CLASSIC DRIVER

Market Finds – Who needs a Ferrari anyway?

Lead

Our Market Finds selection this week is very much anti-Ferrari, highlighting some of the lesser-publicised models from rival Italian manufacturers originally designed to compete with the now-unreachable Prancing Horses. These are our choices from the upcoming auctions to be held during Rétromobile…

Mini Miura

Arguably the most publicised of our selection in recent years, the Montreal is a somewhat unusual creature. There are several subtle nods to the outlandishly sexy Lamborghini Miura in the Montreal— due to a shared designer in Marcello Gandini —which work in combination with surprisingly small dimensions and a 2,593cc fuel-injected V8 to create a sort of mini Italian muscle car. This particular 1973 example has been the subject of a complete restoration by marque specialists and would be a worthy addition to any collection.

Far from Bora-ing

As Maserati's first rear-engined production car, the importance of the Bora should not be underestimated. The only car not penned by Gandini in our selection, this Giugiaro-designed 1973 Bora is one of only 275 produced with the larger 4.9 litre V8, and it ticks all the boxes: full matching numbers, original factory colour specification, and Maserati Classiche documentation.

Into the jaws of collectors

While BMW models of past may be referred to as 'Shark Nose', the Khamsin is shark all over. Another of Gandini's creations, the Khamsin utilises the thunderous 4.9 V8 that is often synonymous with Maserati Grand Tourers. This unrestored 1979 example is surprisingly well preserved, having covered just over 68 kilometres from new.

I believe in Urracos

In an attempt to unsettle the Ferrari Dino, Lamborghini began production on the Urraco, which was designed to be a competitive cut-price supercar but was unfortunately a victim of poor timing. The design, however, has stood the test of time, and this beguiling blue 1973 example has been cherished since new, with just one owner until 2014.

Gallery