

INSIDE: TARGA BAMBINA - FULL REPORT, PHOTOS & RESULTS

WIN!

www.classiccar.co.nz

A SUZUKI B-KING
WORTH \$20,000!!!

New Zealand Classic Car



New Zealand
Classic Car
magazine

CLASSIC CAR WEEKEND | MASTERS' CLASS WINNER

1963 FERRARI 250 GT LUSSO

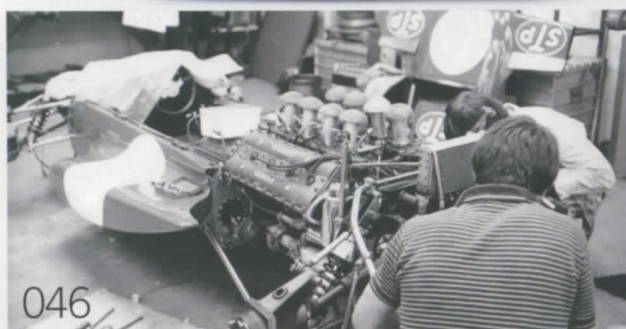
+ PORSCHE 356B KARMANN HARDTOP

- + PEBBLE BEACH CONCOURS + MERCEDES 2.3 & 2.5-16 COSWORTH
- + NZ FESTIVAL OF MOTOR RACING: HAMPTON DOWNS & PUKEKOHE
- + SOUTHERN FESTIVAL OF SPEED: RUAPUNA & TERETONGA



HOW TO REPLACE DRUM BRAKE LININGS - STEP-BY-STEP GUIDE

9 416803 18002 10
Issue #232 Vol 20 No 4
APRIL 2010 NZ\$8.95 incl GST
ParksMedia
MAKING THE CONNECTION - INTERVIEW



features

- 006 Perfect Porsche**
This delightful 1962 Porsche 356B Karmann Hardtop was judged as being the best classic car at the recent NZ Festival of Motor Racing
- 046 Motorsport Flashback**
April 1970: Kiwis on the March – early March racing cars and the Kiwi connection
- 048 Targa Bambina 2010**
Full report and results from this two-day event
- 056 Ferrari 250 GT Lusso**
Masters' Class-winning beauty from this year's NZCC Classic Car Weekend
- 066 Pebble Beach Concours**
Exclusive interview with the owner of the winning car
- 070 NZ Festival of Motor Racing**
All the excitement, action and cars from both weekends of this amazing festival
- 078 Southern Festival of Speed**
Classic race reports from Ruapuna and Teretonga
- 084 Letter from Europe**
The adventures of a Kiwi mechanic in Europe
- 086 NZCC Project Cars**
A 'new' gearbox for our Alfa Romeo Spider
- 090 The Classic Home Mechanic**
Changing drum brake linings

gt news

- 012** new cars from Alfa Romeo and Porsche – plus hybrid cars from Citroën, Ferrari and Lotus

news & comments

- 016 All Our Yesterdays**
looking back at a century of motoring in New Zealand
- 018** Price On
- 020** Blairmail
- 024 Roadside Relics**
discovered classics
- 026** Regional News
- 004 Club Corner**
Auckland Mustang Owners Club
- 035** BASIS Events Diary
- 036** Readers' Writes

automobilia

- 038** Reviews
- 040** Classic Automobilia
- 044** Classics in Miniature
- 112** Classic Crossword

information

- 022 NZCC Sub-Form**
Check out our latest subs offer
- 094** Club Listing
- 096** CFS Form
- 098** Classic Cars for Sale
- 104** Classic Auction Report
- 106** Trade Directory

a beautiful find

Words Ashley Webb Photos Dan Wakelin

Visitors to this year's NZ Classic Car Weekend were treated to the appearance of this gorgeous Ferrari in the Masters' Class – one that many regard as one of the most beautiful car to have ever carried the famous prancing horse logo



For the past 37 years the NZ Classic Car Weekend at Ellerslie has been considered to be one of the country's premier events, with car clubs and individuals vying for the coveted Teams and Masters' Class Awards at the Intermarque Concours D'Elégance.

This year was certainly no exception and, as one of the concours judges, I can personally vouch for the quality line-up of cars entered in both classes. However, at the end of the day there has to be a winner, and as difficult as the task of discovering it was, it was Warren de France's superbly presented 1963 Ferrari 250 GT Berlinetta Lusso that took out top honours in the Masters' Class category by the narrowest of margins.

