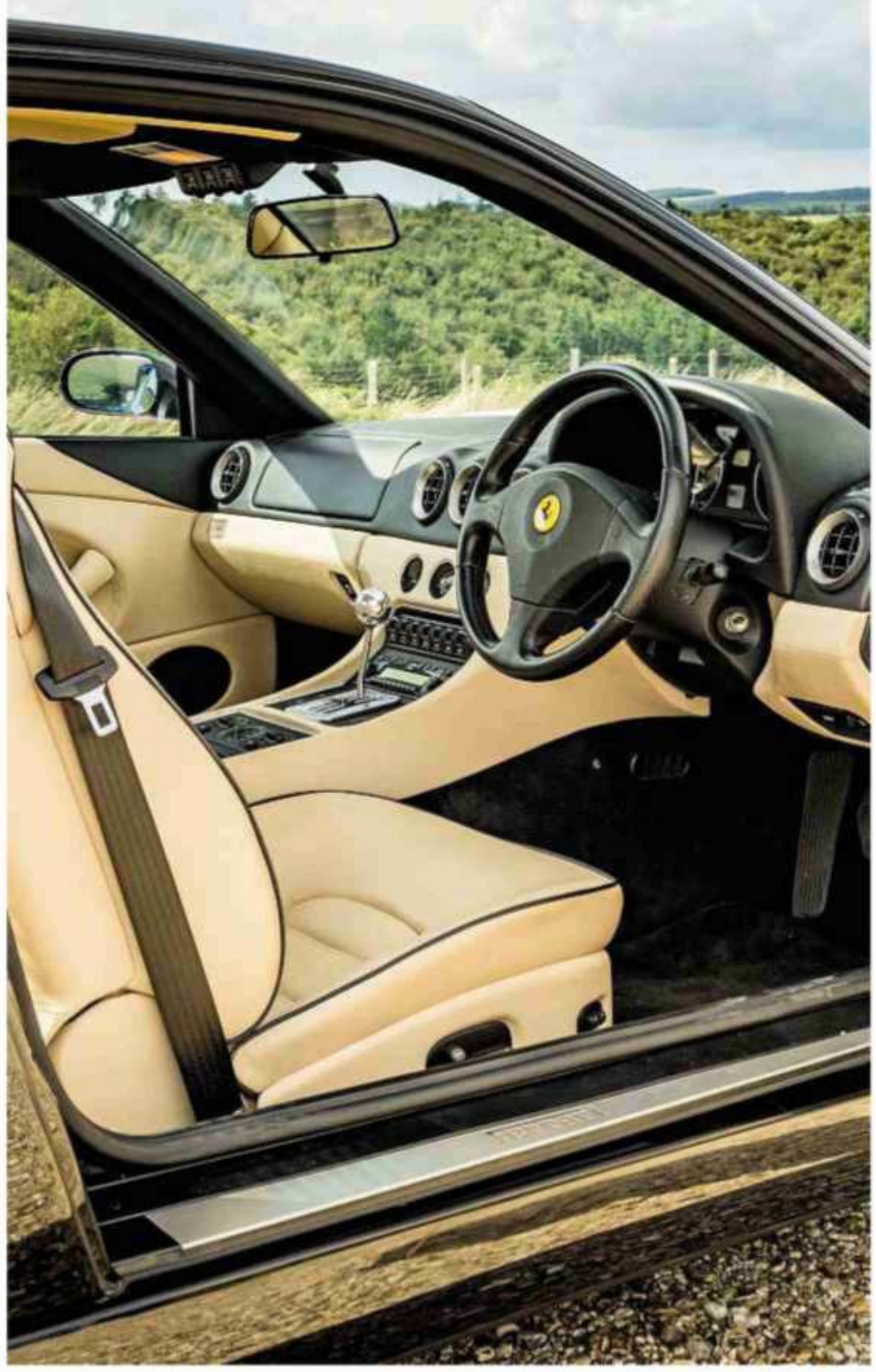
The 456's all-new 5.5-litre V12 developed 436bhp and, with carefully tuned aerodynamics including an active front spoiler, the 456 would push on to an impressive 186mph, allowing it to claim the title of the world's fastest four-seater GT. What's more interesting is that, while most of the 400 generation cars were slush-pumping autos, the 456 was initially available only as a manual; it wasn't until 1996 that a four-speed auto was offered.

Our example is a 456M and is one of the very last, registered in 2003. Not a great deal changed when the M version was introduced in 1998: the interior was re-worked, the active spoiler was replaced. It was Modificato *pianissimo*. The engine was unchanged but by this time the auto-equipped GTA version was much more popular, making our car, a six-speed manual, something of a rarity.

Rarer still is the manual 612 Scaglietti. By the time the 612 replaced the 456 in 2004, Ferrari was enthusiastically rolling out its 'F1' gearbox, its two-



'A manual 456 is something of a rarity. Rarer still is a manual 612'



Below and right
5.5-litre V12 was brand new for the 456 in 1993 and little changed for the 456M version (as featured here) which came along in 1998. Peak power was 436bhp at 6250rpm. Rear seats better suited to children than adults, but then Ferrari only ever described it as a 2+2

'The 456 flows. In corners and curves it feels connected, responsive to both steering and throttle'

pedal, automated manual. Of the 3025 612s built over six years, only 199 were fitted with the manual. Frankly, I'm surprised it's that many. Not because it's a poor shift – quite the contrary – but because sitting on a raised plinth on the centre console it looks very much like an afterthought or an aftermarket conversion. It's as if management had a change of heart at the last minute.

The 612 was a new-era car. While the 456 was traditionally built with an aluminium body over a tubular steel chassis, the 612 was Ferrari's second all-aluminium production car venture with Alcoa, the first being the 360 Modena. It's much bigger than the 456, partly to better accommodate four people but also to give the weight distribution that Ferrari's engineers had deemed optimum for dynamics. Although the V12 was up front, they wanted the masses distributed as in a mid-engined car, which goes some way to explaining the long nose and wheelbase.

Given its construction, at 1875kg the 612 was perhaps heavier than expected (the 456 was 1690kg, or 1770kg with the auto) but buried deep in its nose was a new, much more potent 5.7-litre V12, first seen in the 575M Maranello and churning out a lusty 533bhp. In the game of 'guess what the numbers mean', the 456 can be traditionally deciphered, the number being the individual cylinder capacity of its V12. And the 612? Well, it's not 612cc per cylinder or even a 6-litre V12. It's just a good number, and the 5748cc V12 powers the 612 to another good number: 199mph, according to Ferrari's claims. Meanwhile, the 612's weight distribution gave superb traction that helped the big four-seater to sprint to 60mph in just 4.3sec, almost a whole second faster than the 456.

At the time of the 612's launch, I felt the ungainly styling was a high price to pay for the dynamic benefits and more generous, family-sized accommodation. Yet here I am, over a decade later, tailing the briskly driven 612 into and through a sunlit roundabout thinking: 'You know, that looks pretty darned good!' I reckon it helps that it's in black (a colour the press office would have avoided) and wearing five-spoke split-rim alloys, but maybe time has mellowed it, too.

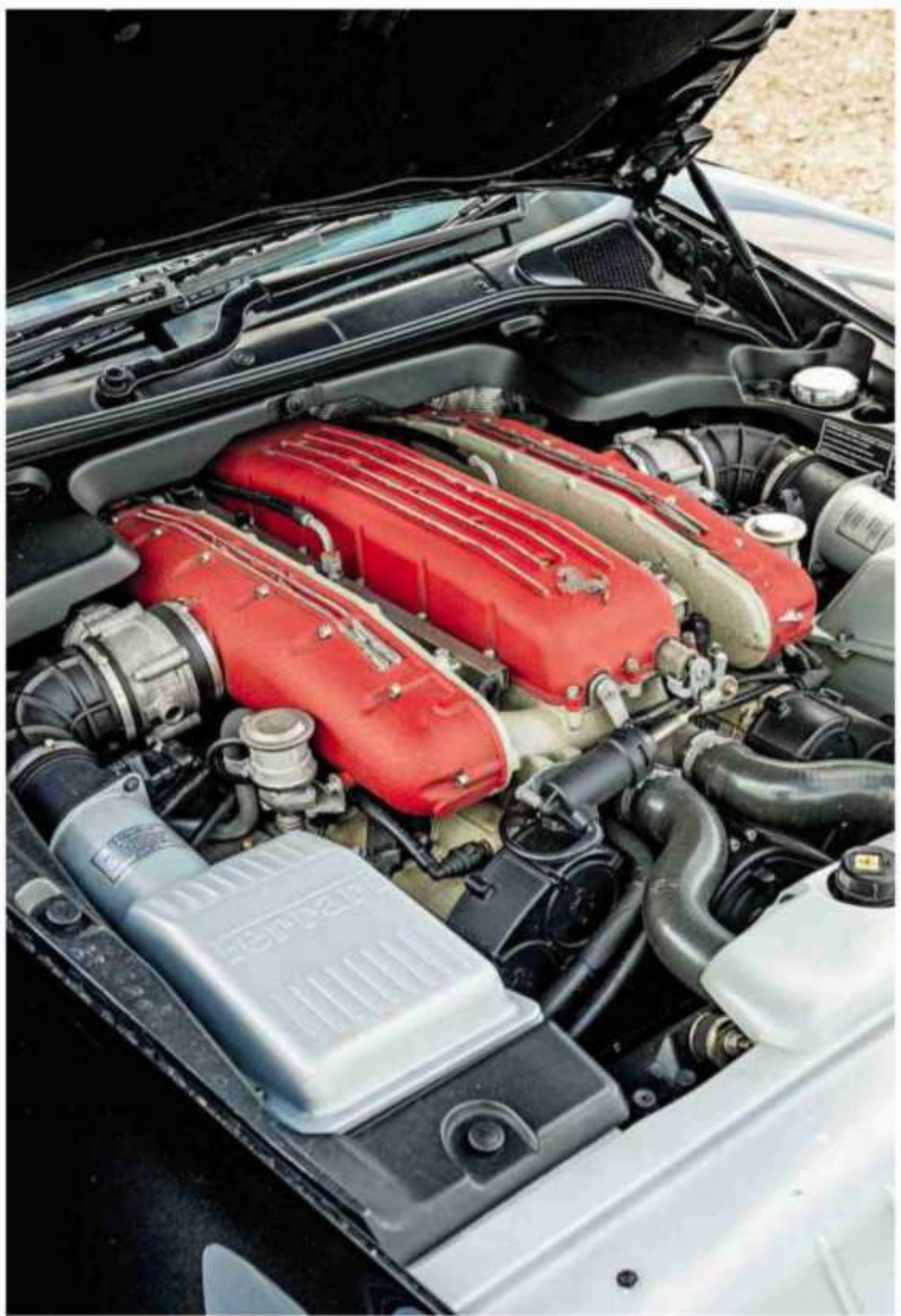
Adding to this 612's appeal, it's one of just 23 UK manuals. Three pedals and a ball on a stick sounds charmingly retro in these days of all-singing dual-clutch transmissions that offer the convenience of an auto and the connectedness of a manual. (Mind you, the imperfect F1 auto with its computer-managed single-plate clutch sounds rather quaint, too.) But the truth is that if you want to enjoy an engine, any engine, want to really control it and understand its character, and really connect with the car, too, a manual is the only way. The fact that we're talking about Ferrari V12s only makes the reason to want that connection even greater.

It's been a long time since I've driven a 456. I'm no taller than I was back then, still 5ft 8in (although, ahem, maybe a bit bigger around the waist), but from the wheel it feels smaller than expected. The footwell feels tight, and while the seat adjusts electrically for cushion height and rake, backrest angle and lumbar inflation, fundamentally it feels like a small seat, short under my thighs. I can still get a good driving position, though, helped by the adjustable steering column.

The scuttle is low, giving a generous, clear view out, and the instrument markings have a marvellous old-fashioned look that suggests


MX03 WCL


MX03 WCL



From far left
612 Scaglietti's 5.7-litre V12 was a development of the one that had first appeared in the 575M Maranello a couple of years earlier and tuned to make even more power: 533bhp at a heady 7250rpm. Rear accommodation more generous than in 456: 612 is a genuine four-seater

'The 612 Scaglietti is properly quick, a fast, powerful car even by current standards'

they might have been painted by a steady-handed artisan. The numbers are properly modern, though, the tachometer going all the way to 10 and the speedo to 220mph.

Twist the key and the 456's V12 fires up undramatically, quickly settling into a light-noted, quietly complex, smooth idle. Slot the lever into top left of the open metal gate, ease the clutch back up – its action is moderately weighty but easily modulated – and the 456 glides away on tickover. Second gear is a bit tight initially – proper Ferrari! – but you quickly get the measure of the efforts and the throws and can set about finessing those shifts.

The V12 makes little more than a murmur at a cruise, but it's surprisingly tactile through the throttle pedal, which zizzes under your right foot. It's a remarkably tractable engine; top gives just shy of 30mph per 1000rpm yet the V12 picks up instantly and with gusto from idle, so you don't need to change gear often.

But you do, because having fine control of the instrument that is the V12 is so very rewarding. The seamless second-gear heel-and-toe downshift is the ultimate challenge; feeling the resistance at the lever soften in your palm as the revs match up, and blending the clutch back in without a bump. Every shift offers reward, a chance to do a job well, and an opportunity to enjoy the delivery of the engine, too, to feel it climb the changing gradient of its torque curve and hear its note reflect this.

It's a quick car, the 456, one that enjoys revs, and its spirit will encourage you to explore the handling. It feels soft initially, the steering slow to respond, but once committed to a turn there's some magic; a poise and balance that's natural and exploitable. The 456 flows. In corners and curves it feels connected, responsive to both steering and throttle, and lighter on its feet than you expect. By current standards it has small wheels (17in diameter) with tall tyres, so you'd expect a smooth ride, but while it's good in large movements, in detail it's jiggly. This is at odds with my recollection and that of Rardley Motors, who sold this car to its current owner some years ago; the very old tyres it's wearing are the suspected culprit here.

It's not a full four-seater, certainly not a place for four adults. Slot yourself past the front seat and the bucket that awaits you proves small, with limited knee-room – and that's me, of average height, sitting behind the driver's seat adjusted for another me. There's not enough headroom either, though to be fair it was described as a 2+2, and if your +2 was a pair of small children, it would be fine.

The 612 is a much longer car, in overall length and wheelbase. It's built to a deceptive scale, appearing smaller on its own, disguising how roomy it is inside. Comparing the two, the 612's cockpit is much bigger. Swing open the long door, flip the seat forward, wait for it to motor forward, then climb in and make yourself comfy. And you can. For me, there's plenty of head- and knee-room and the seat is well shaped, the forward view good, the ambience light and airy. It feels as though four grown-ups could travel hundreds of miles in comfort. It would help if they travelled light, though; the boots of both the 612 and the 456 are just big enough rather than generous, offering space for a few squashy bags or a set of golf clubs.

The open gearshift sitting on its plinth might look like an add-on, but within a couple of miles it's apparent that its action is more polished than the 456's, as though a few more burrs have been filed off the tines of the gate.

In fact, the further you driver it, the more you appreciate what a complete joy it is to use. It's almost as if the manual gearbox engineers, seeing that this might be one of their last projects, decided to do a stellar job, to make a point, regardless of the fact that very few customers were likely to go manual and appreciate their efforts. With the F1 'box being the thing of the moment, back in the day we in the press wouldn't have seen a manual. Which is a shame, because it is quite wonderful.

Despite being a bigger, heavier car, the 612 doesn't feel it; as with the 456, it will lunge forward effortlessly from tickover in a high gear, the difference being that the urge gets stronger more quickly. The 612 is properly quick, a fast, powerful car even by current standards. Again as with the 456, it's not a vocal engine, the V12's voice more whirr than growl, but there's a lot more horsepower and torque to play with and to exploit with the manual gearbox, including a thrilling 8000rpm top-end that's there for when you're on your own.

Adding to its Grand Tourer credentials, the ride of the 612 is wonderfully supple right from the off. It deals with coarse surfaces calmly and quietly, and rides B-road swells and dips every bit as well as you'd hope a long-wheelbase GT would. The steering takes a little getting used to, being faster-geared than the 456's but a little less positive about the straight-ahead, which means that the newer car demands a little more attention.

Its handling is wonderfully exploitable, though. It manages to be more settled than the 456 yet more agile and biddable, too. The way it will snick in and out of roundabouts, poised and with the option of mild rear slip and easy throttle-adjustment of line justifies Ferrari's pursuit of that dynamic balance.

'Both are dominated by their V12 engines... their chassis engaging, inviting precise control'

Both these cars are dominated by their V12 engines, and despite how wonderfully tractable they are, their manual shifters make more sense than you'd imagine. Not because you want to drift them, but because their chassis are engaging and adjustable and invite precise control, which is what the direct connection of a manual and the instant response of the V12 dish up. They also add the challenge of driving them with finesse, honing your skills, and that in turn delivers great satisfaction, whether you're pressing on or simply ambling along.

Add in the fact that little goes wrong with the 456 and even less with the 612 and they both look like excellent ways to get behind a Ferrari V12. I've always admired and hankered after a 456 but a Scaglietti would be my choice; it's better to drive and a full four-seater. Handsome in the right colour, too. I wasn't expecting that.

With thanks to Rardley Motors, who have the 612 for sale.

