

Ferrari



sunshine and silly grins

right: 375 MM spyder Pinin Farina, #0370AM
far right: 512 BB LM, #41263



by Paul and Sue Skinner



above, from top: Paul and Sue Skinner's 250 GTE 2+2 RHD, #2285GT; 250 GT SWB California spyder, 2249GT; 365 GTB/4 Daytona spyder conv., #14425; 308 GTB4 Competizione Proto, #22711

right: 333 SP, #034

As the mileage of our cars shows, we have been tempted over the years to visit a number of motoring events in the UK and Europe. This year we paid our second visit to a Modena Motorsport event, this time at Nürburgring. Would it have as much to offer as last year's trip to Spa? Would the weather be better? Could there be even more F1 and other cars to drool over? Well, we certainly weren't disappointed.

This is the tenth year in which Uwe Meissner has welcomed customers, friends and a wide variety of Ferrari owners to a Grand Prix circuit. There is the opportunity to see and hear a mouth-watering selection of Formula One and other competition cars, classic and modern road-going Ferraris, and other marques from Europe and further afield, as well as taking to the track oneself.

This year also marks the 20th anniversary of the foundation of Modena Motorsport by Uwe Meissner, the company that specialises

in sales, restoration, race preparation and the general care and nurturing of various F1 and other race cars and prototypes, so it was doubly special.

Thanks to the good relations between Modena Motorsport and Ferrari SpA, a team of official F1 mechanics was also on hand to 'fettle' the cars for their sessions. What more can you want?

A gentle wander round the pit garages during the two days provides an illustrious list of names on cars for their respective eras and the race numbers that chart the varying success of the Prancing Horse over the years, plus the chance to watch the professionals at work at very close quarters. As well as half a dozen or so ex-Schumacher cars (the newest, a 2001 car, still owned by Ferrari SpA), there were also examples that had been driven by Alboreto, Alesi, Berger, Mansell, Prost and the 312s of Clay Regazzoni and Jacky Ickx.

From an earlier era an ex-Froilan Gonzales 166 Formula Libre was resplendent in





left: 250 GT Drogo,
#2493GT

right and below: 250 GT
SWB California spyder,
#2505GT



blue and yellow alongside a red 500/625 monoposto that we remembered hearing make its glorious way round Spa last year. A 375 MM spyder Pinin Farina (0370 AM), that came first in both the Casablanca 12 hours and 1,000km Buenos Aires races, rested just in front of a GTO, with a silver 275 in the background. How about that for Ferrari heaven?

On Wednesday, Niki Lauda had been brought in (and bought in) by Viessmann, one of the sponsors, and did a few laps between photo sessions and interviews. However, Jacky Ickx, with whom Uwe Meissner enjoys a close friendship, was at the circuit on both days offering advice and 'showing how it should be done' on the track.

Aerial view

During the lunch break, the F1 cars were lined up on the start finish straight and groups of photographers bobbed up and down in a cherry-picker to get an aerial view, which was also enjoyed by a military helicopter, displaying excellent timing as it hovered in for a slightly higher 'bird's eye view' of the cars. On Thursday, the winners in the Concours d'Elegance took pride of place and yet more rolls of film were used.

A glance down the list of winners gives a good idea of the quality and variety of Ferraris present.

We must admit to being a bit partisan in giving a lot of our attention to the 250 GT cars present. These not only included an elegant 250 GT coupé Elena, but five 250 GTEs (including our own) and a silver 330 America. We had quite a bit of fun with other owners, comparing and contrasting the series I, II and III, and exchanging useful tips and bits of knowledge. We were particularly pleased to see the dark green Dutch-registered car that had rekindled our interest in buying a GTE when we saw it at Coys Historic Festival at Silverstone five years ago.

Although there were only two Ferraris from the UK at the Ring (our 250 GTE and the 360 of Bernard Hoggarth), we were not surprised to see the modified 308 of Maurice Dantine bearing the Pirelli Maranello Ferrari Challenge decals after its guest appearances in the FOC's own race series. There was also



a delightful 225S coupé Vignale with a British plate (though now German-owned), which was driven with great enthusiasm and speed on the circuit. Track time over the two days was plentiful (12 hours), divided into sessions for modern street cars, historic cars, formula cars (mainly F1 and other racing Ferraris), and supersports cars.

The organisation was relaxed but firm and well-marshalled, both round the track and in the pits. Drivers of all tipos seemed to be courteous and well aware of other vehicles on the track so it was a joy to drive. There may be criticism of the modern GP circuit but the flowing bends seemed to suit road

Enzo line-up,
#133027 & 129765



cars and the race cars looked pretty good out there too. We must admit we didn't pluck up courage to pay our 14 Euros (or the bargain 56 Euros for five laps) to take our 'old lady' round the Nordschleife.