The spectacular line-up of Masters' Class entries included a Falcon GT-HO, Mini Clubman, Citroën 2CV and a Mini Coopers S. All these cars had people hovering around them all day, but it seemed that the Lusso was attracting the most attention. Many were taken aback by its sheer beauty, although some were completely oblivious to what it was they were looking at until they discreetly asked the ques-

tion. Then there were those who knew exactly what they were looking at, as they'd spotted it from afar and just had to come and stare in amazement to make sure they weren't just seeing things. I actually heard people mumbling behind me as we were judging – "Wow, it's a Lusso, there can't be many of those around?"

Yes, I thought to myself, I believe there's only one other in the country.

For me, it was clearly evident that all these cars had been restored to the highest level imaginable – after all, that's why they'd been entered into the Masters' Class category. Work and commitment, time and obviously huge amounts of hard earned money had undoubtedly been lavished on all these cars, and it showed. Have no doubt, the competition was extremely fierce – indeed, after hours of meticulous judging, only one point separated the first from the second-placed car in the Masters' Class.

A few days later, away from the hurly-burly of the NZ Classic Car Weekend, I sat down with Warren de France to talk about his luscious Ferrari.



The Find

I can think of many advantages of being a 747 captain for a major international airline. For Warren de France, however, one of his favourite pastimes when travelling to Europe was going around many of the car yards, especially those in remote out of the way places where treasures were likely to be hiding. Work took him to Europe nearly every second week and Warren would often stumble upon something very special and, on one particular occasion in 1995, he found this gorgeous Berlinetta Lusso chassis number #5443, with the appropriate 'for sale' sticker attached to its windscreen. Whatever the dealer's asking price for the car, it was sure to be more than Warren could pay. Luckily, as it turned out, they were later able to agree on a mutually acceptable price.

Once the deal had been done, Warren then used this car in the UK for three or so years, quickly discovering that Britain's country roads and lanes were a delight to roam and well suited to the Ferrari. During this time, Warren stored the Ferrari in a barn in Leighton Buzzard, which had a great pub to visit after his many country jaunts. Although the Lusso never suffered any mechanical problems whilst it was being driven in the UK, several incidents took their toll on the car. One such happened when an agent shifted it and, while it was being unloaded from a trailer with no-one in the driver's seat, it rolled into a fence. The resulting damage was limited to two broken headlights.

Minor yes, but try getting the correct Marchal lamps to fit a 1963 Lusso – they're not something you're bound to stumble upon at your local wrecker's yard.

Warren finally had the car shipped to New Zealand when he thought he would relocate from working overseas. He had always intended to restore it, and in 1999 sent it off to a local restorer. The decision was made to strip a small area of paint off to ascertain the level of restoration required and, as the area grew larger, a decision was made to remove all the paint.

Now down to bare metal, it was clearly evident that some previous repairs had been carried out over the years and some areas of rust need attending to. Some panels had not been re-welded correctly, there were rust patches here and there, and the floor pans needed to be replaced. The list went on.

At the same time, Warren then decided to take the engine apart while it was out of the car. That would also entail a complete refurbishment of the Weber carburettors and, with the Ferrari in bits, the differential and gearbox along with everything else was also treated to a rebuild. All rubber components – from the tyres through to fuel hoses and window rubbers – also needed replacing. All the instruments were taken apart and refurbished at this stage.

By the time the car's chassis was dipped and coated for rust protection, Warren was starting to wonder what on earth he had got himself into. >

"Warren stored the Ferrari in a barn in Leighton Buzzard, which had a great pub to visit after his many country jaunts."







The Process

With the restoration underway, Warren had one major problem – he was still working, lived in Asia, and could only return every four or six months to check progress or, in some instances, lack of progress.

Unable to supervise the project up close and having no-one to crack the whip so to speak was not helping matters. After approximately five years the restorer advised Warren that he could no longer continue the project due to health reasons. So Warren had to begin looking for someone else to take it over – someone with a history of repairing older cars, in particular Ferraris.

Warren found his man, and the next restorer continued to reduce the number of the parts

until, after nine months, he decided that (probably to his credit) the job was beyond his means and skills. Warren soon found a person to continue the work and shifted the car to his premises. At the time, Warren believed his 'new' man was very good at his trade, and arguably one of the best panel rollers around. This restorer also carried out the time-honoured tradition of reducing the number of the parts. However, it came to pass that where the work was the person was not – and Warren eventually decided to remove what was left of the car.