456M GT

ENGINE V12, 5474cc **MAX POWER** 436bhp @ 6250rpm **MAX TORQUE** 405lb ft @ 4500rpm **TRANSMISSION** Six-speed manual transaxle, (auto option), limited-slip differential **SUSPENSION** Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar **STEERING** Rack-and-pinion, hyraulically assisted **BRAKES** Vented discs, 330mm front, 310mm rear, ABS **WHEELS** 8.5 x 17in front, 10 x 17in rear, aluminium alloy **TYRES** 255/45 ZR17 front, 285/40 ZR17 rear **WEIGHT** 1690kg **POWER TO WEIGHT** 262bhp/ton **0-60MPH** 5.1sec (tested) **TOP SPEED** 186mph (claimed) **PRICE NEW** £170,358 in 2003 (£264,000 in today's money) **VALUES TODAY** £50,000-£70,000

612 Scaglietti

ENGINE V12, 5748cc **MAX POWER** 533bhp @ 7250rpm **MAX TORQUE** 434lb ft @ 5250rpm **TRANSMISSION** Six-speed manual transaxle (F1 option), limited-slip diff, CST **SUSPENSION** Front and rear: double wishbones, coil springs, electronically adjustable telescopic dampers, anti-roll bar **STEERING** Rack-and-pinion, hyraulically assisted **BRAKES** Vented discs, 345mm front, 330mm rear, ABS **WHEELS** 8 x 18in front, 10 x 19in rear, aluminium alloy **TYRES** 245/45 ZR18 front, 285/40 ZR19 rear **WEIGHT** 1875kg **POWER TO WEIGHT** 291bhp/ton **0-60MPH** 4.3sec (tested) **TOP SPEED** 199mph (claimed) **PRICE NEW** £177,500 in 2006 (£253,000 in today's money) **VALUES TODAY** £65,000-£125,000

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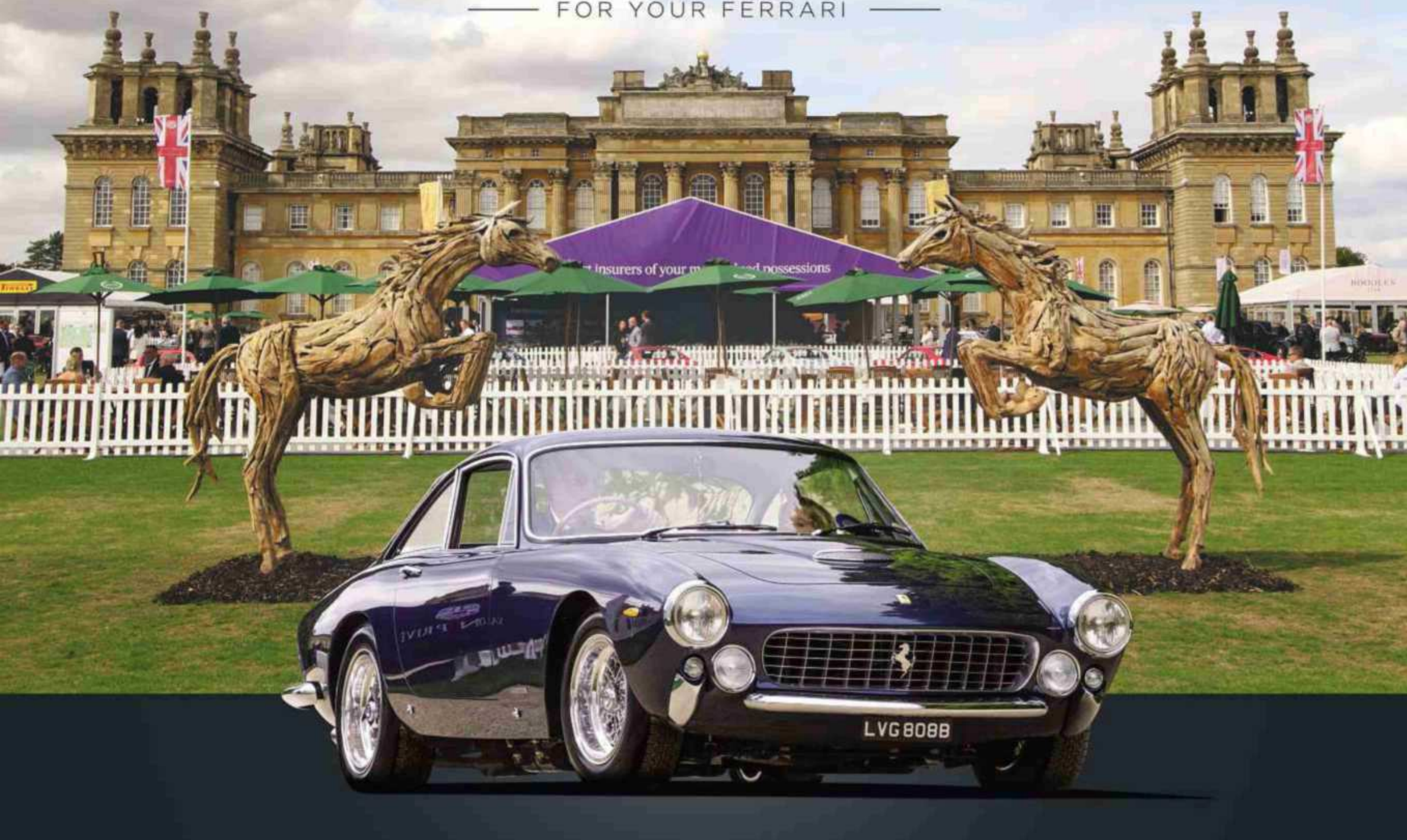

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PROFILE

Derek Bell

WORDS RICHARD HESELTINE | **PHOTOGRAPHY** DREW GIBSON FOR GOODWOOD/LAT

Now in his eighth decade and still competing, multiple Le Mans winner Derek Bell looks back at some of the Ferraris he has raced and owned


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His name is inextricably linked with one marque, and it isn't Ferrari. Derek Bell MBE is a Porsche man. Everyone knows that. Four of his five victories in the 24 Heures du Mans were racked up with the works team, after all. The thing is, the man himself sees it differently. Bell made his Grand Prix debut driving a red car from Maranello. His maiden start in a sports-prototype was also aboard a Ferrari. Throw in ownership of a 275 GTB/4, Daytona and more recent fare and it is abundantly clear that he's a hardcore Ferrari fan.

Now in his eighth decade, and still competing as and when the mood takes him, this racing silverback was relatively late to the party. He was 23 when he first ventured trackside in March 1964, winning first time out in a Lotus Seven shared with lifelong friend John Penfold. In late '65, he made the leap to Formula 3 and became a consistent frontrunner thereafter. The die was cast.

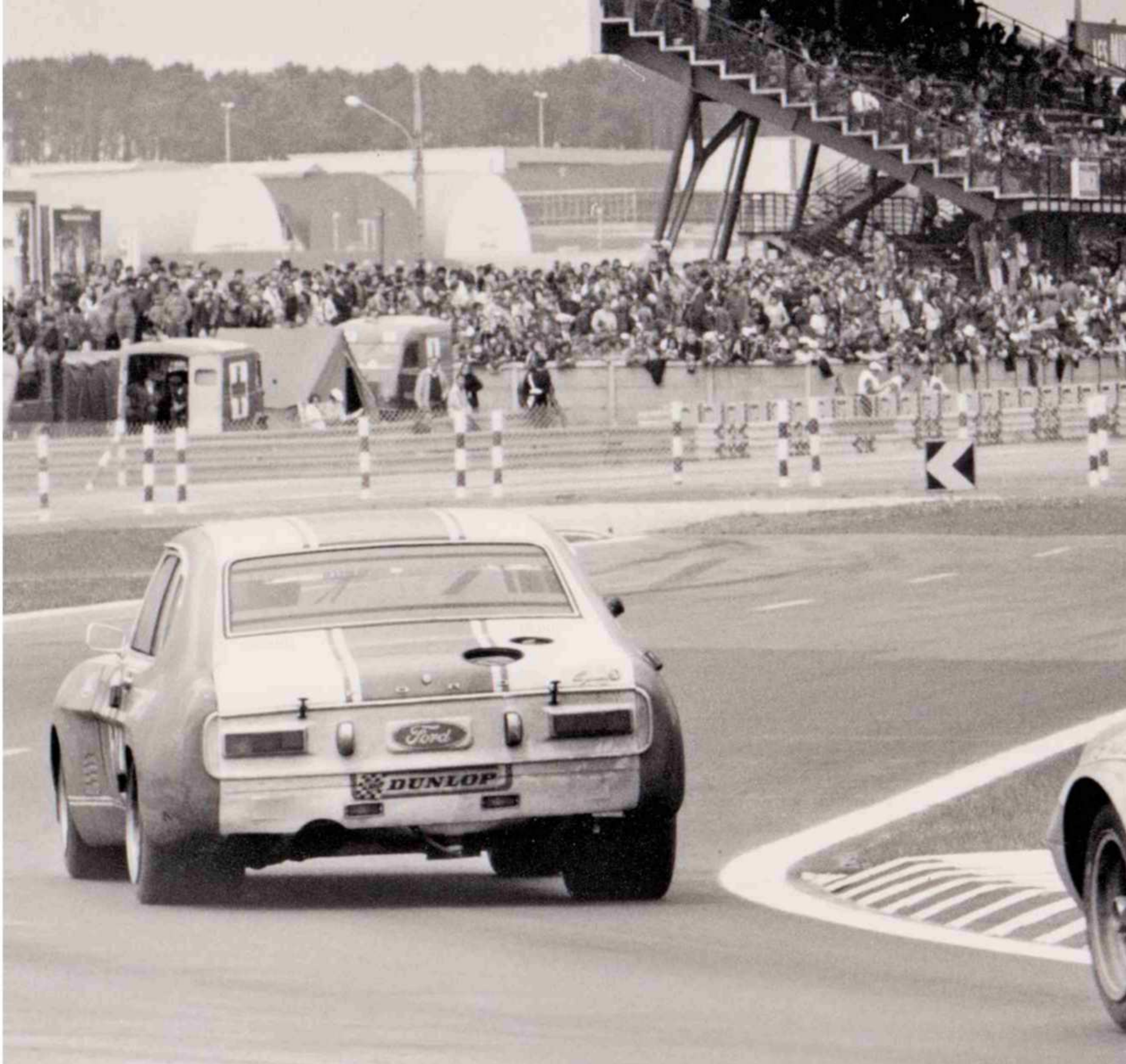
'After that first race at Goodwood, I spent the rest of the 1960s pursuing my goal of becoming a Grand Prix driver,' he says. 'In those days, the ladder to racing glory was clearly delineated. Finance, talent and luck permitting, F3 led to F2 and then a seat at the top table. I joined Scuderia Ferrari midway through 1968, having gone quite well in F2 with my own Brabham during the first half of the season. I finished third at the Nürburgring behind Chris Irwin and Kurt Ahrens in April of that year and, soon after the race, I received a call from Shell's representative, Keith Ballisat. He told me a test was in the offing. Ferrari was running an F2 programme with the Dino 166, the idea being that I would test the car brought over to the UK for Jacky Ickx to drive at the Whit Monday meeting at Crystal Palace. Unfortunately, Jacky crashed it, so I would test the car at Monza instead.

'When I got to the circuit, there were perhaps a dozen drivers on hand waiting to have a go. I was quicker than all of them and a day later I was shown around the factory in Maranello. It was like the Marie Celeste. I was informed by one of Enzo Ferrari's secretaries – a man, as he didn't like having women in the race shop – that this was because it was a national holiday. It later transpired that the workers were on strike. During my second lap of the factory, this elegant, silver-haired man walked towards us

'BARELY FOUR YEARS INTO HIS CAREER, BELL WAS BREAKING BREAD WITH ENZO FERRARI'

Below
Newly contracted to race for Ferrari, Bell drifts a Formula 1 312 in the 1968 International Gold Cup race at Oulton Park


17

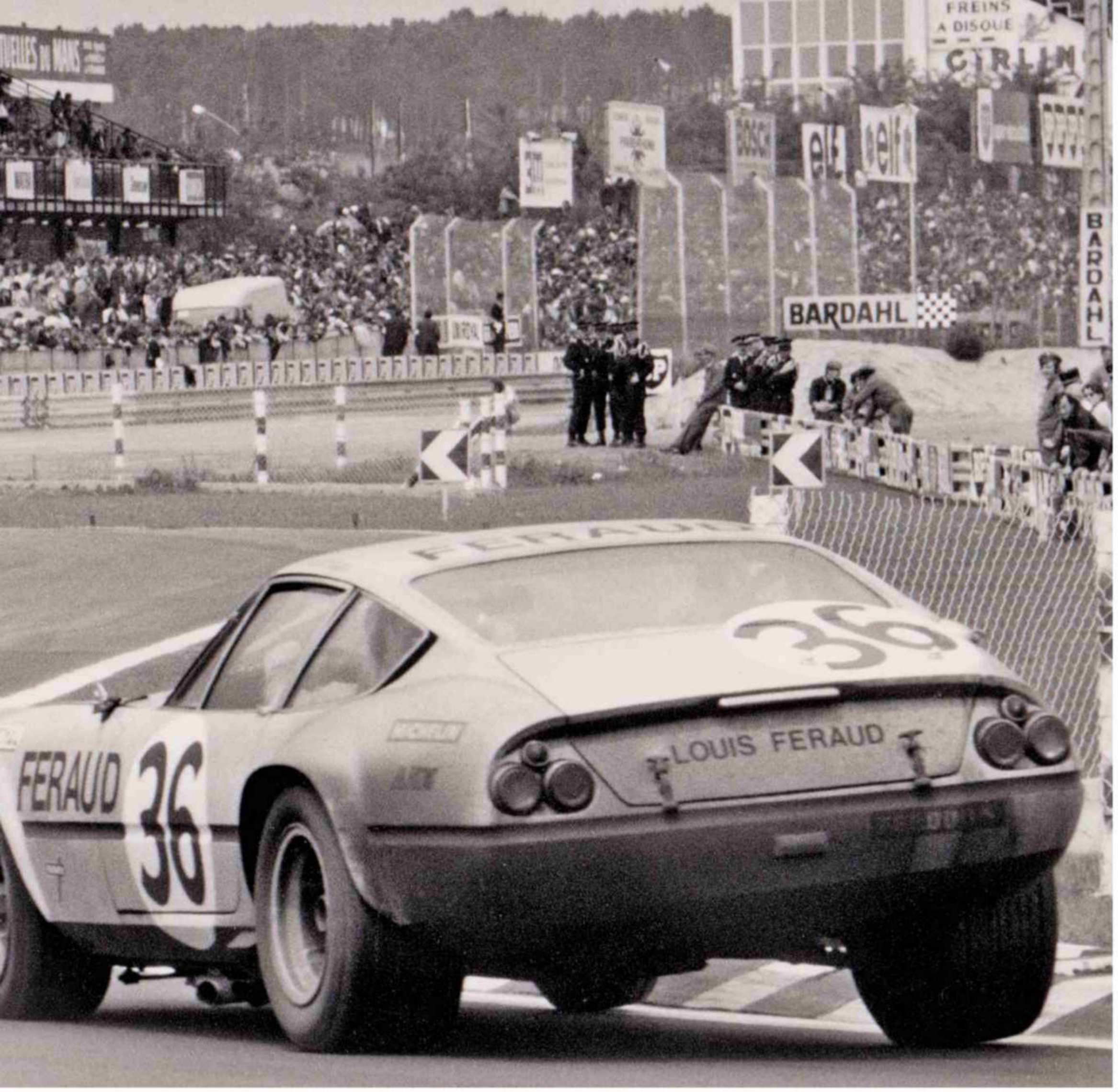


between a row of cars. He wore dark glasses and had a white raincoat draped over his shoulders. Walking alongside him was a guy who couldn't have been more than five feet tall. The secretary pointed out that *Il Commendatore* was the one on the left, as if I hadn't figured that out for myself. We then had lunch at the Cavallino restaurant, just over the road from the factory gates.'

Barely four years into his career, Bell was breaking bread with a legendary career-maker – and breaker. A drive was in the offing. 'I must have made an impression as I was invited back for another test with a view to taking part in the Monza Lottery at the end of June. I then learned that the seat was mine. It all went swimmingly to begin with. I started from pole, but then the car swapped ends exiting the Parabolica, which triggered an almighty shunt. The net result was three bent Dinos. I had been offered a contract before the race but had decided to wait until I'd had time to mull things over. Now I was kicking myself. However, a few days later, I received a telegram inviting me to return to Maranello to sign to race in F2. What's more, there would be a $1000 bonus because Mr Ferrari had been impressed with my efforts securing pole at Monza!'

Following several strong showings, Bell was handed a promotion – sort of. 'I was invited to make my first-ever World Championship Formula 1 start at Monza, having already raced a 312 F1 in the non-points Oulton Park Gold Cup earlier in the season. I would drive in the 1968 Italian Grand Prix. I was annoyed to qualify only eighth, although, to be honest, that wasn't that bad an effort. It's just that my team-mates, Ickx and Chris Amon, were third and fourth respectively.

'In the race itself, I was running in seventh place, only to drop out on the fourth lap thanks to a damaged piston. I also drove in the US GP at Watkins Glen, but again retired with engine failure.'



‘IT BEGAN TO RAIN IN THE CLOSING STAGES. I DECIDED TO GO FOR IT…’

Above
Ecurie Francorchamps Daytona hunting down an RS Capri in the 1972 Le Mans 24 Hours, in what would be Bell’s last appearance in a Ferrari at the French classic

Bell and Amon developed a friendship that lasted more than half a century. 'When I was racing in Formula 3 and Formula 2, I drove in single-car teams. I never had a team-mate until I joined Ferrari in June 1968,' Bell muses. 'Jacky and Chris were the team leaders, but Jacky mostly returned to Belgium between races whereas Chris virtually lived at the factory. As such, he did the bulk of testing. I learned so much from him, it isn't true. He was a lovely, uncomplicated bloke who led by example. We raced together in the Tasman series in early '69 driving the little Dino 246Ts. That was a wonderful experience. We stayed at his parents' place in New Zealand, which was delightfully informal. Between races, there would be barbecues in the back garden, with Jochen Rindt, Piers Courage and the two Franks – Williams and Gardner – joining in the fun. On track, we fought tooth and nail, but we were good friends away from it.'

Unfortunately, Bell's 1969 programme ended prematurely. There would be no further Grand Prix outings. 'My time in F2 with Ferrari ended following my fifth-place finish in the June '69 Monza Lottery race. I had hoped I might find my way back into the F1 line-up, but the team was in disarray. I had signed to drive for the most glamorous team in motorsport but had nothing to race. I was released from my contract.'

While the single-seater dream may have soured, Bell went on to enjoy stellar success in sports cars. The irony is that he never wanted to race with a roof over his head and had no interest in competing at Le Mans before his maiden outing. 'Prior to my first run there in 1970 with the factory Ferrari 512M, all I knew about the 24 Hours had been gleaned from following the exploits of Stirling Moss and the like on my little portable radio in bed at night while at boarding school. Even after I began racing, all I thought about was single-seaters and a career in Formula 1. I never "looked over the fence", as it were.'

'I HAD HOPED I MIGHT FIND MY WAY BACK INTO THE F1 LINE-UP, BUT THE TEAM WAS IN DISARRAY'

Above and left
Piloting the 312 in the United States GP at Watkins Glen in October '68. Engine failure would end this particular race, but for Bell (pictured left at Monza for the Italian GP a month earlier) it was his life's dream come true to be driving in F1 for Ferrari

Given that his name is now enshrined in Le Mans lore, it's ironic that his first outing in the 24 Hours almost poisoned him against the endurance classic. 'I shared the Ferrari with Ronnie Peterson, who like me had never competed there before. To be honest, I didn't want to drive for the Scuderia. I was peeved at how my programme had ended a year earlier, but I was persuaded to do it. Ronnie and I weren't given anything by way of instruction and were basically left to run our own race. As it happens, a holed piston ended play three hours in.

'My abiding memory of that event is what happened just before we retired. I was coming up to pass Reine Wisell in the Filipinetti Ferrari on the approach to Maison Blanche and, as I came through this left-hander, I found Reine in the middle of the road going a lot slower than expected. By that, I mean 140mph rather than 180. As I came up to pass him, he began to edge me towards the apex on the left. I had to get on the grass between the kerbing and the Armco to squeeze through. As I exited the corner, I looked in my mirrors to see all hell breaking loose. Clay Regazzoni had tried to drive his Ferrari around the outside of Reine but was now slewing sideways down the track. The car's nose then connected with the guardrail with sparks fountaining upwards as it continued its merry way along the barriers. That was my first taste of a race that would, I suppose, come to define my career.'

Bell would make only one more start in the 24 Heures du Mans aboard a Ferrari, and that was in 1972. What's more, it wasn't a front-running sports-prototype. 'My old mate Jacques Swaters offered me a drive in his Ecurie Francorchamps Group 4 Ferrari. I had driven Jacques' 512M in the '70 Spa 1000km race, which was my first major sports car outing. Anyway, for Le Mans I would share a bright yellow Daytona with Teddy Pilette and Richard Bond.

'We were lying inside the top ten towards the end of the race, fourth in class, when I was collared by a particularly animated Ferrari man. He pushed me up against some tyres and told me not to challenge Mike Parkes, who was running third in class in another Daytona. Up to this point, our car had been handling like a wayward shopping trolley, but it began to rain in the closing stages. I decided to go for it. I got my head down and was on Parkes' tail on the final lap. Going down the Mulsanne straight, I figured I could slipstream past him and out-brake him into the

Below and bottom
Classic racer, classic circuit: Bell in a 512S in the 1970 Spa Francorchamps 1000 kms. Below: these days Derek restricts his racing to events like the Goodwood Revival

tight corner at the end, even though my car was wallowing all over the place. I thought I had it all worked out. However, I was baulked by a slower car going through the kink. What really did for me, though, were the marshals, who were on the track waving their flags to celebrate the winner while the rest of us hadn't completed the lap. It was only later the mechanics found that the rear anti-roll bar had been broken for much of the race, which explained why it handled so appallingly.'

