



Ferrari F40
By Keith Bluemel
Porter Press
International
£69

Our first thought on receiving this new arrival was, does the world need another book on the Ferrari F40? The answer, though, is yes. The author – occasional *Auto Italia* contributor, UK-based Keith Bluemel – is well known in Ferrari concours judging circles, and as you'd expect of such an authority, his book is both in-depth and well researched. It feels classy as soon as you pick it up: large-format, very high quality and packed with over 400 beautifully reproduced images.

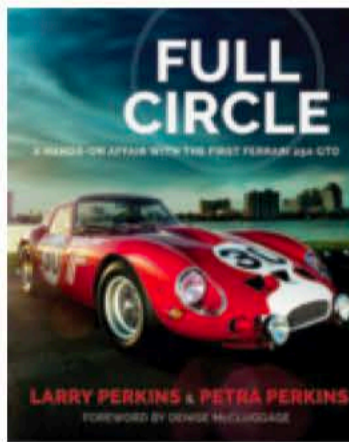
Ferrari's F40 needs no introduction to *Auto Italia* readers but there will still be nuggets of novelty for almost everyone. The views of Dario Benuzzi,

the F40 development driver, are fascinating, while the interview with Nicola Materazzi, the father of the F40, is particularly poignant because he passed away just before publication. Sadly, though, there are no interviews with any of Pininfarina's F40 designers.

This is a fact-heavy book with tons of detail. We especially like the profusely illustrated 'under the skin' chapter, but perhaps the most interesting images are those of the factory production line. Also intriguing are the stories of the eight Brunei F40s with their alternative colour schemes, from green to black; Gianni Agnelli's no-clutch-pedal car; and Clay Regazzoni's full hand-control F40. We also enjoyed the views of Nick Mason and John Reaks on ownership.



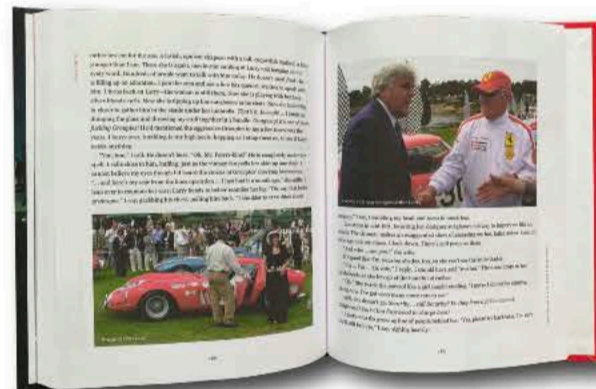
The racing story takes up a large chunk of the book, rightly, with so much top-level racing activity from 1989 to 1996, including Le Mans. There's a comprehensive racing record in one appendix, alongside production data and specifications. One small gripe is some misspellings of names from the very first page.



Full Circle: A Hands-On Affair with the First Ferrari 250 GTO
By Larry & Petra Perkins
Fullcircleferrarigto.com
\$45

Personal biographies of lives spent around Ferraris are becoming a trend, it seems. We recently reviewed Ed Niles' fascinating *Adventures in Ferrari Land*, and now we have another American autobiography from Larry

and Petra Perkins. This surrounds Larry's 'affair' with Ferrari 250 GTO, chassis 3223GT. This was "the first GTO" – the very chassis unveiled by Enzo at the launch press event on 24 February 1962.



After some success in races at Brigdehampton, Nassau, Daytona and Sebring, 'Sophia' – a nickname inspired by the Italian actress, Sophia Loren – was sold to Larry Perkins in 1964. Having raced 3223GT with some accomplishment, the

pair were separated and reunited on more than one occasion. Here's some measure of how undervalued racing cars used to be: the GTO was bought for \$10,000 in 1964 and sold on two years later for a mere \$3600.

Larry turns out to be a fascinating character: not only a privateer car racer of some note but also a rocket scientist (he worked on the Apollo programme to put a man on the moon). He even taught early astronauts how to race cars, and became a sculptor later in life. He's a very likable man whose story is full of anecdotes, and the text is very well written.

However, this book is not for the coffee table. It's a more down-to-earth tome, with production standards that betray its

self-published status. But it's more than just a book for 250 GTO completists, with genuinely charming storytelling and some surprising twists and turns on the way. Priced at \$45 in the US, we found sellers in the UK offering it at around the £30 mark.