In mid 2006 the Ferrari eventually ended up in the hands of the best people Warren could find – Auto Restorations in Christchurch. His phone call to Allan Wylie at Auto Restora-

tions soon had him on a flight to Auckland the very next day. Allan briefed Warren on what the basic time frames would be and how they would proceed with the work. Warren would also receive a detailed invoice every month.

There were quite a few decisions to be made with regards to originality – for example the rear guard, when viewed from the back, was not the same height on each side. After some research, Warren discovered that most Lussos have a variation of sorts, therefore it was decided not to make the rear guards even but to retain their original specifications.

There were also some other slight variations from car to car, even with a Ferrari as relatively modern as the Lusso. As well, many parts were unobtainable, which meant that one door handle, some air vents, and a few other items had to be specially fabricated, soaking up enormous amounts of man-hours. Rewiring the car was also a major mission, typically a nightmare in itself. Other items were easier to make than buy, such as the fuel lines, a central rubber core lined by copper wire then wound with yellow vinyl and then stainless spring wire.

The panel work took many hours of

>



The Lusso's bare shell, as prepared by Auto Restorations, Christchurch Photo Terry Marshal

precision workmanship for total accuracy and, once it was finally completed exactly to original specification, all the major components were installed and checked for fit before being removed so the body could be prepared for primer. The Ferrari now looked as if it were starting to take shape, and it seemed to Warren that progress was being made at last.

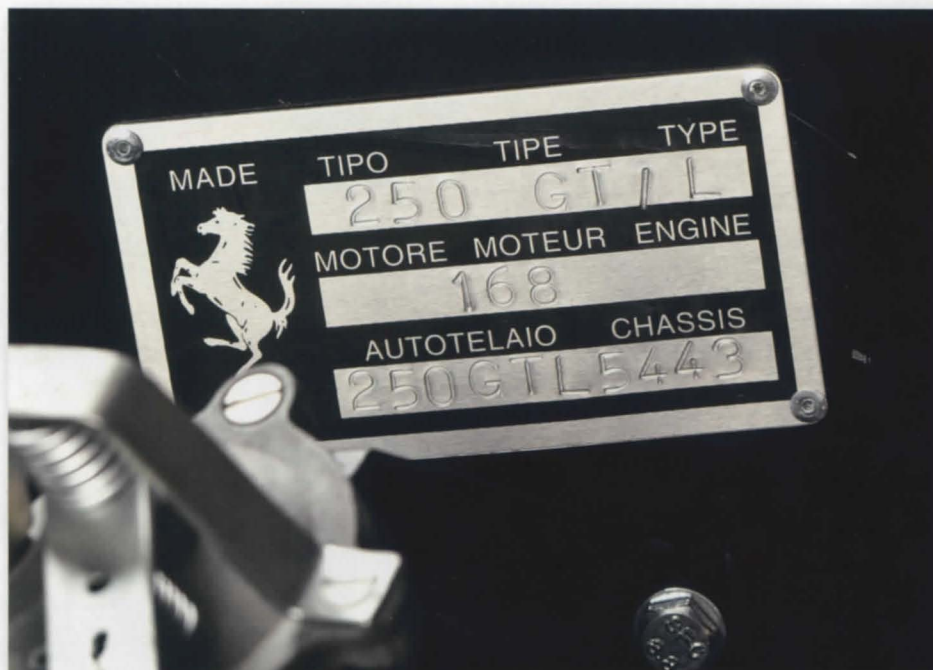
Once the engine bay and interior had received a final paint, the components were then reinstalled, including the engine. The Columbo-designed V12 – which had been sitting for quite some time – was eventually sparked into life with all the necessary precautions taken to prevent the possibility of any internal damage. With the experts at Auto Restorations in charge, this delicate procedure went according to plan and they soon had the engine purring like a kitten.

The next step was to apply the final paint to the exterior. The Lusso was originally finished in Blue Chiaro with a Nero interior – however, Warren preferred a darker colour for the car and chose Rosso Cordoba, a period hue which accentuates the Ferrari's stunning contours and lines.

The tan leather interior, carpets and chrome work were finally added to complete the restoration.