Bell's abiding memory of the race, though, is what happened after the flag fell. 'I had a Daytona as my road car at the time. Shortly after the end of the race, my then wife and I set off for our hotel. After a while, a voice quietly piped up from the passenger seat: "I think you're going a little too quickly, Derek." I looked at the speedo and it was showing 160mph. I was in the same driving position I had been in for much of the past 24 hours, and using the same 'box. I was still in racer mode and hadn't taken on-board the switch from road to racing car!'

It would mark his final outing aboard a Ferrari until great mate Gianpiero Moretti offered him a drive in the 1997 Daytona 24 Hours aboard his Momo-liveried 333SP. 'That was the best sports-prototype I ever raced. I drove alongside Gianpiero, Didier Theys and Antonio Hermann and we led for six hours before an electrical fire hobbled us in the wee small hours of the Sunday morning. We made it to the flag, though, and ended up seventh. I would love to have raced that car again, but the opportunity never presented itself.

'I have driven Ferraris in historics since then, including 250 GT SWB, 250 GTO and Harry Leventis's fabulous 330 LMB. I still hold the marque in such high esteem. I am so grateful to have been a works man. I remember Ken Tyrrell telling me that signing for Ferrari was a mistake; that it would end my career. It didn't end as I had hoped, that I will admit, but I wouldn't have missed it for the world.'

'KEN TYRRELL TOLD ME THAT SIGNING FOR FERRARI WOULD END MY CAREER'

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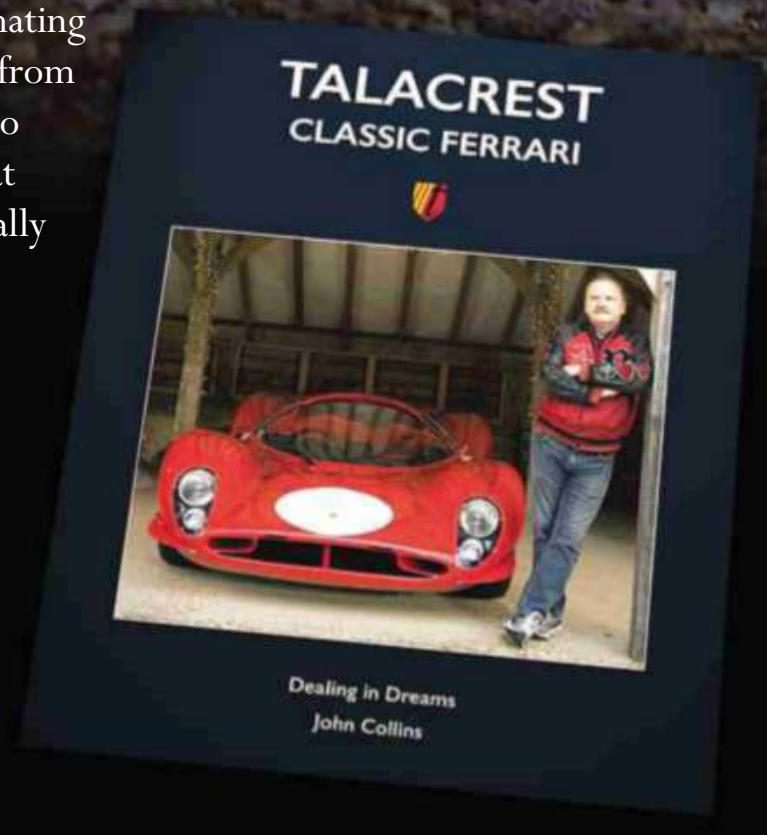

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EVERYDAY SUPERCAR

WORDS JOHN BARKER | **PHOTOGRAPHY** DEAN SMITH

How does a 210mph+ supercar such as the F12 Berlinetta stand up to high miles and everyday use? Owner Guy Cherry tells all

Guy Cherry likes to use his cars. His F12 is his daily driver and, of course, gets used for longer trips, too. Last year he drove it to Maranello. 'I parked it by reception at the factory and a Ferrari chap wearing all the red Scuderia gear wandered out for a fag and was looking around it. "Quanti chilometri? [how many kilometres?]" he asked, so I swung the door open and showed him. "Noooo!" he exclaimed. When I got back from lunch there were half a dozen of them looking around it.' Back then, Guy's F12 had done just shy of 37,000 miles. At the time of writing, it is booked in for its 50,000-mile service, which must make it one of the highest-mileage F12s in the world.

Received wisdom says you don't use light switches with wet hands and you don't put big miles on Ferraris. It's indisputable that the car's value will take a hit – we'll come to that later – but Guy is a firm believer that it's low-mile cars that give all the problems. And when you look at how little has gone wrong while he's racked up 45,000 miles in three years in his 730bhp F12, you have to admit he has a point.

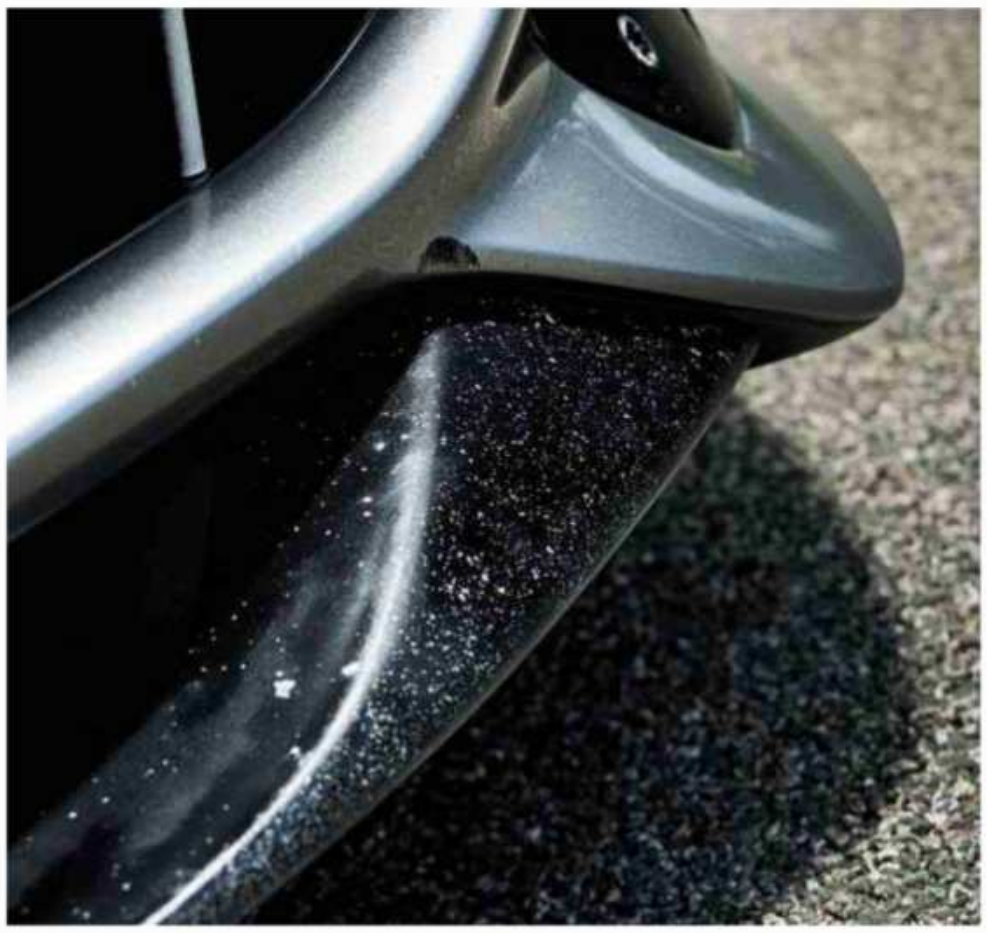
Its 50,000-mile service will be the third that it has seen since he's owned it, and scheduled servicing hasn't cost him a penny; since April 2011, new Ferraris have been supplied with seven years' free servicing, known as Genuine Maintenance, which covers parts and labour. There have been just a couple of warranty items, too; seven months into his ownership, it felt as though one of the rear dampers was going a bit squidgy. He was told 'it might take some time, it's Italy', but both were replaced within five days. The other warranty item is an odd one: a small patch of blistering around the rear wing top vent, which has been resprayed twice now. And that's pretty much it.

Guy purchased his F12 in September 2015 when it was five months old, at which point it had 4000 miles on the clock. 'The first F12 I was offered had done 20,000 miles and had been owned by Aston Martin. I didn't fancy it mainly because it was black. I got a second call from Graypaul Nottingham who said they'd got a grey one with black leather. "Come down and look at it, we'll pay your fuel," they said. It turned up half an hour late, dirty. "Don't clean it," I said. 'It's going to be a daily driver." I saw it and said: "Let's do a deal."

'It had been their demo car. To spec an F12, to go through all of that, wasn't me. It was the easiest thing to get one "off the peg". They'd made such a good job of speccing it. Looking at the options now, there's nothing I would have ordered: I don't have adjustable suspension, I don't mind the lower-grade hi-fi. The interior is beautiful, a good blend of carbon and leather. And I love the colour, Grigio Ferro, with no carbon on the outside.'

The fact that the first car he was offered had

Above and right
Guy (on the left) talks editor Barker through the F12 ownership experience, which is almost entirely positive: 730bhp V12 has been completely trouble-free. Mild stone-chipping the only evidence that this car gets driven hard, and every day



‘Received wisdom says you don’t use light switches with wet hands and you don’t put big miles on Ferraris’

ANNUAL MAINTENANCE

23684 – 01/11/2016 Date

MILEAGE RELATED SERVICE

Km

Date

YES NO

Replace

- Engine oil
- Engine oil filter
- Air filter cartridges
- Anti-pollen filter
- Brake pads and discs
- Brake fluid
- Engine ancillary belts
- Gearbox oil
- Spark plugs
- Power steering fluid
- Seat belts and pretensioners
- Airbags

Graypaul
TELEPHONE: 01159 833555
Lenton Lane, Nottingham, NG7 2NR
Authorised Service Centre Stamp
Signature

ANNUAL MAINTENANCE

36863 – 25092017 Date

MILEAGE RELATED

Km

Date

YES NO

Replace

- Engine oil
- Engine oil filter
- Air filter cartridges
- Anti-pollen filter
- Brake pads and discs
- Brake fluid
- Engine ancillary belts
- Gearbox oil
- Spark plugs
- Power steering fluid
- Seat belts and pretensioners
- Airbags

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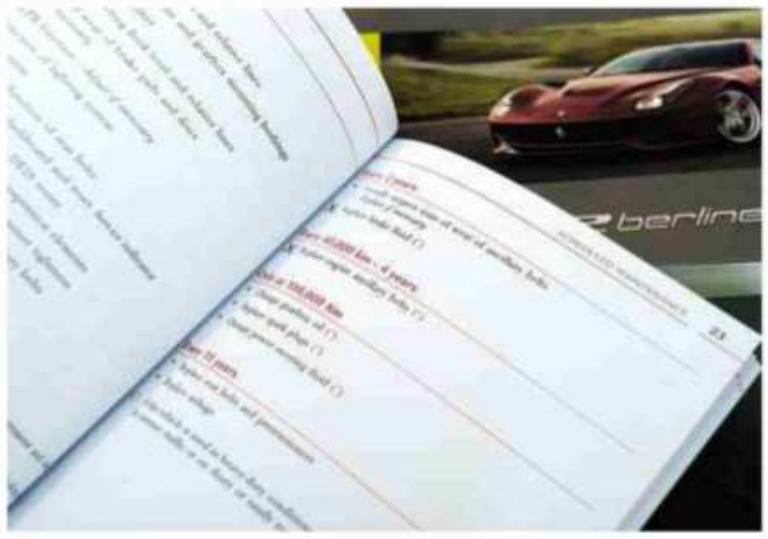
OWNER'S MANUAL



Top and above right
The service history so far, and what's in store over the next few years. **Left and above** We know just how well the F12 drives at almost 50,000 miles because we drove it extensively for our cover story back in issue 4

been owned by Aston Martin is ironic because his previous car was a Vanquish. He'd bought it in 2013 and was happy enough with it, putting 28,000 miles on it in two years before it was driven into. 'I was on my way back from North Wales when it was punted up the rear by a young lady in a Ka. Her insurance company put me in a Rapide for four or five weeks until they found it was costing them £1141 a day… The Vanquish was going to cost £50k to repair and it wasn't going to be a quick fix because she'd holed the carbonfibre body and spares weren't available; Aston was focused on production at the time. So they bought me out of it. I'd paid £132k, they paid me £125k, so that was a cheap 28,000 miles.'

Guy's high-mileage lifestyle has been a fixture for many years. His first job was working for his father's scrap tyre business, which took him all over the country and entailed visiting a number of motorsport companies. That's where his interest in cars took hold.

'My first car was a Volkswagen Beetle, which I got on my 17th birthday.' So far so good. 'My second was a Spartan kit-car, which had a 1.6-litre Cortina engine in it, until I was offered a 2.8-litre V6 by a friend who was breaking a Granada. Even two bags of cement and a paving slab in the back wasn't enough to find traction…'

At 19 he had a plain Merc 190E with a body kit so it looked like a 2.3-16 Cosworth, which ensured he was regularly pulled over in his then home town of Market Drayton. He replaced the pseudo Cossie with a real one: a black, three-door Sierra RS Cosworth. 'It cost me £6175 and I spent £15k with Severn Valley Motorsport until it had 572bhp. It was one of the fastest cars around Donington but it was barely useable.'

There was a bit of a hiatus in the fast car story while he set up his own company, handling contracts for waste disposal; in 2005 he was pounding the motorways in a Volvo V40 T4, doing 35-40,000 miles a year. There followed a series of AMG Mercs, then his first bona fide supercar, a Porsche 996 Turbo, in which he was soon chasing contracts and visiting clients as far afield as Portsmouth and Aberdeen.

But surely turning up in a 911 Turbo – or a Vanquish or an F12 – when you're pitching to empty people's bins isn't a good look. Guy agrees: 'Every car I've owned, I park a mile away and jog in.' Once he was in a car park, about to do just that, when he bumped into his client. Thinking fast, he said the Porsche was his brother-in-law's and ended up parking it on site and showing everyone around it. The ruse unravelled a few months later when his brother-in-law visited the same client in his VW Passat…

'What have my cars cost me? Not a lot,' says Guy. The exception was an Overfinch Range Rover that almost halved in value when he got out of it after three years. Happily, business was good and in 2012 he'd also acquired an original Vanquish. 'Idiosyncratic car,' he says, 'dreadful gearbox.' In 2013 the Overfinch and Vanquish got shopped in for one of the first of the new Vanquishes. 'I'd test-driven one at Stratstone Wilmslow and liked it, but they wanted over £160k. The one I bought was from Grange Aston in Essex and was £132k, which was the two cars plus £5k.' He smiles: 'It's never a lot.'

The F12 arrived in September 2015. As you can see from the pictures, it still scrubs up well. Up close you can see the inevitable patina of a high-mileage car – a light peppering of stone chips on the nose, ahead of the rear wheelarches and over the windscreen – but that's about it. Inside, the only obvious wear is a mild crease

'Inside, the only obvious wear is a mild crease in the leather of the outer bolster of the driver's seat'

Below
At the time of our shoot, back in the summer, the F12 was fast approaching 50,000 miles; by the time you're reading this, it should have passed that milestone

in the leather of the outer bolster of the driver's seat. And I know that it drives tidily, and that all its horsepower is present and correct, because Guy's F12 was the one we used for our cover story in issue four of *Enzo*.

Life has been sweet with the big GT. 'First off, I think the F12 is one of the most attractive cars out there,' says Guy, 'and I like that it's as effortless to use as any other car; the "Daytona" seats are superb. I'd put it up there with the 550 Maranello for usability. It's not a common sight either; they made about 4000 but I've only seen three or four on the road.' Is there anything he'd change? 'I've thought about this: nothing.'

Driving a big, handsome Ferrari does attract attention, of course. 'I've seen crazy things: people leaning out of cars taking photos with their phones – and dropping them. Older guys want to talk about the engine; younger people want to know which Ferrari it is. In France there was this huge guy who came up when we'd parked. He'd been driving in a Porsche Macan and we'd been making progress. He came striding over and I was worried he was going to flatten me and take the car, but in broken English he just said: "This car is you, suits you."'

So, given that servicing and warranty items are free, what has it cost to run this 730bhp, V12-engined Ferrari for 45,000 miles in terms of consumables: tyres, brakes, fuel, oil? 'When I bought it, there was a fair amount of tread on the tyres but it's Ferrari policy that approved used cars are "like new". Being pragmatic, Graypaul offered to leave the tyres on and fit a new set for free at the first service. I've fitted one set since, and they're not expensive – £800 to £900 – and it's had one full set of pads for the carbon-ceramic brakes too, which was £1200. I've never had to put any oil in between services. Economy? About 18mpg – I've used the performance. The only other item has been a replacement battery, which cost £400.'

'Guy continues to rack up a steady 13,000 miles a year, including the school run and the commute to the office'

UK cars come with a four-year warranty and the F12's fourth birthday is next March. Guy says that for peace of mind he'll probably go for the extended warranty, which can now cover a Ferrari up to 15 years from new. Meanwhile, he continues to rack up a steady 13,000 miles a year, the F12 being used for the eight-mile school run, and for the 30-mile commute to the office. So there's every chance it will hit 100,000 miles by the time it's seven years old, in which time it will have been back to Graypaul for eight services. They're not the closest Ferrari franchise but, as Guys says: 'I find them easy to deal with. It's no reflection on any other dealership.'

