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**DAN GURNEY,
FERRARI RACER**

**BIRTH OF THE BARCHETTA:
THE 166 STORY**

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Dutch Treat

When the Dutch royals throw open the palace gates for a summertime concours, PAUL JANSEN was there to inspect some of The Netherlands' finest Ferraris.

The Concours d'Elegance Paleis Het Loo has been a Dutch summertime favorite for the past several years, and the 2003 event was no exception. This elegant late-August concours at the Het Loo (pronounced "hat low") palace in Apeldoorn, The Netherlands, drew more than 11,000 fans to see over 200 extravagant and exclusive classic automobiles, including more than a dozen Ferraris.

One very rare Ferrari present raised more than a few eyebrows due to its angular lines. Like the Bertone-designed 308 GT4, Dutchman Kees Huis in't Veld's one-off 1974 Ferrari 330 GTC Zagato 3Z Convertible (so-called

despite its targa top) deviated dramatically from the sweeping bodywork of the Dino 246, Ferrari Daytona and 365 GTC/4. Regardless of looks, the 330 GTC is a special car both as an example of early 1970s Italian extravagance (the car is a one-off built especially for Luigi Chinetti) and because it's one of only ten Ferraris bodied by Carrozzeria Zagato.

Founded by Ugo Zagato in 1919, the Italian firm became famous for building coachwork that combined Italian elegance with functional aerodynamics. The company created many now-classic automotive design features, such as the "double-bubble" roofline, and built car bodies for several manufactur-

ers, including Alfa Romeo, Aston Martin, Fiat, Lancia, Rover, Volvo and even Cadillac. Given Zagato's impressive history, the organizers decided to honor the company at this year's event and invited a number of Zagato-bodied cars to attend.

So while Veld's 330 Zagato was a treasured and very appropriate guest, most onlookers were drawn to the classic curves of the more traditional Ferraris. Brothers Henk and Nico Koel presented three superb Ferraris, including a freshly restored 1955 250 Europa GT. Nico's two-tone 250 was once part of the notorious Lord Brockett collection (*Lord Brockett reportedly cut his Ferraris into pieces, literally, as*

part of an insurance scam—Ed.]) and had to be painstakingly pieced back together on the remains of its original chassis (s/n 0421 GT). Why go to all that effort? Because the car had been purchased new by Nico's father in 1955.

Henk Koel showed his 1967 275 GTB/4 and 1960 250 GT SWB Competizione. The 250 is in incredible condition, thanks in part to having never been raced, and wears vintage "Roma" license plates. Dirk Lievaart presented his rare 1950 Ferrari 195 Inter Ghia Berlinetta and excellent 1962 250 GT PF Cabrioler Series II, while an earlier 250, a 1959 250 GT PF coupe, was displayed by Ernst Jan Kouwen.

Ferraris on the palace grounds; Henk Koel's 250 GT SWB Comp, Bart Kraak's 250 GT Lusso and Dick de Bruin's 246 GT Dino.





Yvo Alexander brought his 1962 250 GTE 2+2, while Bart Kraak showed his 1964 250 GT Lusso. They were joined by a pair of 1965 275 GTBs—Wolter Gratema's short-nose and Peter van Daalen's long-nose—and a 1965 330 GT 2+2 Series I owned by Martien Kooijmans. Guus Bierman, "Koster" and Dick de Bruin each brought more recent models: a Daytona, a 365 GTC/4 and a Dino 246, respectively.

On Saturday, the magazine *Autovisie* sponsored a concours for a number of Dutch car clubs. While the monetary value of these vehicles was generally lower than that of the very expensive classics we'd see the next day, the quality of preservation and restoration was just as good—as was the owners' knowledge and enthusiasm.

The major cars were judged on Sunday by an impressive jury of international automotive experts. These included Christian Philippsen, formerly





(Clockwise from upper left) Kees Huis in't Veld's 330 GTC Zagato betrays its 1974 origins with startlingly angular bodywork; Nico Koel's 250 GT Europa presents the classic lines of a mid-'50s Ferrari; Yvo Alexander's super-clean GTE sits in front of Martien Kooijmans twin-headlight 330 GT 2+2; Henk Koel's 250 GT SWB Competizione won the Ferrari class.

Jacques Swaters' assistant at Ecurie Francorchamps and currently a regular judge at Meadow Brook and Pebble Beach; Lorenzo Ramaciotti, a board member at Pininfarina; Tom Tjaarda, former designer at Pininfarina and Ghia and the man behind the Ferrari Spyder California and De Tomaso Pantera; and Andrea Zagato, grandson of the founder of the famous coachbuilding company.

The jury named Henk Koel's 250 GT SWB Competizione Best Ferrari. Based on its rarity and the elegance of its unique bodywork, a green metallic 1962 Alfa Romeo 2600 Pininfarina Prototipo entered by Red Willow Racing was awarded Best of Show. Best Zagato went to Leo Schildkamp's 1959 Lancia Flaminia, while Axel Schütte's 1938 Mercedes 540K won the Preservation

Award for best non-restored car—it was truly incredible how good this car looks after 65 years!

We would have liked to see more Ferraris, but it was impossible to be disappointed by this impressive selection of classic machines. Considering the excellent cars, magnificent setting and large attendance, the organizers have created a truly special event—one they will be hard-pressed to top in 2004. ●