Attention to Detail

During the restoration, Warren discovered that it was generally the smaller parts which were difficult to source. A fog light bulb was only found after 18 months of searching and cost a staggering US\$50 but, as Warren was going to Europe, he postponed buying the bulbs and luckily managed to find a box full of them in Essen at only NZ\$3 each.





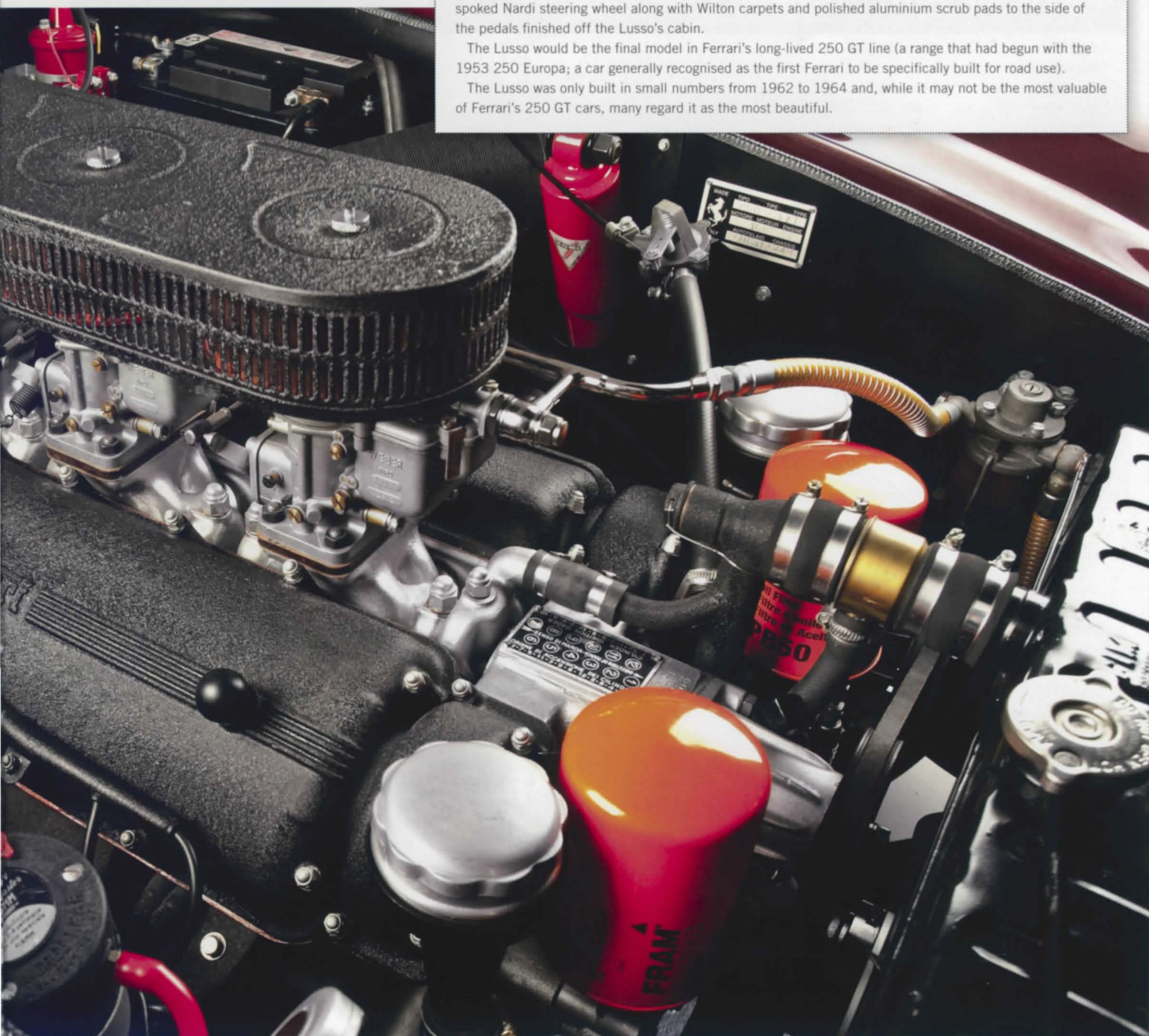
Berlinetta Lusso

On its initial appearance at the Paris Motor Show in 1962, the 250 GT/L effectively replaced the 250 GT SWB Berlinetta and, as with its predecessor, the GT/L's chassis was derived from the legendary 250 GTO. The 'L' designation stood for Lusso – luxury – and the car eventually became known as the Berlinetta Lusso.