The historic road cars included a very quick Lusso, an elegant California spyder and

photographs:
Marcel Massini
Paul & Sue Skinner



Best of Show, 410 Superamerica, #1015SA

10th Modena Motorsport : Nürburgring Concours d'Elegance 2003

Judged by: Keith G Bluemel (GB), Jean-Louis Bezemer (NL),
Andreas Birner (D), Marcel Massini (CH)

class	model	chassis #	colour
Best '50s road car	410 Superamerica	1015SA	green
Best '50s race car	375 MM spyder Pinin Farina	0370AM	white
Best '60s road car	275 GTB shortnose	6705	red
Best '60s race car	250 GTO series I	4153GT	silver
Best '70s road car	365 GT4 Berlinetta Boxer	18955	red-black
Best '70s race car	312 PB	0890	red-green
Best spyder/cabriolet	250 GT SWB California spyder	2505GT	dark blue
50 year-old Ferrari	375 MM spyder Pinin Farina	0370AM	white
Best 2+2 Ferrari	330 GT 2+2 series I	7471	dark blue
Best restoration	512 BB LM	41263	light blue
Best single-seater	500/625 Monoposto	54/1	red
Earliest Ferrari	225S coupé Vignale	0190ED	dark red
Ferrarista award	250 GT SWB California spyder	2505GT	dark blue
Best of Show	410 Superamerica	1015SA	green

various other classics. We ventured out in the GTE on Wednesday morning but left the afternoon to the quicker historics. On Thursday, the historic session seemed to start with a lot of quick (probably race-experienced) drivers/cars and we thought we would just watch. Suddenly with 15 minutes to go, the track looked just too empty, so out the GTE went again for some gently flowing laps. Bernard Hoggarth had great fun in his 360, soon mastering the circuit and showing a clean pair of heels to many of the more modern road cars.

Supersports

In the Supersports sessions, one particular GT 40 seemed keen to show just how many laps it could fit in, while a number of Porsches, an E-type, an attractive Alfa Romeo and a Peugeot 905 provided variety.

The whole event was blessed by gloriously hot weather (with some morning mist) with one exception. The final session for F1 cars was unfortunately disrupted by a sudden downpour, almost worthy of Spa, which precipitated a spin by one of the cars ("tyres too cold, track too cold," the driver concerned was later heard complaining) and a sharp drop in air temperature as everyone headed into the pit garages for cover. As we all stood around waiting for the rain to stop, Jacky Ickx summed up the situation with a philosophical shrug: "motor racing is also about waiting".

On Friday, there was fun of a different type as we took part in the Adventure Tour, which had been meticulously planned by Helmut Schnug. This took us from a morning rendezvous outside the Nürburgring museum

along some splendidly well-engineered (and traffic-free) roads through the countryside of the Eifel region, winding up and down alongside the river Ahr. Firstly, there was a stop for refreshing fresh fruit kebabs and coffee, then the unhurried trip took in a stop at the Basilica of Maria Laach and nearby Museum of Natural History before



left: 250 GT Lusso, #4213GT

above left: Tazzioli with 166 Formula Libre, #011F

above, from top:

250 GTO series I, #4153GT

250 GT SWB berlinetta, #2237GT

F1 312T, #024

another pleasant drive to a welcome lunch on the terrace of the Hotel Lochmühle overlooking the river. A walk to what is reputed to be the oldest wine cellar in Germany (complete with tasting) followed and then the final leg took us via a short stretch of motorway driving to Castle Hemmersbach and the Count Bergh von Trips Museum.



Legendary

Before we took a look at the life and achievements of the legendary Ferrari driver Taffy von Trips, there was a very relaxed photo shoot and chance to chat, as well as admire the lines of the French registered Enzo set against the elegant stonework, the beautiful Lusso next to the steps, and the rest of the cars lined up nearby.

We were astonished to learn that the Enzo had just 250 kilometres on the clock when it arrived at the Ring on the Wednesday and was taken onto the track by its German



owner. What a way to get to know such an amazing car: a drive from Paris, a good many laps round a GP circuit and then an exhilarating drive in the country.

The relaxed nature of the whole event and the friendliness and enthusiasm of all who took part was probably summed up by



the final dinner, when we sat down with Belgian, Dutch and German participants. With such a mix of nationalities, luckily the unifying language of conversation was often English. What was really evident was that wherever one comes from, for Ferrari owners and

enthusiasts, the Prancing Horse can cross any border.

■ We travelled via Hull-Zeebrugge for an easy overnight crossing (and a good dinner) on the ferry and covered 757 miles. Bernard Hoggarth, the other UK (and Yorkshire) representative, used Seacat.



Adventure Tour
photographs: Paul and Sue Skinner

below left: **F40, #89249**
below: **312 B2, #005**