And what about the hit to the value that such a high mileage inflicts? 'Well, I paid £240k for it and possibly the highest mileage F12 in the world was valued earlier this year at around £160k. I reckon the gap has bottomed out at that, and if I'm right, when it's seven years old it will have cost me about £17k a year. You can't hire one for that.' So, it's a keeper? 'Yes,' he says, 'The kids have even given it a name: "Luigi".' And then, ever one for the deal, he adds: 'But if an 812 Superfast came along at the right price, I might be tempted…'

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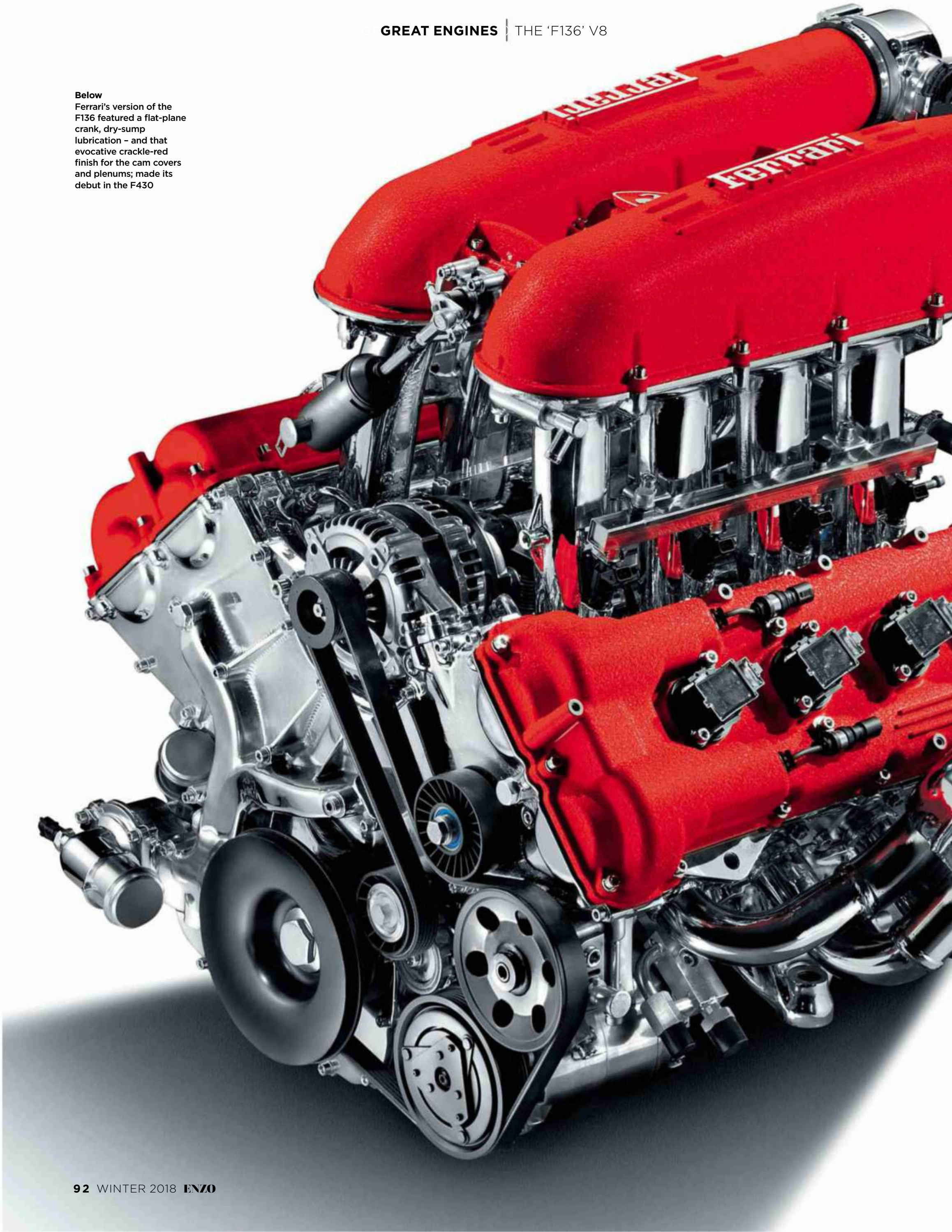
AMARI 35 YEARS

Below
Ferrari’s version of the F136 featured a flat-plane crank, dry-sump lubrication – and that evocative crackle-red finish for the cam covers and plenums; made its debut in the F430



VEE TWINS

WORDS JOHN SIMISTER | **PHOTOGRAPHY** FERRARI

Ferrari and Maserati both used versions of the F136 V8. We chart the family tree

In this engine series we've covered in depth Ferrari's first roadgoing V8, the one with a career that began in the Dino 308 GT4 and finished, after much evolution, in the 360 Modena. (That was back in issue 2.) But for the Modena's replacement, the F430, Ferrari wanted a bigger capacity and more power. More than that, it wanted to incorporate more modern design ideas in this next V8 generation.

Crucially, there was also another force at work. With both Ferrari and Maserati increasingly integrated into the Fiat group, there was an opportunity for an economy of scale that would benefit both 'brands', as they were increasingly regarded in the Turin power-base. Maserati's twin-turbo, 3.2-litre V8 was also becoming dated, so the new engine family, known in Fiat parlance as F136, had a double job to do.

Of course, the requirements for each job were different. Both called for a lot of power, but the way it was delivered – throttle response, torque curve, and especially the sound – was very marque-specific. The core of the new engine, the aluminium cylinder block casting with a 90-degree vee-

> 'BOTH CALLED FOR A LOT OF POWER, BUT THE WAY IT WAS DELIVERED WAS VERY DIFFERENT'

angle and Nikasil-coated cylinders, was the same for both, however.

Maserati's version came first, in 2001. It powered the replacement for the 3200 GT, which was called, unsurprisingly, 4200 GT thanks to its 4244cc capacity. Despite the lack of turbochargers, this F136 R engine delivered a useful 390bhp. Design features included chain drive to the four overhead camshafts and four valves per cylinder (the final previous-generation Ferrari V8s had belt drive and five valves), and, for this Maserati application, 90 degrees between crank throws. The lubrication system employed a dry sump, although that would change with later Maseratis.

The engine was built at Maranello, in a new factory building, and in 2004 a Ferrari-badged motor joined it. This, with a capacity of 4308cc and an extra 100bhp over the Maserati motor despite the minimal increase in swept volume, was the new heart for the new F430. Ferrari made much at the model's launch of the engine's advances over the 360's unit, citing

a weight gain of just 4kg despite the 23 per cent power increase and the 25 per cent gain in torque. The engine was smaller on the outside, too, thanks to close cylinder spacing and a smaller-diameter flywheel that incorporated a twin-plate clutch.

A neat feature that reduced the engine’s height, by cutting the distance between the dry sump and the crankshaft’s centre line from 145mm to 130mm, was the incorporation of all the main bearing caps into the sump casting. Other cleverness at the bottom of the engine included not one but three scavenge pumps, the idea being to create a partial vacuum in the crankcase to reduce power losses caused by the crankshaft’s whirling through the oily air and the up-and-down movements of the pistons’ undersides. The reduction of this ‘windage’ became a bit of a Ferrari speciality, as we shall see in due course.

At the engine’s top end, the shapes of the ports and the diameters of the valves were purportedly influenced by Ferrari’s Formula 1 experience. This makes sense; Ferrari’s road-car engines at this time were under the design control of Paolo Martinelli and Jean-Jacques His, who were also involved with the racing engines. Much more of a road-flavoured feature was the continuously variable timing for both inlet and exhaust camshafts, a big advance over the two-position, exhaust-cam-only system used in the 360. Tappets were hydraulically activated for the first time, their ability to self-adjust usefully reducing maintenance costs.

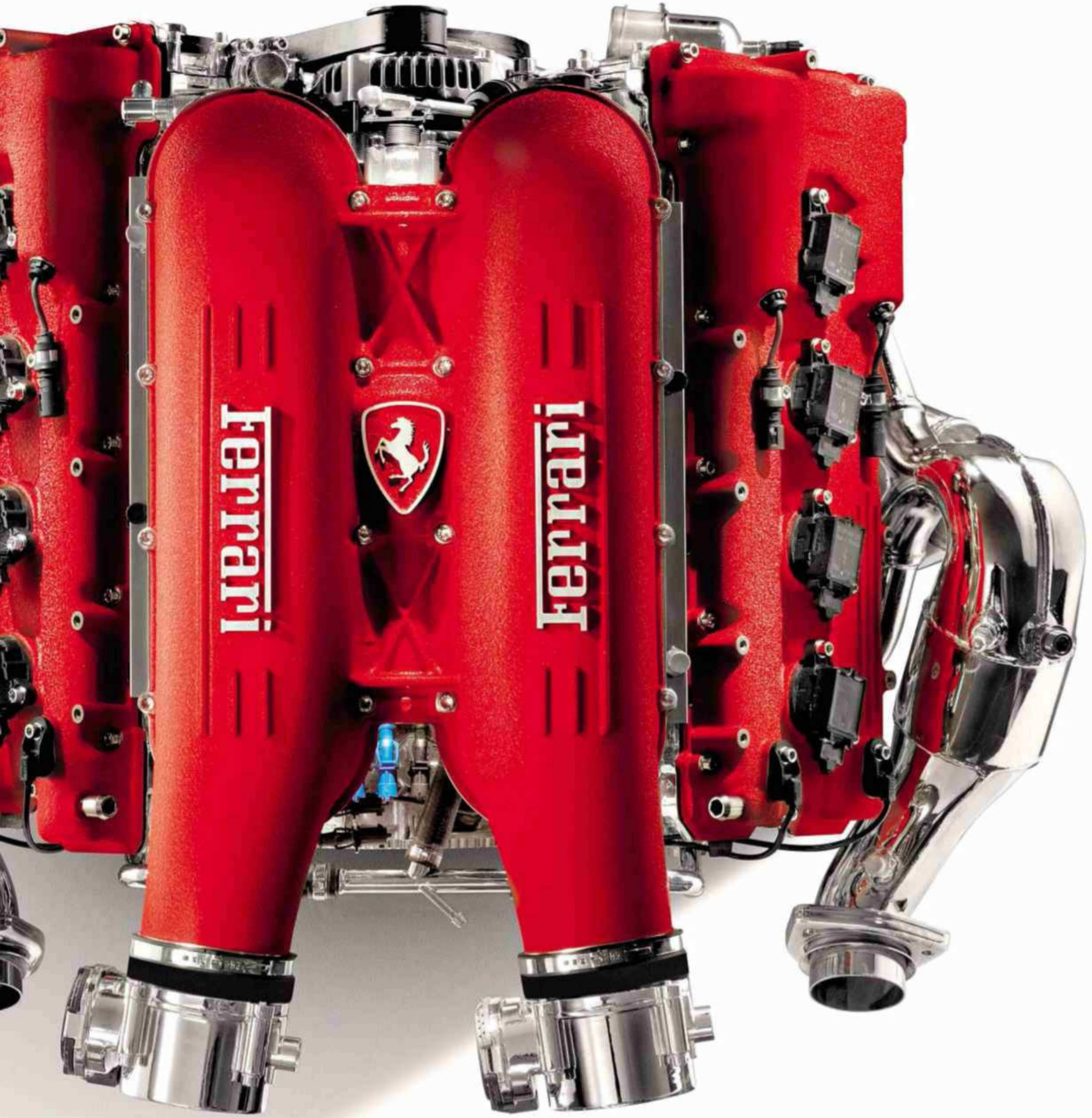
Instead of a normal oil cooler, the F430 engine – designated F136 E – used a water/oil heat exchanger sitting neatly in the valley of the vee, flanked by the two rows of four vertical intake pipes, with fuel injectors at their bases and crackle-finish red plenum chambers above. Each plenum contained a rotatable drum, the position of which altered to create the most favourable intake resonance for a given load and speed, and each had its own drive-by-wire throttle body at its mouth. Each bank had its own separate Bosch ME7 management system, and each of the eight spark plugs had its own ignition coil. Knock sensors allowed a high compression ratio of 11.3:1; it would get higher as the F136 evolved, beginning with the 430 Scuderia (F136 ED) the 510bhp of which was helped along by an 11.88:1 ratio. Yes, Ferrari quoted it as precisely as that.

And, of course, Ferrari’s F136 engines used flat-plane crankshafts, not least because the firing pulses and resultant resonances tend to encourage high power outputs. This continued to be the case with Ferrari’s next version of the F136, dubbed F136 I, even though the car for which it was intended was a softer, more touring-flavoured machine – the front-engined, wet-sumped California of 2009.

As well as the wet sump, the California brought in a significant innovation: direct fuel injection and the higher compression ratio (12.2:1) it allowed. Curiously, although still

‘THE PORTS AND VALVES WERE PURPORTEDLY INFLUENCED BY FERRARI’S F1 EXPERIENCE’

Right and below
Close cylinder spacing meant a compact powerplant, while heads featured continuously variable timing for both inlet and exhaust valves



nominally a 4.3-litre engine like the F430's, the bore grew from 92 to 94mm while the stroke was shortened from 81mm to 77.4mm, making the capacity 4297cc instead of 4308cc. At 460bhp, the output was reined in a little, but the massive gain was in fuel efficiency: the original F430 generated an official 420g/km of CO2, while the California exhausted 306.

This was promising. With all this efficient burning of fuel, great things were expected of Ferrari's next development of the F136. It arrived in 2009's 458, designated F136 FB and featuring the California's larger bore and the F430's longer stroke to give a capacity of 4499cc. Direct injection allowed California-matching emissions while generating a screaming 570bhp at 9000rpm (the F430 peaked at 8500rpm, the California a restful 7750). Compression was now up to 12.5:1, and the direct injection gave a second squirt at low speeds and loads.

Anything that resisted the crankshaft's rotation was ruthlessly minimised for this engine. The pistons' skirts got a graphite coating and their compression rings were thinner. The hydraulic tappets were finished with a DLC ('Diamond-Like Carbon') coating. And a refined version of the F430's scavenge-pump arrangement for the dry sump system, now with four pumps, arranged the suction pulses of the centre two to coincide with piston movements, one pump per group of four cylinders, thus more precisely counteracting the effects of windage. Here, too, was a variable-geometry pump for the pressure side of the oil system, so needless energy wasn't expended at high revs.

The final, and most potent, F136 powered the 458 Speciale, its F136 FL motor generating a massive 605bhp, or 134bhp per litre. And then

everything changed; the new F154 series was built around twin turbochargers and an era of atmospheric – oh, how very atmospheric! – aspiration was over.

But there’s another thread to the 136 story to consider: the one at Maserati. And, by association, Fiat’s third sporting brand, Alfa Romeo, whose carbonfibre-bodied 8C of 2007 was built on Maserati mechanicals and whose F136 YC engine was the first to reach the family’s maximum capacity, 4691cc. This was achieved with the biggest F136 bore (92mm) and a stroke of 88.2mm, resulting in 450bhp delivered with a crackling blatter far removed from a flat-plane Ferrari’s scream but no less thrilling. All these 4.7-litre engines have the ‘Y’ designation, but not until 2012 did one of them exceed that 8C’s output: that distinction fell to Maserati’s GranTurismo Sport and MC models with the 460bhp F136 YQ.

Above
As installed in the engine bay of the F430. The switch from belts to chains for the camshafts and the adoption of self-adjusting hydraulic tappets both helped reduce maintenance costs compared with previous Ferrari V8s

So, how have these potent F136 engines coped with their high-revs lifestyle? The oldest F430 is now 14 years old, but Ferrari specialists report few problems. The experts at Bell Classics, for example, tell us that in their experience it has proved to be pretty much bulletproof, and particularly good at not leaking – all that scavenge-pump suction helps here – so the engine bay stays clean.

So that’s the F136 family, the engine with a double identity. Though, of course, no-one is ever going to confuse the motor that powers a Maserati Quattroporte in very civilised fashion with the howling powerhouse tucked behind the seats of Ferrari 458 Speciale. One coin, two very different sides.

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ROAR POWER

Ideal way to enjoy an F136-generation V8? In a Spider, of course – and there are few better than the sensational, 430 Scuderia-based 16M

WORDS JOHN BARKER | **PHOTOGRAPHY** MALCOLM GRIFFITHS

Above and left Ferrari squeezed an extra 20bhp from the F136 V8, giving 503bhp at a searing 8500rpm. 'Manettino' allows driver to progressively switch out the traction and stability systems

It might not have the ultimate version of the F136-generation V8 in the back (that honour went to the 458 Speciale), but from the moment the 16M fires up there's no doubt it's going to deliver a spectacular aural performance. Sure, we're inside a showroom that's twice the size of your average sports hall – and shares its acoustics – but, as I'm about to discover, even out in the countryside the sound of the 16M's 4.3-litre V8 stretching for the red line rips holes in the atmosphere.

The 16M is the spider version of the fierce 430 Scuderia. It was launched in 2008, the year that Ferrari won its 16th Formula 1 manufacturers' title, hence the name, and production was limited to 499 examples. It has all the features that differentiate the hardtop Scuderia from the standard F430, including lightweight bumpers and an abundance of carbonfibre panels, many visible, some such as the bulkheads hidden. It also has less sound-deadening and a few novel and exotic weight-saving features including titanium road springs and hollow anti-roll bars.

The upshot of all these weight-saving efforts is that the 16M weighs a chunky 80kg less than the regular 430 Spider, giving its power-to-weight ratio a useful boost. As does the extra 20bhp that has been coaxed from its V8, while intake resonators amplify the voice of the 16M's engine in a way that perhaps it doesn't need. But, you know, why not turn it up to 11?

Cockpit fixtures and fittings are the same as in the berlinetta, so it's a cabin shorn of soft furnishings but featuring a pair of superbly comfortable and supportive seats. Their centre panels are trimmed in a woven 'technical' fabric like that used for training shoes, and their bolsters are finished in Alcantara. The same material appears on the facia, too, contrasting with the generous amounts of glossy carbonfibre that swathe the cabin.

The 16M has a fabric hood and, despite grey skies promising drizzle, our first job is to stow it. A simple button-press initiates a surprisingly complex, delightfully choreographed process, the fabric folding itself in half and the double-bubble rear deck lifting and reversing to allow the hood to lower itself in the well below. As with the regular F430 Spider, roof-down the 16M is a handsome thing, especially from the rear three-quarters.

It doesn't need the stripe running from nose to tail and garish yellow badges to show that it's the drop-top Scud; the massive air intakes at the front, extensive rear diffuser and spindly-spoked

Specification

ENGINE V8, 4308cc, 32 valves
MAX POWER 503bhp @ 8500rpm
MAX TORQUE 347lb ft @ 5250rpm
TRANSMISSION Six-speed 'F1-SuperFast2' automated manual, E-diff, F1-Trac **SUSPENSION** Front and rear: double wishbones, coil springs, electronic dampers, anti-roll bar **BRAKES** Vented carbon-ceramic discs, 398mm front, 350mm rear, ABS, EBD **TYRES** 235/35 ZR19 front, 285/35 ZR19 rear **WEIGHT** 1440kg **POWER TO WEIGHT** 355bhp/ton **0-62MPH** 3.7sec (claimed) **TOP SPEED** 196mph (claimed) **PRICE NEW** £198,524 in 2008 (£262,000 in today's money) **VALUE TODAY** £250,000-plus

Above and right 430 Scuderia lost little if anything in its conversion from berlinetta to spider; interior has same mix of carbonfibre and Alcantara; same vast carbon-ceramic discs lurk behind lightweight 19in alloys

alloys do that. Ferrari reckoned it saved 25kg moving to a folding hardtop on the 458, but you don't get to admire the V8 through a glass cover the way you do on the 430. It's a handsome thing in the 16M, buried deep in the engine bay, its tall intake castings capped by carbonfibre plenum chambers, the whole lot framed by more glossy panels of carbonfibre.

On the downside, if you're used to being able to raise and lower the roof on the move, as you can on the 458 and 488, it feels oddly inconvenient to have to stop to do the same on the 16M. And that's not all that strikes as being a bit 'old school' about a Ferrari that was new just a decade ago. It feels clumsy having to find the slot for the key on the steering column and then twist it before you can fire-up the engine with the start button. And then there's the transmission.

Today's dual-clutch gearboxes have transformed expectations, offering the convenience and effortlessness of an auto with the direct, connected throttle response of a manual. The 'semi-automatics' offered by a number of carmakers in the noughties are actually manual 'boxes with automated single-plate clutches. They all struggled, to varying degrees, with low-speed manoeuvres (or, even trickier, a hill start), slipping and boosting the revs so that you felt (and sounded) like a learner driver.

The Scuderia/16M has Ferrari's 'F1-SuperFast2' gearbox, which is better than most. In fact, Ferrari seemed to understand the automated manual better than anyone and took it to an unmatched level of excellence on the 430, achieving a shift-time of just 60ms. Of more use to more drivers more of the time, they also configured its management logic to use throttle demand and engine speed to determine the speed and character of each shift, which made it the most intuitive and finessed of them all.