The Lusso's body was designed by Pininfarina, with the steel shell (with aluminium firewall) being built by Scaglietti. Although the GT/L shared the SWB chassis, the new car was much more of a road-going GT than the older one, as befitting the Lusso name-tag, and its interior – which could be from the fashion houses of Italy – featured leather everywhere. The high specification continued with a well-stocked instrument panel, bucket seats and rear leather shelf with quilt stitching and leather straps. A wood-rimmed, aluminium-spoked Nardi steering wheel along with Wilton carpets and polished aluminium scrub pads to the side of the pedals finished off the Lusso's cabin.

The Lusso would be the final model in Ferrari's long-lived 250 GT line (a range that had begun with the 1953 250 Europa; a car generally recognised as the first Ferrari to be specifically built for road use).

The Lusso was only built in small numbers from 1962 to 1964 and, while it may not be the most valuable of Ferrari's 250 GT cars, many regard it as the most beautiful.



1963 ferrari 250 gt berlinetta lusso

Other items such as tool kits, as all of you who read this would no doubt be aware, cost a fortune. For the Lusso it's virtually impossible to buy an original set of tools, therefore the next best option is to settle for a set of good replicas, albeit at an exorbitant price.

The headlining also turned out to be another item that was exceptionally hard to find, as most of the American-produced or imported material was a darker colour than Warren wanted. However, he eventually discovered an Italian company that produces a light cream-coloured product exactly to the shade he was after. He was lucky enough to source this after a two-year wait through an English company, DK Engineering, which was repairing a 250 SWB at the time.

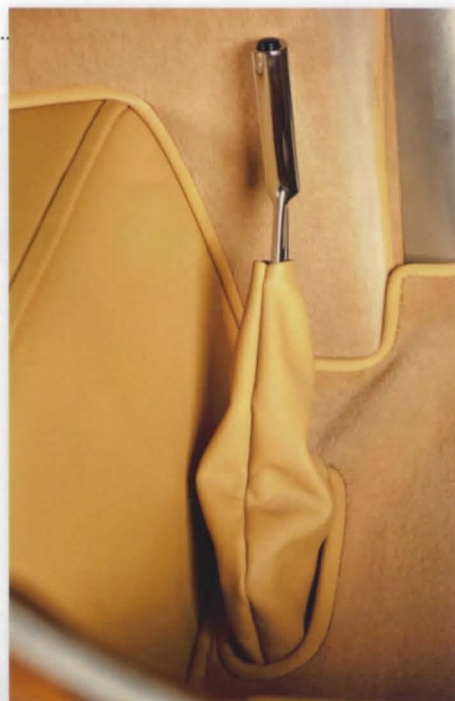
The Lusso's interior leather was also im-

ported and took no less than four hides.

Warren reckons this list could have gone on indefinitely – but, finally, the completed Ferrari emerged from Auto Restorations' workshop at the end of 2009.

The end result is absolutely superb. Attention to detail and accuracy of the original cars that left the Ferrari factory was Auto Restorations' prime objective – and it achieved it, with bells on.

Warren is delighted to have won Masters' Class at the Ellerslie Concours this year, a suitable acknowledgement for all the work and effort put into rebuilding one of Ferrari's finest classics. He feels he is only the custodian of this car, and whoever owns it in the future can feel confident that this 250 GT Berlinetta Lusso has been restored to a very high standard indeed. ☺



1963 Ferrari 250 GT Berlinetta Lusso

Engine	Columbo V12
Capacity	2965cc
Bore/stroke	73x59mm
Max power	179kW at 7500rpm*
Fuel system	Three twin-choke Weber 36DCS (or 40DCZ, DCL)
Transmission	Four-speed manual
Final drive	8:32 (optional 9:34)
Suspension	Front: Independent, double wishbone, coil spring
Rear	Live axle, semi-elliptic leaf spring
Steering	Worm and roller

Dimensions:

Length	4400mm
Wheelbase	2400mm
Width	1650mm
Height	1290mm
Weight	1020kg

Performance:

0-60mph	6.9secs
0-100kph	7.2
Top speed	240kph
Production:	351 (Number of RHD – 22)
[* Some examples 216kW]	

