

Het groote circus an zee

The 2013 edition of Italia a Zandvoort

by Matthias Urban

Sunday morning, 7:30 am, a glimpse out of the window confirms that the hopes for a sunny start of the day were wrong. Breakfast from 8 to 10, the concierge said. Dutch scrambled eggs always taste a bit sweet and the bread is best for Douglas Adams' description of a sandwich that should be prepared of freshly washed toast. Some dispersed German tourists are joining in, hoping for a fine day at the seaside. The bags are packed and loaded to the trunk, Noordwijk an Zee awakes, marketers are preparing Sunday's local vegetable market, the little town between Den Haag and Amsterdam slowly comes back to life. The distance to Zandvoort is something about 20 kms. The Dutch word that every Ferrari driver should take in is "Drempel", try to identify it on your own, a Drempel ahead is something that makes you slow down massively, especially on urban roads. However, you are losing yourself in a cosy ride through Dutch villages, entering Zandvoort there is no hint about anything special going on until you cross a railroad line approximately 2 km ahead of the gates of the Circuit Park Zandvoort. You get a slight taste of what it will be, cue in, be patient while the visitors' cars are directed to the parking lots.

At the gates stands a Fiat 500, mocked up like a mirror ball and a DJ speeds up the bpm's while the visitors pay 15 € as an entry fee. Having taken down the VINs of the outside parking Ferraris –there are always some that are either on display or have too shy owners to enter the turmoil- there are always some "non-proprietary" cars that we write down for fellow spotters. Amongst those was the Maserati Barchetta with VIN THBCMP*LAB*, one of only 12 ever built.

From previous visits we knew, that the Ferrari-display is usually located at the open area next to the Tarzan-Bocht. Making our way we had to pass something new: literature, memorabilia, die-casts and leisure wear that was not present in that quantity before, kudos to you, organizers!

Now, to the objects of desire, as long as we have it for ourselves, what might have been seconds before the giant Dutch crowd of visitors did appear. In the end 128 cars were present what a respectable result for this event is. However it was a pity that only three historic Ferraris were present what is a shame as we know how many treasures are hidden in the Netherlands. The most disappointing car present was a full Replica of a 500 Mondial with absolutely no original part on it.

Our friend, Guus Bierman brought his Daytona Competizione Conversion, #13483, and the individual livered GTO #180646 with him as well as his Scaglietti #164566. A black 550 Barchetta (#124226) was joined by a 575 SA in Grigio Silverstone (#146041).

The modern squad? Present! From 365 GT/4 2+2 #17919 to the most recent car, an Italia Spider #196775, a car that was completed within the last two months.

The "Racing Division" was represented by two F93 A (#s 145 and 146) and the obviously ever present 360 N-GT 014M, built by Michelotto on S/N 123111.

Have a look into the "Events Report"-section the next days. We will provide this report with many additional information and... P I C T U R E S!!!