All that said, the 16M feels a bit clunky initially. However, in 'auto' mode, as soon as the clutch is in and you're rolling along, the 'box shuffles the cogs smoothly and with as little fuss as a DCT. The engine is surprisingly meek-sounding too, at first, the flat-plane-crank F136 V8 humming along like a sweet in-line four. This is the Dr Jekyll side of the 16M…

You can soft-pedal it for ages, flowing with traffic, mooching around discreetly, enjoying the sun and the sights and smells of the countryside, the 'box invariably choosing high gears and low revs. Then you unintentionally squeeze the throttle a bit harder, the tailpipe valves flip and the blare of exhaust makes you jump as though an air-horn has blown in your ear. The lightweight, thin-walled exhaust system gives a more resonant, harder-edged note than the standard car, but I'm sure the valve switch is set at lower engine revs than in the hardtop Scud, too.

Just an ankle-flex away there's a huge amount of energy waiting to be released. The 16M wants to go; it strains at the leash, and, once clear of town, when there's no chance of frightening children or the elderly, a long push on the throttle summons up a Mr Hyde sensory explosion. A tremendous, evolving, banshee wail envelops you and combines with neck-snapping, relentless acceleration to cause a temporary mental overload. It's such an incredible noise that you look in the mirror expecting to see all the leaves blown from the trees, fences flattened, windows shattered.

Even when you're ready for it, the first few times you struggle to take it all in. And even when you think you've got your head around it, the demonic, runaway sound of the engine as it reaches 8500rpm – and feels and sounds as though it's going to go right on accelerating until it explodes – never fails to send a shiver up your spine.

The 16M is no one-trick pony, though. On lumpy British B-roads the suspension is pretty firm but a button on the centre console allows you to to summon the 'bumpy road' damper setting. The Scuderia/16M was the first Ferrari that would allow you to dial-up maximum-attack mode for the gearshift, stability and traction controls yet still enjoy a relatively compliant ride. This was at Michael Schumacher's insistence, apparently, and

'The demonic sound never fails to send a shiver up your spine'

that wasn't the only influence he and Marc Gené, Ferrari's F1 test driver at the time, had on the dynamics.

The first thing to say, however, is that it takes only a couple of miles to appreciate that, despite its soft top, the 16M has a solid structural feel and an impressive lack of shake and shimmy. In fact, I'd say it feels more like its coupé equivalent than the 488 Spider I drove recently. Add in steering that feels solid but not too hefty nor overly 'bright' as some Ferraris of this generation could be, and you have a car that's responsive and accurate yet calm. The perfect platform for outstanding dynamics, in fact, which is what Schumacher, Gené and the engineers created.

What helped lift the dynamics of the Scuderia way clear of the stock F430 was the addition of the F1-Trac traction and stability system first seen in the front-engined 599. In combination with the regular 430's clever electronic locking differential, F1-Trac helped optimise drive out of corners, and this was reckoned to allow any decent driver to get within half a second of Gené's lap time around a track like Fiorano in 'Race' mode.

We won't be checking it out today, but there's no doubting that the 16M is responsive and agile and has terrific traction. You can whip through complex sequences of bends feeling right at the heart of the action and totally in control, the handling intuitive and effortlessly precise, the feedback subtle and fine, so you can feel the grip building or subsiding. It's a very rewarding car.

After an hour or so, the binary nature of the engine noise starts to feel at odds with the overall character of the 16M. You can work around it to a degree, though every time you give the throttle a decent squeeze that noise erupts from the tailpipes. As the miles rack up, however, you realise it's not just all-out blare. Short-shifting with the paddles with a good slug of throttle applied produces tailpipe-popping, lip-smacking upshifts that will have you grinning. And there is more character to be found in the flat-plane-crank V8 by using the paddles to hold gears and exploit the torque, which makes light work of the 16M's mass. The 16M is 90kg heavier than the Scud coupé but still fairly light at 1440kg. Ferrari's figures say it takes a couple of tenths longer from rest to 62mph (3.7sec), while its marginally inferior aerodynamics peg its top speed to 196mph, just a couple of mph down. Plenty fast enough, then. And the theatre lasts right to the death; twist the key to kill the engine and there's a soft boom as the tailpipe valves open just before the engine dies.

As a big fan of the Scuderia, I was slightly sceptical that the 16M would measure up dynamically and be able to justify the premium it currently commands over the berlinetta, but it feels authentic enough. If you'd never driven the coupé, the soft-top would strike you as a remarkably well-resolved, exceptionally capable and exciting driver's car; it really doesn't feel like a car that's had its roof chopped off.

The coupé cost about £173k new and, coincidentally, that's the average price asked for one now. The 16M cost £200k but is now £250k and upwards. For it to be worth at least £80k more than the coupé you've got to value the limited numbers and want to be on show. But most of all you've got to revel in the schizophrenic nature of the 16M's character, which shifts from meek and mild to angry and wild with a squeeze of the throttle.

Many thanks to The Octane Collection for the loan of the car, which is currently for sale (www.theoctanecollection.com)

'It's a remarkably well-resolved, capable and exciting driver's car'


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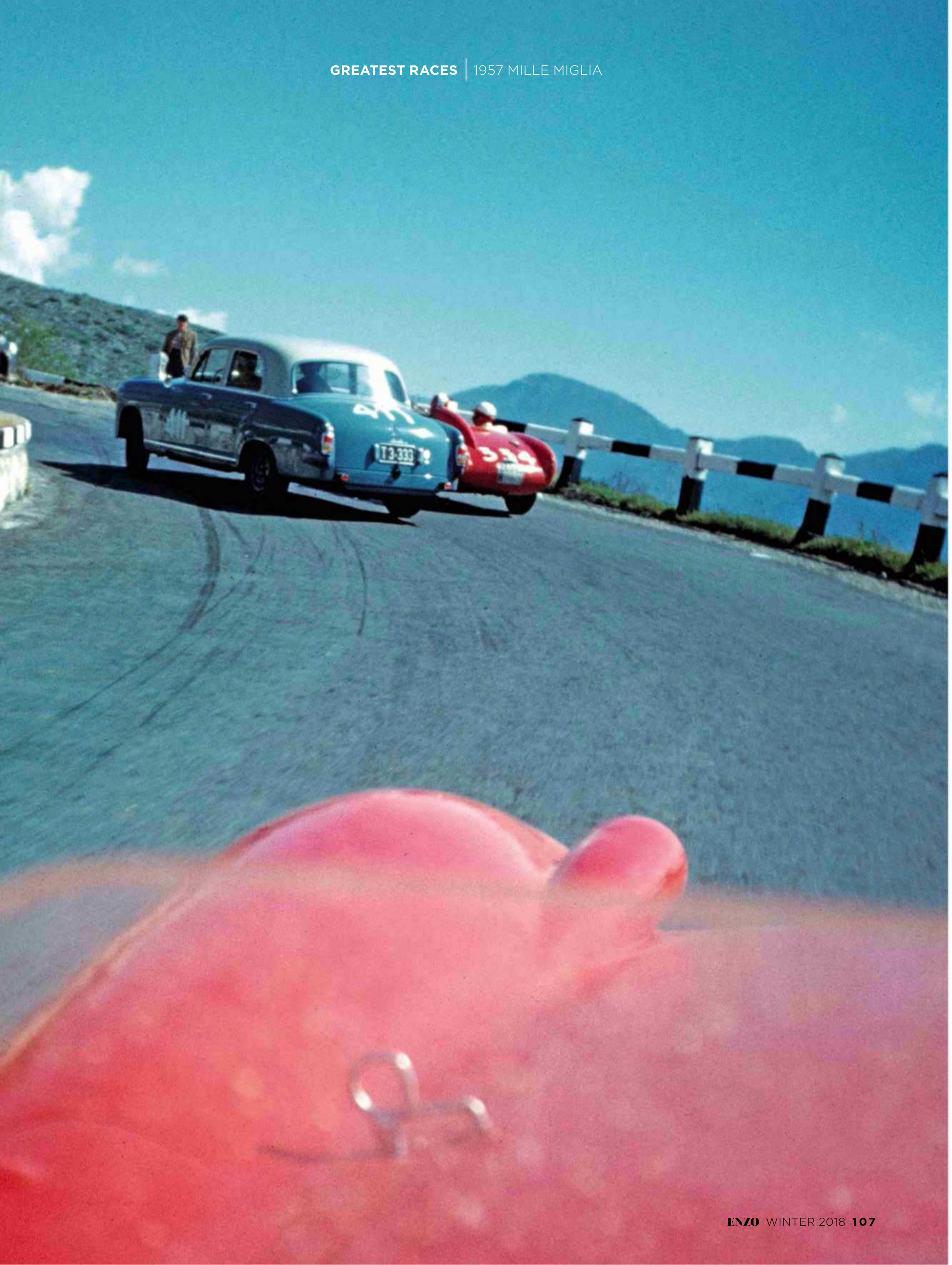
GREATEST RACES

1957 MILLE MIGLIA

END OF AN ERA

WORDS ANDREW FRANKEL | **PHOTOGRAPHY** GETTY IMAGES/KLEMENTASKI COLLECTION

An appalling accident made this the last Mille Miglia, but it was also notable for a remarkable drive by an unsung hero



Left and below
Enzo Ferrari and Piero Taruffi, who first drove for the Scuderia when Enzo was running the Alfa GP team in the early '30s. For the 1957 Mille Miglia, Ferrari persuaded him back into the fold. Below: pre-race preparations

It is possible you may not have heard of Piero Taruffi. As a Grand Prix driver he was good, but not one of the greats. He competed in just 18 World Championship GPs and, while he won the 1952 Swiss Grand Prix, it was only after former World Champion and team-mate Dr Giuseppe Farina's Ferrari 500 had packed up. Thereafter Taruffi never reached the top step again.

In sportscar racing outside his native Italy, Taruffi never even finished at Le Mans. Yes, officially he won the 1956 Nürburgring 1000km for Maserati, but only after he and team-mate Harry Schell were booted out of their 300S mid-race to be replaced by the quicker crew of Stirling Moss and Jean Behra, whose own 300S had suffered a suspension breakage.

Taruffi's greatest achievement abroad was to win the gruelling 1951 Carrera Panamericana, a race the length of Mexico held between 1950 and '54, before the death toll became unsustainable even in those less squeamish times. The year Taruffi won was one of the less lethal ones, with 'only' four fatalities. He won in a Ferrari 212 Inter, sharing with three-times Le Mans winner Luigi Chinetti.

And yet Taruffi fascinates me. If they gave prizes for versatility, hard work and never quitting, this champion skier and accomplished rower would be far better known today.

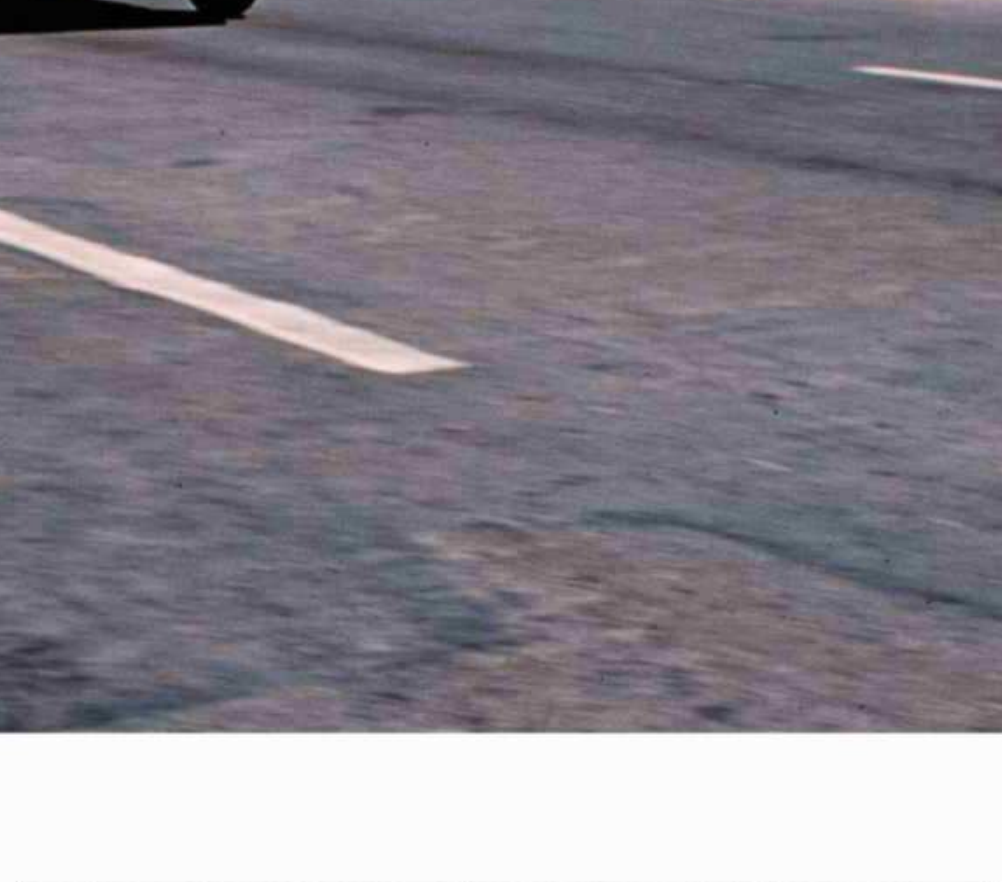
Taruffi started competitive life on two wheels, not four. Born in 1906, he started riding aged 17 and won the European 500cc Championship for Norton in 1932. Five years later, he set a two-wheel Land Speed Record, becoming the first person to ride down the road at over 170mph.

His career on four wheels started in 1930 at the age of 23, which was old to begin racing even then. But he started as he meant to go on, with the Mille Miglia. If you could have seen the young Taruffi take the start in 1930 in a 2.3-litre Bugatti in his 'shepherd's plaid breeches', you might have been forgiven for failing to spot the man who, 27 years later, would win the last staging of the world's most famous road race.

Yes, it really did take that long. It is possible that someone took part in the Mille Miglia more times than Taruffi because, back then, anyone could. In that last race alone, 310 cars took the start, of which 172 made it back to Brescia. But he competed a total of 15 times, or 16 if you include the somewhat fraudulent 1940 event that, far from being a single lap of approximately 1000 miles from Brescia to Rome and back, was a nine-lap run around a 104-mile course.

‘Taruffi thought hard about retiring. And yet the lure of one more Mille Miglia was too great’

Above and right
While other drivers had navigators, Taruffi drove alone, drawing on his vast experience of the Mille Miglia course; the number 535 on his Ferrari related to his 5.35am start time. Right: the 1957 race was also infamous for the terrible accident involving the Ferrari of Alfonso de Portago, which spun off the road killing driver, navigator and ten spectators



‘Now the Ferrari flew, literally at times, revs racing through the red as the car left the ground’

Taruffi first encountered Enzo Ferrari in 1931 when his exploits on the Norton got him noticed by the man who was already running Alfa Romeo’s racing team. Taruffi’s Scuderia Ferrari Alfa 8C failed to finish the Mille Miglia the following year, but in 1933 he came third, and must have thought his maiden win would not be too far away. The next year he came fifth in a Maserati but then nothing: he raced in the Mille Miglia nine further times before that final, fateful day and failed to make it back to Brescia on every occasion.

Post-war and now a respected long-distance racing driver, he was always in the hunt but somehow always the bridesmaid, never the bride. Sometimes it was his fault: twice he crashed – in a Lancia in 1954 and a Maserati in 1956. More usually it was the machinery that let him down, that machinery was usually a Ferrari, and the part of it that let him down was always its transmission. ‘I began to wonder,’ he wrote, ‘whether the fast but bumpy and undulating Mille Miglia course might be extra hard on the Ferrari transmissions, making them the Achilles heel of the cars from Maranello.’

At the end of 1955, at 48 already an old man in racing terms, he fell out with Ferrari. To cut a long story short, Enzo had promised him a ride in the Venezuelan GP but failed to mention he’d do so only in an inferior car to his team-mates. Furious, Taruffi told Ferrari to give him a competitive car as per his contract and when he received an evasive reply, Piero walked.

But he found life at Maserati in 1956 no picnic and the cars rather more rickety than the immaculately prepared Ferraris, weak gear-boxes notwithstanding. So when Enzo offered a one-off drive in the 1957 Mille Miglia, Piero had some serious soul-searching to do.

He was worried about his age: in his last race for Maserati he was vying for the lead of the Giro di Sicilia with Olivier Gendebien when he slid off the road and ruined his chance of victory. Unable to rationalise the accident, he worried that, knowing his career was near its end, he’d become reckless in his desperation to win, not an attitude conducive to a long life back in those perilous times. He thought hard about retiring.

And yet the lure of one more Mille Miglia was too great, so great indeed that even when it became clear that Peter Collins and Alfonso de Portago were to be given the latest-specification Ferrari 335S sports cars with 4.1-litre V12 engines, and he and Wolfgang von Trips would have 3.8-litre 315Ss, he could not help himself. One more race he promised himself and then he’d quit. To make sure, he promised his wife Isabella, too. Even Ferrari told him to quit after the race which, Enzo assured him, he would win. Then again, a quarter of a century after he’d first raced for Ferrari, Taruffi was more than smart enough to know he’d have made the same prediction to all his drivers.

Piero did one reconnaissance lap over two days, not because this veteran needed much reminding of the course, but to familiarise himself with his race car. And on the second day, in lieu of a mechanic he took Isabella, who was as unimpressed by the heat soak from the engine as she was stunned by the Ferrari’s ability to spin its wheels at 95mph.

The day before the race there was the traditional press call in Maranello, where Taruffi looked at his eager young team-mates and saw the same enthusiasm he’d felt himself all those years ago. And how sad he would have been to reflect just over four years later that all three were not only dead, but that all met their ends in awful accidents while racing Ferraris. At that point, one had barely 24 hours to live.

The following day he started at 5.35am, indicated by the race number on his car. He was content: he might not have the quickest Ferrari in the race, he might not have been the quickest Ferrari driver in the race, but he knew the course in a way his hotshot team-mates never could. He reckoned local knowledge was worth five minutes over the distance, which could easily be a winning margin. Ten hours and 27 minutes later he would be proven spectacularly right.

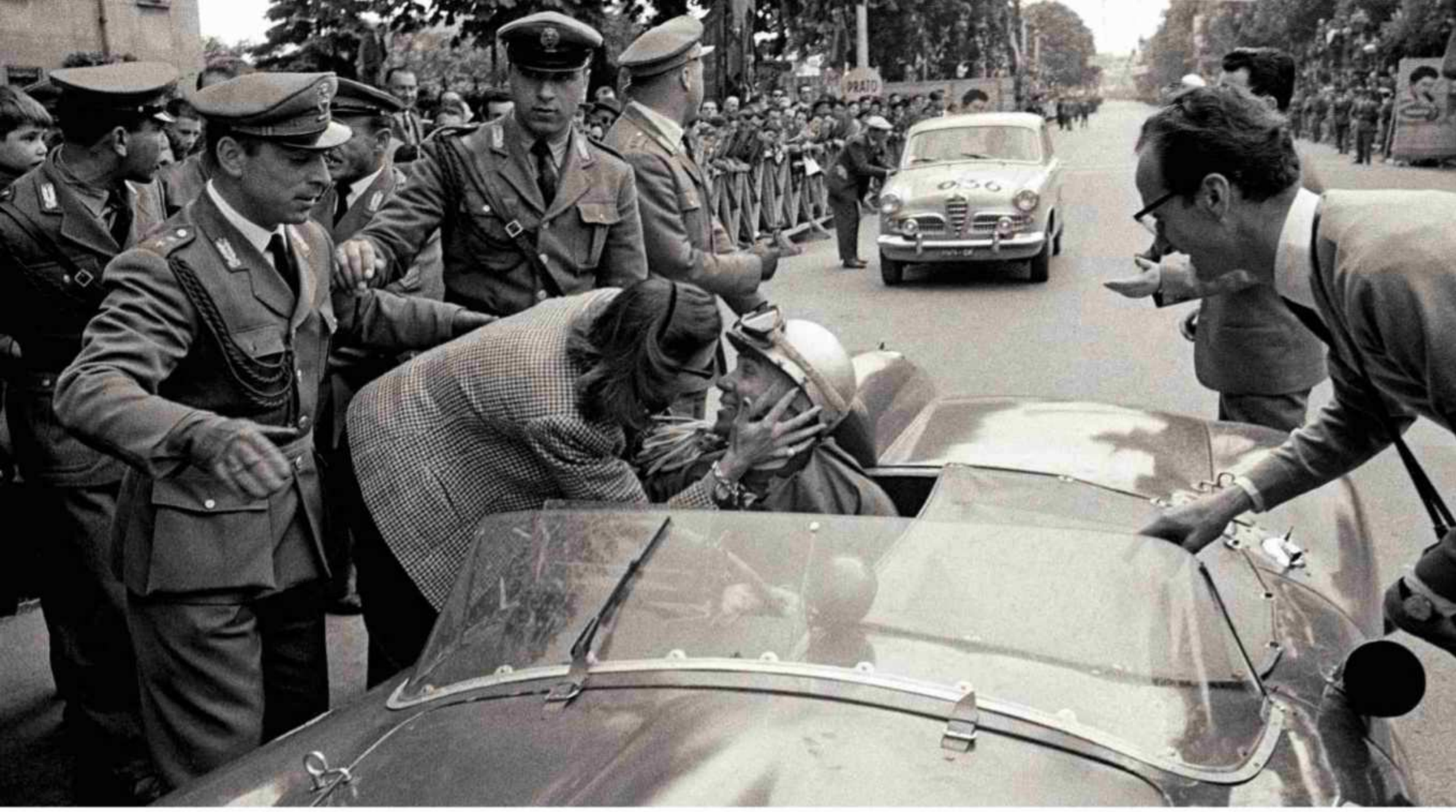
De Portago was never a threat and Taruffi soon passed von Trips, who’d started three minutes ahead of him. But of Collins there was no sign, for the Englishman had set a pace that, if sustained, would have beaten Stirling Moss’s record set for Mercedes-Benz in 1955. Actually there were some signs in the form of black streaks of burned rubber at the exits of corners as Collins spun the wheels of his mighty 335S. Mindful of all the times a Ferrari transmission had let him down, Taruffi took the alternative approach, staying in higher gears, reducing the number of shifts to a minimum.

But at Rome, the halfway point of the race, he was told his policy had put him fully five minutes behind Collins and he felt all caution must be ditched to catch him. Now the Ferrari flew, literally at times, revs racing through the red as the car left the ground; but by Viterbo he’d made no inroads at all. All he’d gained was a strange noise from the transmission…

He could not beat Collins, that much was clear, but if he eased off he might just be able to nurse his Ferrari through to second place, and second on the Mille Miglia at the age of 50 would not be a bad way to sign off. But between Florence and Bologna the noise got worse and Taruffi became thoroughly depressed, ruing his decision to chase Collins. More recklessness brought on by the desperation of a man trying to cling to something that was no longer there? It seemed that way.

Now the noise was so bad he feared the transmission might seize and throw him into the scenery so he decided to retire at Bologna. But there he learned from Enzo himself that Collins’s transmission was complaining too. In an instant all thought of retirement vanished.

No sooner was he back on the road than more trouble presented itself, in the form of von Trips in the other 315S appearing in his mirror. Once more the foot went down. In the hobbled Ferrari there was no keeping the German ace at bay for long, but nor did he need to, because he still had



‘Isabella had to fight her way through the crowds. She had to tell Piero three times that he’d won before he believed her’

the three-minute difference in their respective start times up his sleeve. Von Trips came past and Piero simply tried to cling to his exhausts.

In the end, Taruffi beat von Trips not just on elapsed time but on the road, too. At Piadena there was a blind left curve that Piero knew contained an enormous lay-by, almost doubling the width of the road. Von Trips did not. The German braked, the Italian did not, and Piero swept past, whereafter they stayed in formation for the short run back to the finishing line. Just as he’d predicted, local knowledge had been the decisive factor.

Piero was somewhat surprised by the reception he was afforded – sure, he was an Italian driving a Ferrari and second place was a great result, but he’d not expected to be mobbed. It required Isabella to fight her way through the crowds to reach her man before he learned that Collins had parked up at Parma, his differential shattered. She had to tell him three times that he’d won before he believed her.

Of course, this was a Mille Miglia with the most tragic of codas. About 18 miles from the finish, something went wrong with de Portago’s car. Some accounts say it was tyre failure, others that it was bent suspension or an axle that was to blame. It hardly matters: whatever the cause, the 335S left the road and by the time it came to rest upside down in a water-filled ditch, eleven people, including the 28-year-old de Portago, his navigator Ed Nelson and five children in the crowd were dead. For the race, too, it was an unsurvivable accident, despite the esteemed motoring journalist Gregor Grant, who had taken part himself in a Lotus 11, pointing out that the death toll on Italian roads always went down on a Mille Miglia weekend.

As for Piero Taruffi, he kept his promise to himself and Isabella, and while they’d enjoy doing the odd regularity rally together, he retired from competitive motorsport that day. Collins would die aged just 26 in the German Grand Prix the following year, von Trips at 33 in the 1961 Italian GP. Taruffi, by contrast, died in 1988 aged 81, having spent longer enjoying retirement than the average time his three fated team-mates had spent enjoying life in total.

Above
Taruffi takes the flag, followed by team-mate von Trips, still believing he’s only in second place, until he’s told that Collins’s car has expired with a broken differential

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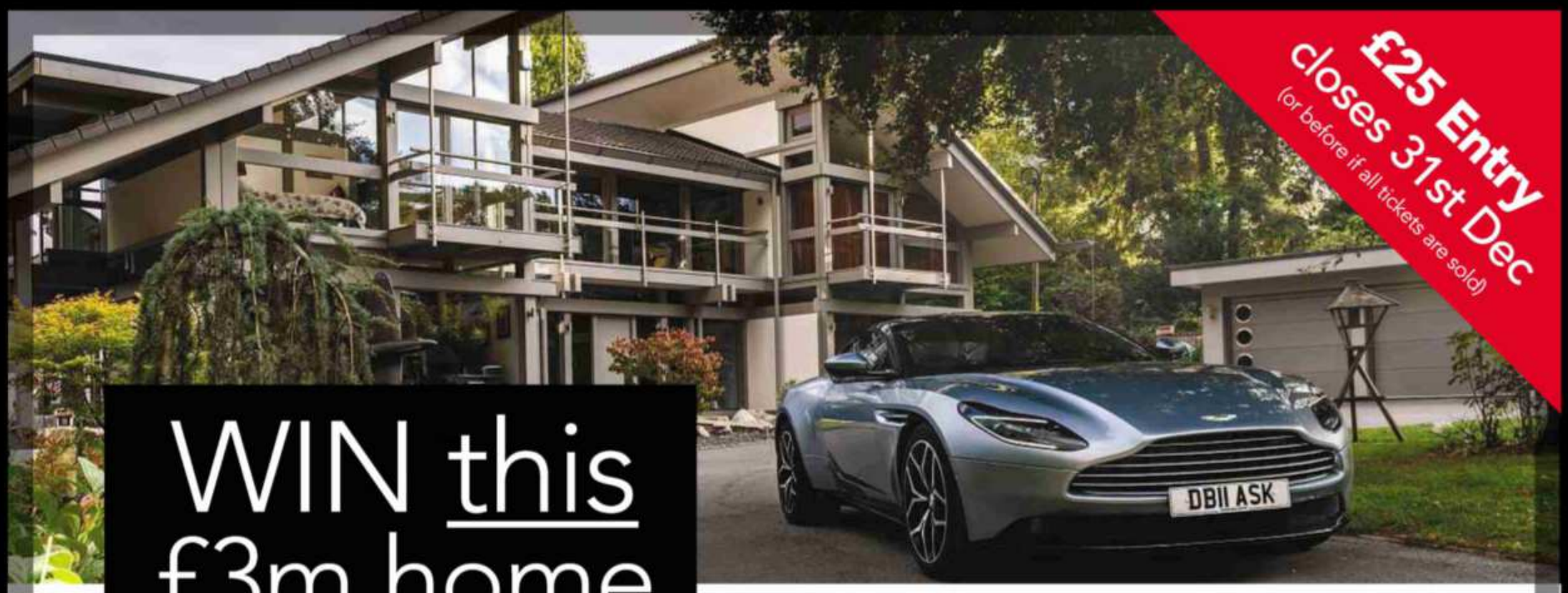

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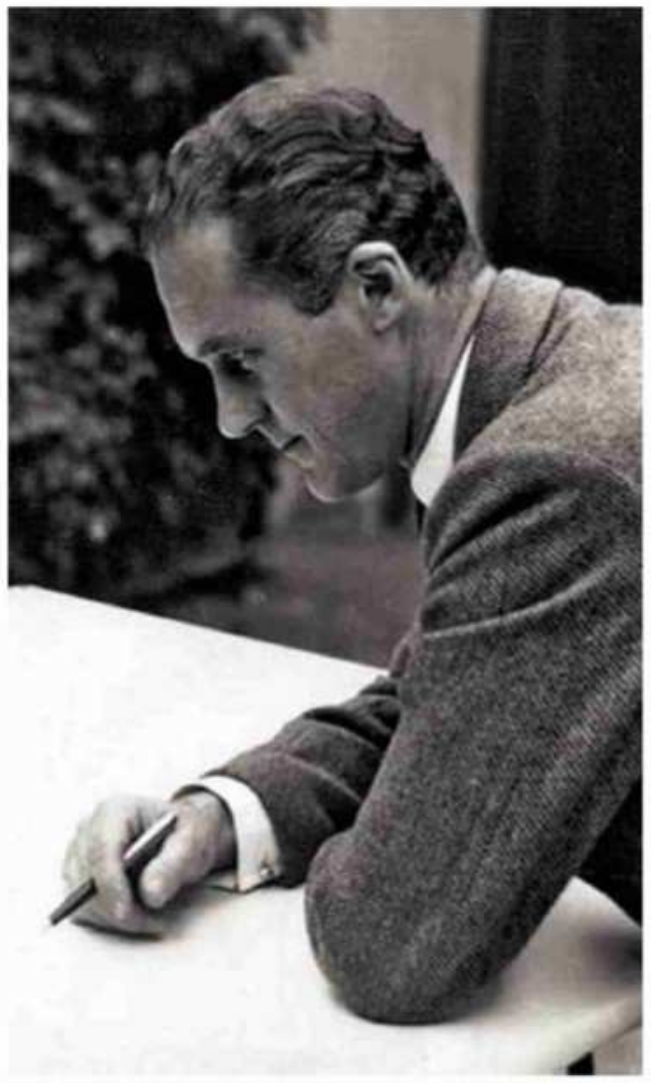
MM

Named for a win on the 1948 Mille Miglia, the 166 MM was a pivotal model in the early history of Ferrari – and this very special one links three giants of the motor industry



'To really capture the public's imagination, something glamorous was needed…'

Italy, the late 1940s. Three men from different backgrounds but with a shared passion for cars are in the process of forging careers and reputations. The first of them we know well. Enzo Ferrari has made his name as director of racing for Alfa Romeo and then as owner of the Scuderia Ferrari racing team. After falling out with Alfa bosses, he has just begun to build cars under his own name.

Someone that Enzo always admired was Felice Bianchi Anderloni, a lawyer by training, who had left the courts behind to follow his own passion for cars. A test driver and racer for Isotta Fraschini in the early 1920s, in 1926 Bianchi Anderloni established a coachbuilding firm, Carrozzeria Touring Milano, which in 1937 would patent its Superleggera ('extra light') construction technique. In June 1939, Felice met Enzo to discuss a car that Ferrari was planning to build for a wealthy client. After the meeting, Felice wrote in his notes: 'Car 815 Enzo Ferrari, sculpted by the wind.'

The sleek, Fiat-engined 815 (not officially a Ferrari, but built by Enzo's new company, Auto Avio Costruzione, to skirt the terms of Ferrari's severance agreement with Alfa) was bodied by Touring, and two examples would race in the 1940 Mille Miglia. Alas, the spread of war would soon bring a halt to such activities, but it was the start of a relationship between Ferrari and Touring that would bear even greater fruits in the years that followed.

However, it's not Felice that concerns us here, for he died in 1948. At that point the baton passed to his son, 32-year-old Carlo Felice 'Cici' Bianchi Anderloni, and it was under Cici's command that Touring would reach new heights in coachbuilding, as demonstrated so beautifully by the car you see on these pages.

The very first model to carry the Ferrari name, the 1.5-litre V12-engined 125 S, had been unveiled in 1947, but its body was a very rudimentary in-house design, as was that of the 2-litre 166 Sport that followed. To really capture the public's imagination – and the patronage of wealthy enthusiasts – something far more glamorous was needed…

At the 1948 Turin show, Ferrari launched the 166 MM (named for a victory by a 166 Sport in the famous road race earlier that year). It was available in two forms, closed berlinetta and open barchetta, and the definitive coachwork for each was the creation of Carrozzeria Touring Superleggera under the direction of 'Cici' Bianchi Anderloni.

Above and left
The three key players in the story of this car, from the left: Enzo Ferrari, Carlo Felice 'Cici' Bianchi Anderloni, and the young Giovanni 'Gianni' Agnelli. Left: owner Clive Beecham takes historian Marcel Massini for a spin in the freshly restored barchetta

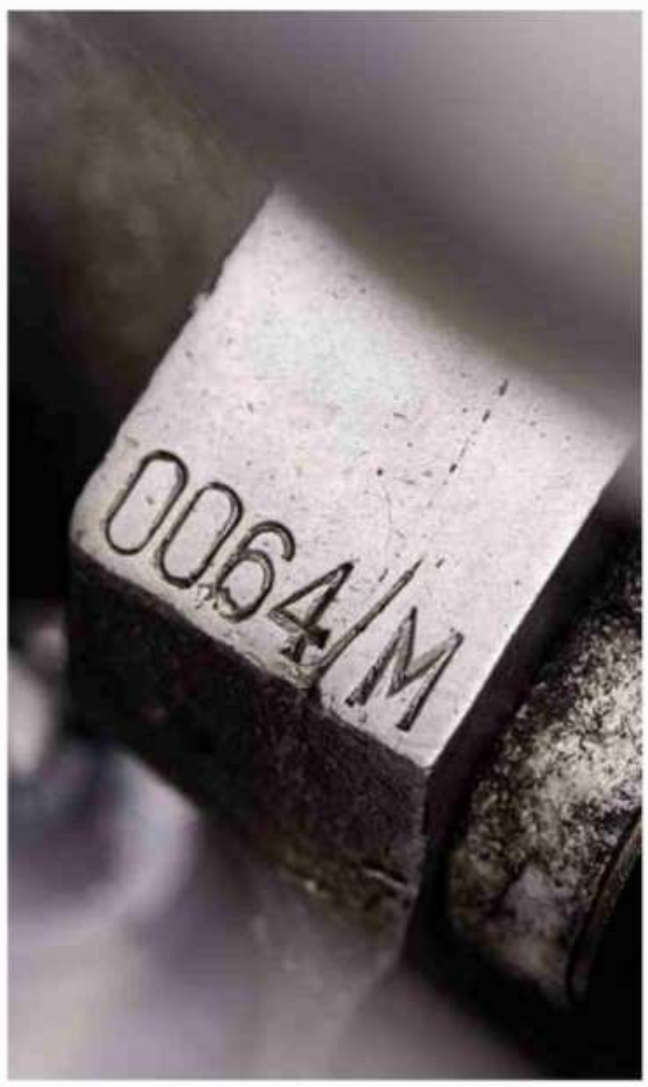
The 166 MM would prove to be the first model from Enzo's young firm to be built in significant numbers: 39 in total, and almost all would have a racing career. The engine was Ferrari's own, a Gioacchino Colombo-designed 2-litre V12 with a single overhead camshaft per bank, developing 125bhp at 7000rpm with a single Weber carburettor, 140bhp with the triple Webers often fitted. It soon became *the* car to have for racers and playboys alike: exclusive, fast and ravishingly beautiful.

In the story of this particular 166 MM, we now meet the third player, one Gianni Agnelli. In 1949, the grandson of Fiat founder Gianni Agnelli Sr was 27 years old, enjoying life and learning the ropes, while manager Vittorio Valletta took care of business. In 1963, Agnelli would be appointed Fiat CEO and would eventually become one of the most influential and powerful men of the 20th century, but in 1949 he still had to report to Mr Valletta.

The object that linked Ferrari, Bianchi Anderloni and Agnelli together for the first time had a number: chassis #0064M, completed on June 12, 1949, but not shipped from the Maranello factory until the following August when it was sold, for 2,950,000 Italian lire, to Milan car dealer Lombardi & Koelliker.

Specification

ENGINE V12, 1995cc **MAX POWER** 140bhp @ 6600rpm **MAX TORQUE** n/a **TRANSMISSION** Five-speed manual, rear-wheel drive **SUSPENSION** Front: unequal-length wishbones, transverse leaf spring, hydraulic dampers. Rear: live axle, trailing arms, semi-elliptic leaf springs, hydraulic dampers **STEERING** Worm-and-roller, unassisted **BRAKES** Drums front and rear **WHEELS** 5.5 x 15in wire-spoke **TYRES** 185 VR15 **WEIGHT** 650kg (dry) **POWER TO WEIGHT** 218bhp/ton **0-60MPH** n/a **TOP SPEED** c135mph



'At Garage Francorchamps it would start its second life – as a racing car'

Wolfram 'Bepi' Koelliker was a well-known distributor of special cars, usually ones with bespoke, coachbuilt bodywork. He was also an old classmate of Gianni Agnelli.

In fact it was Agnelli himself who was behind the purchase of the rolling chassis, arranging it through his old friend because he was under instructions from his mentor, Mr Valletta, not to use (or at least not to be seen in) any vehicle not manufactured by Fiat. Gianni knew very well what he wanted as his personal car and nothing in the Fiat production line-up fitted the bill. But he had to play it smart. He couldn't be seen to be disobeying Valletta, who wielded much influence with the Agnelli family.

So a few days later, and again with utmost discretion, the chassis was shipped across town to Via Ludovico di Breme, the headquarters of Touring, to receive its barchetta body, numbered Touring 3454 (the 24th of the 25 Touring-bodied 166 MM barchettas built).

The creation of such a car is a very personal thing, the owner very much involved in the process, but on his visits to the city Gianni was always escorted by an underling of Valletta's. So whenever he wanted to observe progress on the car, or discuss some details of it, he first had to 'lose' his escort. And, to avoid being spotted by paparazzi, he wore big sunglasses and wide hats as a disguise!

Years later, Giovanni Bianchi Anderloni, son of 'Cici', noted what his father told him about that time. 'We spent a lot of time evaluating every detail of the car,' Cici told Giovanni. 'Usually we moved forward quite fast. Just a few minutes were required to define the special "teardrop" rear lights, but we had long and endless discussion about the colours. I didn't like his choice for a dark blue on the top and dark green on the lower part, because, to me, it would have killed the beauty of the car. At the very end, without being convinced, I had to obey, just to have to admit to him, after finishing the car, that he was absolutely right, and that the dual colour combination was perfectly fitting my design.'

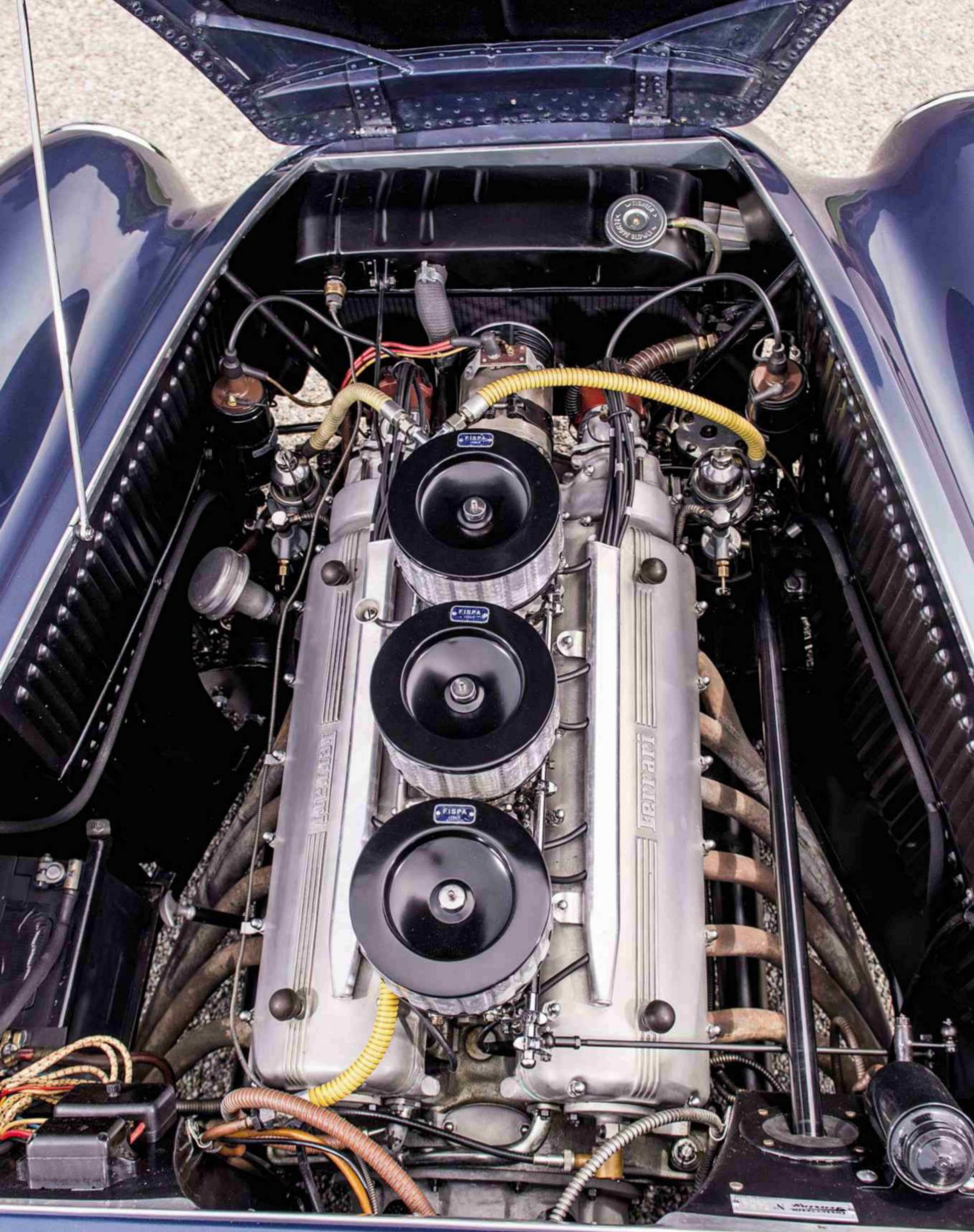
Gianni Agnelli would keep the 166 MM for three years, but, most likely to avoid upsetting Mr Valletta, there are no known pictures taken during this period showing him with the car. He sold it to a dealer in Bologna, and from there it ended up at Garage Francorchamps SA, the Belgian Ferrari importer and distributor, where it would start its second life – as a racing car.

Above and right
MMs used Touring's Superleggera system of steel tubes clad in aluminium; chassis 0064M was one of just 25 barchettas; 'teardrop' rear lights were chosen by Agnelli in discussion with 'Cici' Bianchi Anderloni. Triple Webers lifted output of 2-litre V12 to 140bhp

The first major modification was the fitment of three Weber 32DCF carburettors to replace the original single item. Different rear lights were added to conform to local road regulations, and shortly after, resprayed in light blue, it was sold by Garage Francorchamps to Belgian Viscount Géry d'Hendecourt. The viscount raced the car for several seasons, and in May 1953, with a young Olivier Gendebien at the wheel, it finished first in the Coupe de Spa-Francorchamps – a debut win for the later four-times Le Mans victor.

The barchetta had a number of owners in quick succession after that and was raced right up until 1957. As Ferrari historian Marcel Massini explains: 'In the 1953-1966 period, the car is returned, in an almost endless part-exchange deals, to Garage Francorchamps, at least six times.' In 1966, the life of #0064M, now painted red and registered with Belgian licence plate 67 J 59, finally entered its most settled period after it was acquired by Jacques Swaters, legendary founder of Ecurie Francorchamps. And between 1980 and 1987 it was restored to its original configuration by Francorchamps mechanic Roberto Bernardi.

In 1989, this wonderful machine returned to Italy to be driven in the historic Mille Miglia by Jacques Swaters and Christian Philippsen and in 1990 it was shown, again in Italy, at the Idea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Above and below
Some MMs were trimmed in Spartan fashion as pure racers, but customers also had the option of a fully trimmed 'lusso' version; no prizes for guessing Agnelli's preference. Car now restored to original two-tone coachwork

'This year, 0046M returned once more to Italy, to participate for the second time in the historic Mille Miglia'

Ferrari event at Forte Belvedere in Florence. The latter was remarkable for its size and the quality of the cars on show, and was visited by hundreds of thousands of people. Gianni Agnelli was one of the visitors, and there are several pictures of him among the cars on show, though amazingly, considering the importance of the man and of his old steed, there are again no known pictures of him with the 166.

He did, however, speak to reporters about his memories of the car: 'It was my first Ferrari,' he said, 'and I clearly remember her. She was light and easy to drive, and gave you the feeling of the wind surrounding your body when you were driving fast.'

Through the 1990s and beyond, the car made a number of high-profile appearances, including at the Museum of Modern Art of New York in the 'Designed for Speed' exhibition, the 'Idea Ferrari' show in Berlin and in a special display dedicated to Garage Francorchamps at the Brussels Retro Festival. When, in December 2010, its owner of 44 years Jacques Swaters passed away, the car was inherited by his daughter, Florence, who went on showing it until 2012, before selling it, as suggested by her father before his passing, to prominent English collector Clive Beecham.

Now registered 166 JCG, shortly after Beecham acquired it the 166 was returned to Italy to be restored by the reborn Carrozzeria Touring, where particular attention was paid to the front section of the body, which had been damaged early in its life in a racing accident. After receiving Ferrari Classiche Certification, it was then entered in the 2015 Villa d'Este Concours d'Elegance, where it won the Coppa d'Oro, the most revered trophy of the show. Joining Beecham to parade the car was the grandson of Gianni Agnelli, Lapo Elkann.

This year, with Clive Beecham again behind the wheel, 0046M returned once more to Italy, to participate for the second time in the historic Mille Miglia. Seventy years on, you could almost imagine the ghosts of those three gentlemen who created her cheering from the roadside.

With thanks to Ferrari historian Marcel Massini.

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PARTING GIFT

The last Ferrari personally approved by Enzo himself is the stuff of dreams. But what's the reality of ownership?

WORDS PETER TOMALIN | **PHOTOGRAPHY** GRAYPAUL

The official line was that it was Ferrari's 40th birthday present to itself, but the subtext was clear for all to see. The F40 was Ferrari's riposte to Porsche's 959, and has there ever been a more graphic demonstration of the differences in cultures between two rival sports car makers?

As any fan of 1980s supercars knows, the 959 was born out of motorsport, specifically the Group B category, which had been conceived to pit the world's great marques against each other on both race circuit and rally stage. Porsche's contender was a technological wonder, with electronically controlled four-wheel drive, adjustable damping and anti-lock brakes. It was also phenomenally fast, its 450bhp 2.8-litre twin-turbo flat-six powering it to a claimed 197mph. Ferrari had its own Group B contender in the shape of the 288 GTO – and a luscious shape it was, too. But the GTO was comprehensively outgunned by the 959. The F40 was Ferrari's revenge.

Enzo himself suggested the project and, remarkably, it was developed in just 12 months. It was Enzo, too, in what would be his final public appearance, who introduced the F40 to the world's press at Maranello in July 1987, 40 years after the first Ferrari-badged car had made its debut.

Group B, as originally conceived, had stalled by then, but the F40 looked every inch the road-racer and, indeed, under

'GROUP B HAD STALLED, BUT THE F40 LOOKED EVERY INCH THE ROAD-RACER'

the skin it was very much an evolution of the GTO. At its heart was a slightly larger-capacity 2936cc version of the GTO's twin-turbocharged V8, further developed and with increased boost from its twin Japanese IHI turbos. The results were – often quite literally – breathtaking.

Whereas the 959 had 450bhp, the new Ferrari flagship boasted 478bhp at 7000rpm. Even more tellingly, thanks to extensive use of lightweight Kevlar-reinforced composites and a general absence of gizmos and creature comforts, the Ferrari's kerbweight (minus fluids) of 1100kg gave a power-to-weight ratio of 441bhp per ton, around 100bhp more than the Porsche.

Forget the identical 0-60mph times of 3.7 seconds – once the Ferrari was hooked up, the Porsche was left trailing in its wake. And though the 959 ran out of steam just shy of the 200mph mark, the F40 nudged past it, the first Ferrari road car to do so. It trumped the 959 on the size of its price tag, too: £160,000 to the Porsche's £145,000.

So if the 959 was the most advanced car the world had yet seen, Ferrari had responded as only it could – with passion, F1-inspired construction and an absolutely killer engine. The F40 was fire to the 959's ice. It was also – and remains – one of the most exhilarating road cars ever built.

THIRTY YEARS ON – and I can hardly believe I've just typed that – the F40 still has the power to take a driver's breath away. That's mostly to do with the way the turbos suddenly ramp up the power, but also the raw, unfiltered nature of the whole experience. It's certainly not for the faint-hearted. Unlike most modern supercars, there is minimal sound and heat insulation. It's very physical, too, the steering, clutch and brakes all requiring real effort, the gearchange concentration and precision, and of course no electronic interventions should ambition exceed ability.

Partly as a consequence, very few F40s do high mileages, though that's at least as much to do with their value and buyers wishing to protect and enhance their investments.

So let's start with values. You'll find very few clues in the classifed ads, since F40s tend to be 'POA', but auction prices can give an indication…

Unlike most of the really sought-after Ferraris, the F40 is not particularly rare. Production was to be limited to around 400, but such was the demand that the final figure had reached 1315 when the run ended in 1992. Russell Smith, service manager at independent specialist Bob Houghton Ltd, reckons 78 cars were delivered to the UK, although in recent years many have come in from Europe – they're easily registered in the UK with a few mods to the speedo and the headlight trajectory.

The build numbers do have a limiting effect on values compared with the substantially rarer 288 GTO, F50 and Enzo, says Russell. However, while only a few years ago you could pick up an F40 for between £300,000 and £500,000, today you can more than double those figures. The most recent auction result was at Gooding and Company's Pebble Beach sale earlier this year, where a low-mileage 1992 car made $1,375,000.

So expect to pay between £800,000 and £1,300,000 today, with low-mileage cars commanding the highest prices, though Russell reckons that as the cars get older the mileage will have less effect on values and more emphasis will be placed on history and condition. 'Think of cars like the 250 SWB, where nowadays the mileage is pretty irrelevant – the value is in the history and how the car has been looked after,' he says.

Originality is everything. A well looked-after original car is a far better bet than an incorrectly restored example that looks good but isn't as it should be. Crash damage can reduce the value severely, as can a non-original engine. Original books, wallet and tools are a must.

An important development in the F40 market – as is the case with all classic Ferraris – has been the factory-backed Classiche programme (covered in depth elsewhere in this issue). Basically it confirms that the car is of the same spec as when it left the factory, and it has become an important selling point. The number of owners is not normally an issue as long as the car's entire history is documented.

The road-going F40 changed little in its five-year production run (the race version that appeared in GT championships in the early '90s was substantially modified). The main differences in spec were that post-1991 cars had catalytic converters and the option of adjustable suspension. This used to be considered more desirable because of the higher ground clearance on offer – handy for speed-bumps and getting on and off ferries – but now that components are wearing out and getting harder to replace, the non-adjustable cars are more favoured. Most early F40s have Perspex sliding

Specification

ENGINE V8, 2936cc, twin-turbo
MAX POWER 478bhp @ 7000rpm **MAX TORQUE** 425lb ft @ 4000rpm
TRANSMISSION Five-speed manual, rear drive, limited-slip diff
SUSPENSION Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar
BRAKES Vented discs, 330mm front and rear **WHEELS** 8 x 17in front, 13 x 17in rear **TYRES** 245/40 ZR17 front, 335/35 ZR17 rear
WEIGHT 1100kg (dry) **POWER TO WEIGHT** 441bhp/ton (dry)
0-60MPH 3.7sec (claimed)
TOP SPEED 201mph (claimed)
PRICE NEW £160,000 (1987)
VALUE TODAY c£800,000-£1,300,000

'UNLIKE MOST REALLY SOUGHT-AFTER FERRARIS, THE F40 IS NOT RARE'

Above
Road-racer vibe continues inside, with bare floors, exposed Kevlar, felt-like dash covering and Nomex-trimmed bucket seats

‘THE FINISH OF THE PANELS SHOULD BE QUITE CRUDE – KEVLAR TECHNOLOGY WAS VERY NEW AT THE TIME’

side windows rather than regular wind-up ones. They reduce weight and add a racier feel, but they’re less practical and the plastic scratches very easily.

The fundamental engineering of the F40 appears to be of a high standard. According to Russell Smith, the 2.9-litre V8 is a strong unit and it is extremely uncommon to see any internal engine failures. ‘They do stand up to higher mileage suprisingly well, considering how much stress a turbocharged engine is under. We look after Nick Mason’s car, which had around 40,000kms last time we saw it.

‘We’ve only ever rebuilt one or two of them, and that has been because of some silly little part rather than an actual blow-out. They do suffer from the odd electrical gremlin and you really need to know the cars inside-out to fix some of these,’ he adds. ‘Turbos can also cause problems but they are normally easily overhauled.’

On a test drive, the V8 should boost strongly but not bring the overboost light on and not suffer any hesitations or misfires. Turbos usually make a lot of smoke when they go; they may also lose performance and become noisy if vanes are damaged or broken. It’s imperative to make sure there are no oil leaks from the engine – the turbos get super-hot and can ignite any oil very easily, with devastating results. Exhaust systems should be original if you want Classiche authentification, though many have been replaced with aftermarket systems as the turbos and cats tend to mute the exhaust note in standard form.

The five-speed gearbox seems to be pretty bulletproof but will always require warming-up before the shift and synchros work at their optimum. Clutch life is almost impossible to predict, as it varies so much from driver to driver. Some last for 20,000 miles, others a quarter of that.

The wheels suffer from corrosion around the split-rim bolts – refurbished wheels tend not to have the ‘Speedline’ and ‘Ferrari’ etching on them. Split-rims are also liable to weep air, resulting in tyres losing pressure, which can be hard to fix completely. Original-fitment tyres are Pirelli P Zeros, 245/40 VR17s at the front, 335/35 VR17s at the back. Be aware that they can be problematic to get hold of, as supply is sporadic.

The brakes are the only real weak point on the F40, says Smith – on track you will run out of stopping power after just a few laps, which is why cars that have done track work quite often have modified brakes: good for driving, not so good for that Classiche certificate.

The backbone of the F40 is a steel spaceframe, which seems to be lasting well. Body-wise, the carbon-Kevlar panels are cosmetically quite crude, as the technology was very new at the time. Look for a visible weave in the paintwork, indicating the originality of the paint with no filler or repairs underneath. The underside of the panels should be unpainted and again crude in appearance, but this does mean you should be able to spot whether any major repairs have been done. The seam-sealer in the cockpit should be green and the condition of the carbon weave inside the car should also be inspected thoroughly. The rubber front splitter is prone to damage, as is the underside of the nose. Also watch out for staining on the rear Perspex quarterlight panels and the rear deck window – these are expensive to renew.

Seats should be of the original Nomex – some early cars had a softer material that sagged and looked shabby very quickly, but it’s important to remember that retrimmed seats or dash in anything other than the correct material will devalue the car. The rooflining also has a tendency to come unstuck and sag onto your head, requiring a specialist repair. Seatbelts were originally inertia reel, but many have been replaced by aftermarket four-point harnesses. These are relatively easy to fit, which is a good thing as the inertia reels are no longer available. Electrical

Below
F40's third, central 'exhaust' pipe is actually from the turbo wastegate, to release excess turbo pressure

'THE RUBBER FUEL CELLS COST AROUND £30,000 TO REPLACE – AND ARE CURRENTLY ON BACK ORDER'

items such as the heated windscreen and headlamp demisters should all be checked carefully as they are expensive to repair – if you can get hold of the parts.

It won't surprise you to know that servicing an F40 according to Ferrari's schedule does not come cheap, and neither do any replacement parts that might be required. Although Ferrari recommended a 3000-mile service interval, it is more common for cars to have an annual service due to the low mileages they tend to cover: reckon on around £1200 for a basic annual service, while the cambelts should be replaced every two years, adding around £800 to the bill. If you can find the correct Pirellis, you'll be looking at more than a grand for a pair of rears, while a set of front brake pads are £600-plus and a new clutch around £2000. But that's peanuts compared with the main expense of maintaining an F40. The twin rubber fuel cells have to be changed every ten years (the exception is US-market cars, which were fitted with aluminium tanks) at a current cost of around £30,000. And, according to Russell Smith, they're currently on back order.

There are no cheap fixes or corners to be cut with a car like the F40, but that's as it should be for one of Ferrari's greatest ever road cars. For the Ferrari cognoscenti it's right up there with the 250 GTO in terms of visceral thrills and the sheer 'want one' factor. Russell Smith is in no doubt what makes it stand out. 'They will never be allowed to make another F40 in today's world of red tape and health and safety,' he says. 'That is what makes it so special and so desirable.'

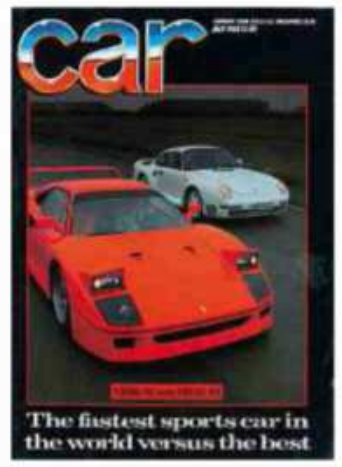
What the road testers said at the time

'TURN THE KEY, the ignition lights flash. Push the plastic starter button and the V8 twin-turbo engine, just behind your right shoulder, stutters into life, firing unevenly, tempestuously, at first. But give the throttle another dab, and the engine roars cleanly, and then settles down to a deep uneven growl.

As with the GTO's engine, it pulls easily from as low as 1500rpm, even in quite high gears. The tractability is astonishing: it can tootle along with the riff-raff, or hurtle past the best. Ferrari has always built superb engines, and the F40's is one of its finest.

For a car that will be driven on the road – alongside the Escorts and Minis of this world – the F40's performance is absolutely astounding. It is a road car unlike any other: only the 959 comes close.

The blowers deliver their urge from quite low down in the rev range, and explode into action at about 4500rpm. After that, the performance is plain frightening. The engine is screaming, making the sort of noise that comes from the back of Berger's Ferrari every other Sunday, and the sharp red nose with its sinister spoiler and orifices gathers in the horizon with the sort of speed that means you really have to be on top form to stay in control. Don't misjudge your braking distances, your cornering speeds; don't fumble your gear changes, or tread heavily or insensitively on that drilled metal right pedal, which can summon up more power than the throttle of any road car ever built.



Damn it: this Ferrari F40 musters the sort of muscle that Formula One cars used to deliver back in the pre-turbo days.

On track, the F40 behaves like a pukka sports racer. Once or twice, the tail slewed out of line on the damp circuit. Yet the chassis is very communicative, so an immediate opposite-lock flick kept the red car out of the Fiorano Armco.

This car is incapable of generating relaxation. It breeds anxiety and tension, yet it also delivers more sheer exhilaration than any car ever built' **- *Car*, July '88**

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ALL THE ROAD CARS 1940s-1950s

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

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

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

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

250 Europa **(1953-55)**

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

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

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

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

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

410 Superamerica **(1955-59)**

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

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

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

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

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

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

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

250 GT SWB **(1959-62)**

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

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

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

ALL THE ROAD CARS 1960s

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

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

250 GTO
(1962-64)

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

400 Superamerica
(1960-64)

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

250 GT Berlinetta Lusso
(1962-64)

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

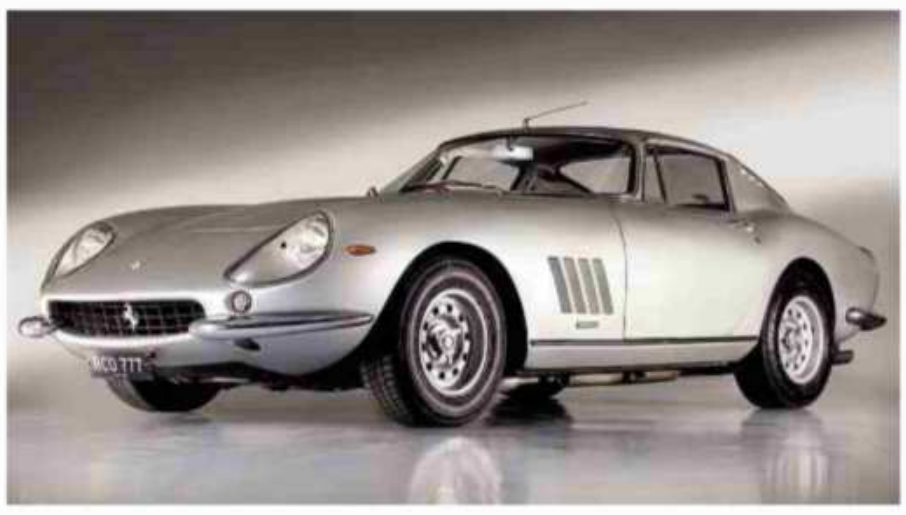
330 America/330 GT 2+2
(1963-67)

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

500 Superfast
(1964-66)

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

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



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

275 GTS
(1964-66)

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

330 GTC/GTS
(1966-68)

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

365 California
(1966-67)

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

275 GTB/4 NART Spyder
(1966-68)

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

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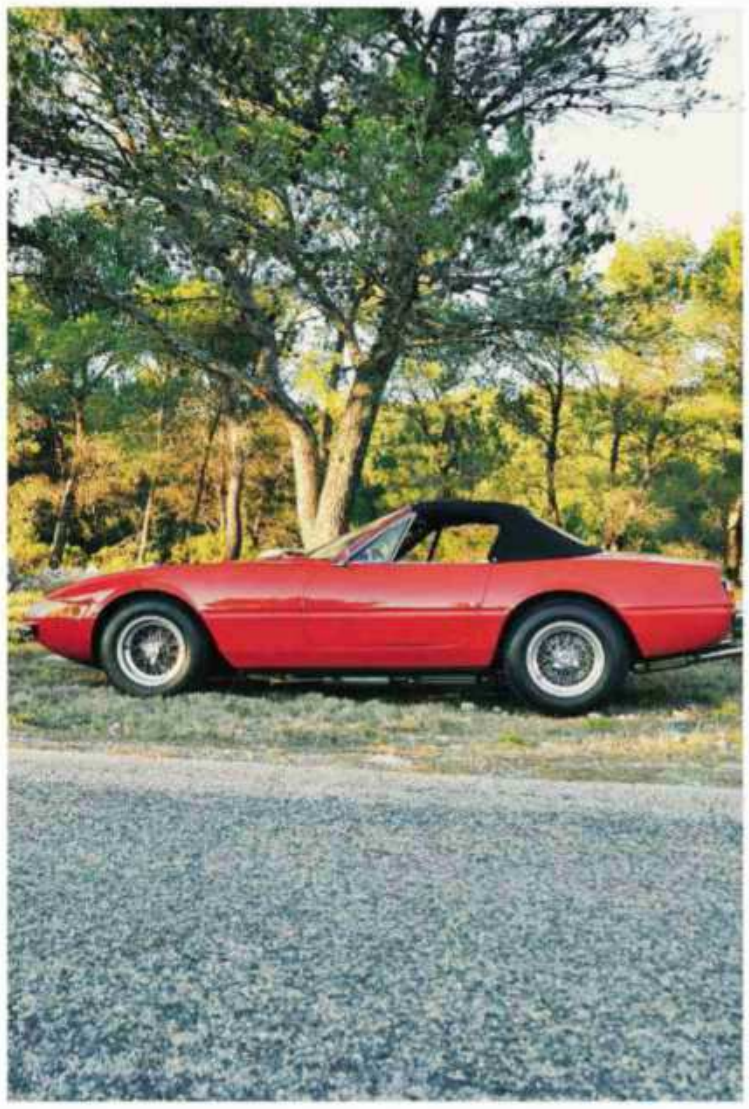

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ALL THE ROAD CARS 1960s-1980s

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

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

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

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

Essentially the 330GTC and GTS with the bigger, 4.4-litre engine, 150 coupés were built, but just 15 spyders, which makes them sought-after today.
365 GTC: 4390cc V12, 320bhp, 152mph

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

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

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

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

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

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

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

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

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

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

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

Originally badged as a Dino, the 308 GT4 2+2, with two tiny rear seats, was styled by Bertone rather than Pininfarina and had Ferrari's first V8. Total built: 2826.
308 GT4: 2926cc V8, 255bhp, 147mph

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

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

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

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

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ALL THE ROAD CARS 1980s-2000s

288 GTO **(1984-87)**

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

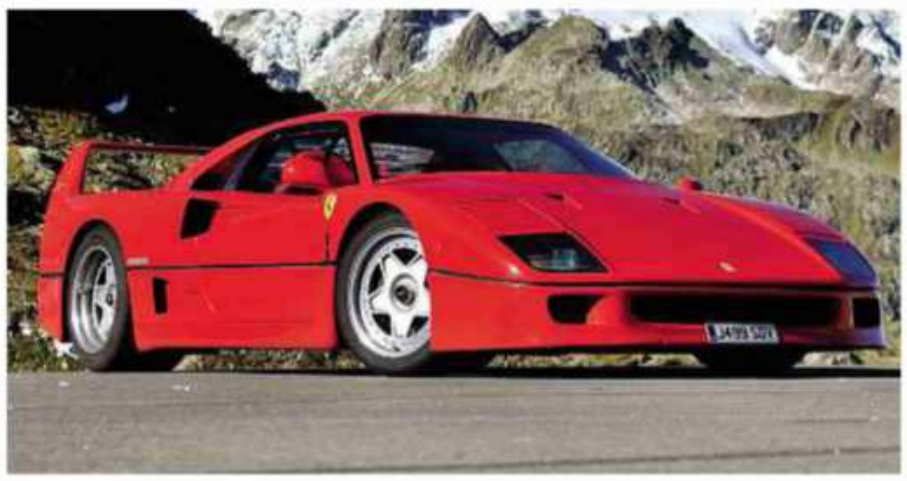
Testarossa/512TR/F512M **(1984-96)**

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

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

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

F40 **(1987-92)**



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

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

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

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

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

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

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

F50 **(1995-97)**

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

550 Maranello **(1996-2002)**

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

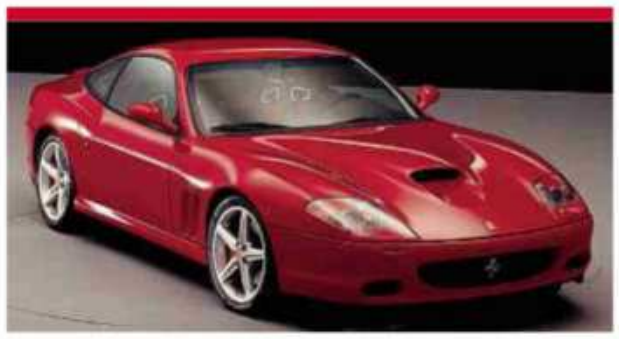
360 Modena/Spider **(1999-2005)**

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

Enzo **(2002-05)**

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

ALL THE ROAD CARS 2000s-2010s



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

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

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

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

612 Scaglietti **(2004-10)**

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

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

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

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

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

430 Scuderia **(2007-10)**

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

California/California T **(2008-17)**

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

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

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

599 GTO **(2010-12)**

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

FF **(2011-15)**

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

F12 Berlinetta **(2013-17)**

Replaced 599 GTB as mainstream flagship car. Laden with tech, including active aerodynamics and seven-speed dual-clutch transmission.
F12: 6262cc V12, 730bhp, 211mph

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ALL THE ROAD CARS 2010s-present

LaFerrari/LaFerrari Aperta **(2013-17)**

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

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

Successor to 430 Scuderia, so a hardcore 458, with power up by 35bhp, weight down by 90kg, and a sharper chassis. Also a last hoorah for the naturally aspirated V8. Speciale A convertible launched in 2014.
458 Speciale: 4497cc V8, 597bhp, 202mph+

488 GTB/Spider **(2015-)**

Latest in long line of mid-engined V8 cars stretching right back to the 308. What sets the 488 apart from its immediate predecessors is its downsized twin-turbo engine, part of the F154 family, also found in Lusso T.
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 on-limit handling added to the challenge. Production limited to 799.
F12 tdf: 6262cc V12, 769bhp, 211mph

GTC4 Lusso/Lusso T **(2016-)**

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

812 Superfast **(2017-)**

Replaces F12 Berlinetta as Ferrari's production flagship, packing a staggering 789bhp. Also first Ferrari with electric steering. Leaving aside hypercars like LaFerrari, this is the current pinnacle of Ferrari production cars.
812 Superfast: 6496cc V12, 789bhp, 211mph

Portofino **(2018-)**

Direct replacement for the big-selling California T, the Portofino has a similar folding hardtop and an uprated version of the Cali's twin-turbo V8 with an extra 40bhp.
Portofino: 3855cc V8 twin-turbo, 592bhp, 199mph

488 Pista **(2018-)**

360 Stradale, 430 Scuderia, 458 Speciale... and now 488 Pista (it's Italian for 'track' if you didn't already know). Ferrari's latest hardcore road-racer is the most rabidly rapid yet, but also boasts some truly remarkable chassis tech – including the Ferrari Dynamic Enhancer – that can make even a moderately able driver feel like a hero.
488 Pista: 3902cc V8 twin-turbo, 710bhp, 211mph

Untold tales

TWO TESTS THAT ENDED WITH THE WAILING AND GNASHING OF TEETH

WORDS JOHN SIMISTER

You know how old Minis make a distinctive whine as they're driven along? As did all those Issigonis-designed, transverse-engined cars from BMC. It was the sound of the drop gears from the crankshaft to the input shaft of the gearbox directly below, with an idler gear between them. If perfectly engineered and perfectly set up, they should be practically silent. But they almost never were.

Transverse-engined Ferraris use a similar system, except the gearbox is behind the engine rather than under it. The gears are on the left side of the car. This is important in what follows.

We're at the Millbrook test track in Bedfordshire, June 1986. Colleague David Vivian and I are testing a new 308 GTB for *Motor*. Already we've used up some luck; the following week's road test will include photographs of the 328 oversteering significantly on a corner near Millbrook, but not the ones of it spinning off into the adjacent wood. Amazingly, no harm has befallen the Ferrari, so here we are at the track to take the figures.

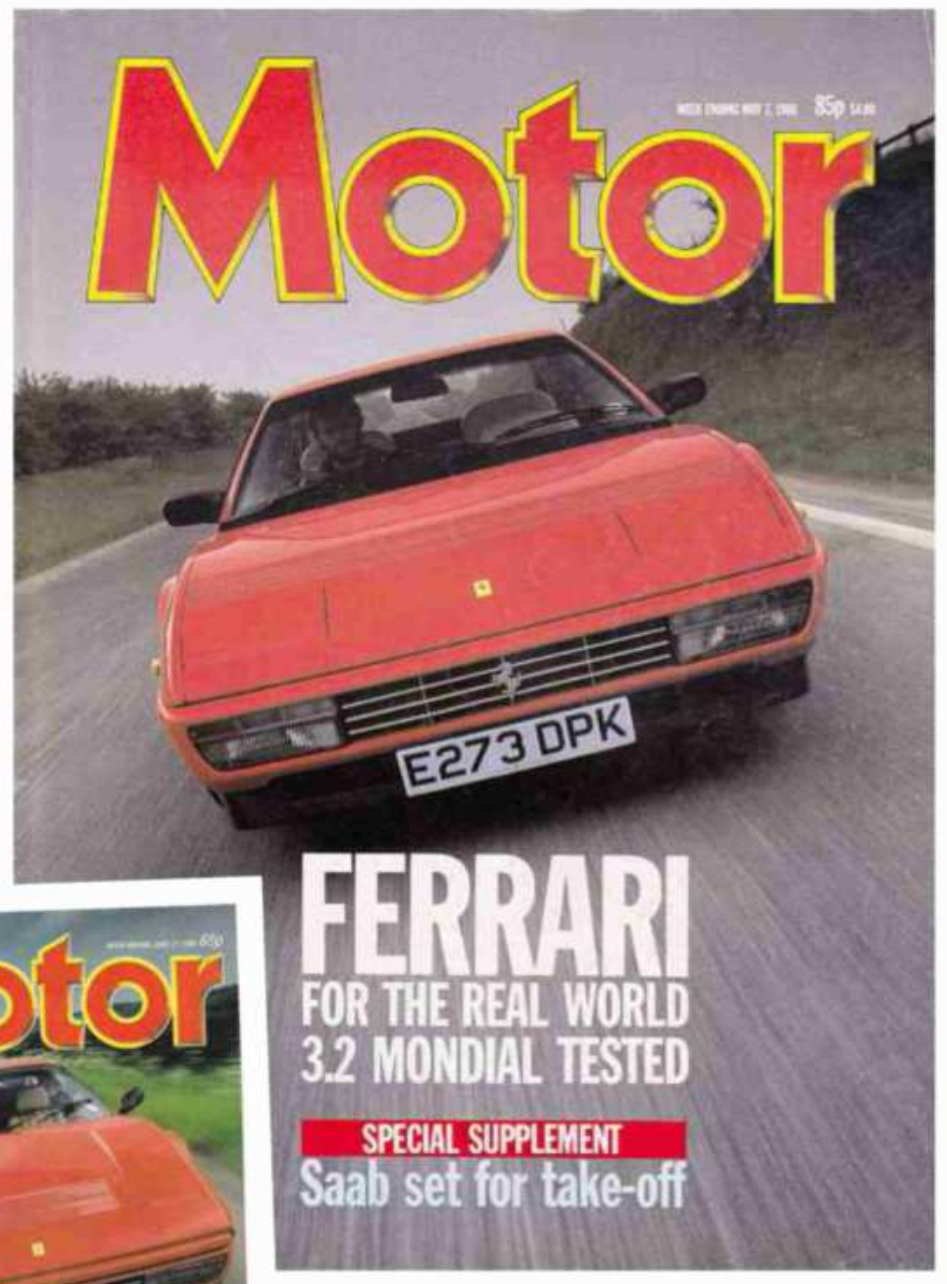
Acceleration runs dispatched (including 0-60mph in 5.5sec, if you're wondering), we're on the banked, anti-clockwise, two-mile bowl for the maximum speed run. The average speed over a flying lap is 158.5mph, a speed of doubtful usefulness as an objective measurement at Millbrook because there's a lot of speed-sapping tyre scrub. Bear in mind that the 'hands-off' speed in the top lane of the banking is 100mph, so going at over half as much again calls for significant steering input and trust in the tyres. There's quite a lot of lateral g.

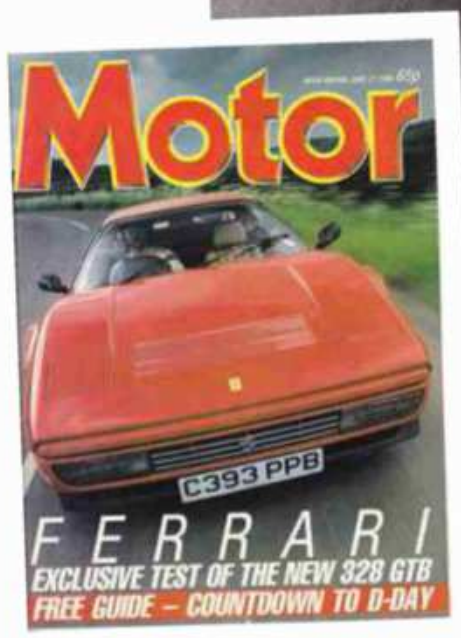
And suddenly there's a whine, a harsh whine like that of a chainsaw or maybe a hundred Mini transmissions crammed into a small metal box. Its tone alters as Vivian decelerates, and when feathering the throttle there's a rattling and gnashing of gears that are done for: spur gears, idler gear and probably their bearings, too.

The lateral g has forced the oil over to the engine's and transmission's right side, away from these gears, so they have been starved of lubricant. A design fault? 'No,' says Ferrari's press office later, 'because the cars are never normally driven in such conditions.' Fair enough; even on a racetrack, such side forces are fleeting rather than continuous.

The episode is in my head as I go through the Millbrook routine two years later, in a Mondial. This one manages 148.5mph after one acceleration lap, and I'm wondering if I should leave it at that when, yes, the chainsaw starts up. The subsequent phone call is even more embarrassing given that, this time, I knew what might happen.

The following year, the Mondial's engine was re-orientated longitudinally; no longer was there a train of gears on the left. Was one of the reasons, I wonder, to stop any more Ferraris destroying their teeth on anti-clockwise banked circuits?





Left and below
Motor road tests of Mondial (left) and 328 GTB (below) didn't tell the whole story; both cars found their nemesis in Millbrook's high-speed bowl

'Suddenly there was a whine, a harsh whine like that of a chainsaw or a hundred Mini transmissions'

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