

The Concours winning Vallelunga took a few laps at speed at the Imola Circuit in San Marino. It looked and sounded simply fantastic.

ITALIAN CONCOURS WINNING VALLELUNGA

Marcel Schaub describes the restoration of his 100 point Vallelunga.

Marcel Schaub, age 49, of Basel, Switzerland has been a collector car dealer in Switzerland for more than twenty years. He specializes in English cars, such as Jaguar, MG, Bentley, Rolls Royce and the like. He bought his first DeTomaso car eight years ago, a Pantera, which he purchased by trading a Jaguar E-type. Dave Adler, PI co-director, did an on-the-spot interview in Italy, outside the Adria hotel where Marcel and his wife Heidi were displaying their just-completed Vallelunga for the first time.

It was the ex-Mario Casoni car. He won a hillclimb championship in it. It is also an ex-Clay Reggazoni car. It was his first monoposto (single seater—Ed.) car and got him started in single seaters. Now I have owned it for a year. I bought it in pieces and am still restoring it.

Adler: What about your incredible Vallelunga here on display?

Schaub: I just finished the restoration of it. It has chassis number 1. The exact number is 0101. It took me two years to restore it.

Adler: How did you get the car?

Schaub: I bought the car in Switzerland where it has been since 1969. I am the third owner of the car. It has only 23,000 kilometers on it. The car was not registered since 1971. I still have the documents that show it was not registered since that year.

Adler: Is it an aluminum car or fiberglass?

Schaub: It is fiberglass. The chassis number says already that it has to be fiberglass. The aluminum cars were prototypes and did not



Interior trim has been restored in leather and vinyl as original. Wood dash was replaced. Transmission is a VW splitcase with Hewland parts.

Adler: Once you bought your Pantera, did you decide to deal in DeTomaso cars?

Schaub: No. All the DeTomasos I bought I bought for my own collection. At present, I have four DeTomasos: a Pantera, a Mangusta, a Vallelunga and a Formula Junior or F3 from 1964.

have chassis numbers. So this is the first fiberglass car made.

Adler: Who was the designer of the Vallengunga?

Schaub: Fissore. It was designed by Fissore and built by Ghia.

Adler: We have heard it was designed by Mario Fissore, the son of Bernardo Fissore. Is he still alive? Can you verify this? Are there any drawings of it or photos of wood models?

Schaub: To this date, I am not aware if there are any existing drawings or models.

Adler: We have seen pictures of the spider? Did it survive to this day?

Schaub: Yes. You will see it at the factory tomorrow. It is not a complete car. You will see the body. They built only one.

Adler: What condition was your Vallengunga in when you got it?

Schaub: More or less in different pieces. But 95% complete.

Adler: Does this car have any racing history or was it always a street car?

Schaub: It was always a street car.

Adler: The restoration is beautiful, but please tell our readers about what you've done to it.

Schaub: I took the body off the chassis so I could do a complete chassis restoration. And then the body. And then all the parts. I had to restore every part because every part was in bad condition.

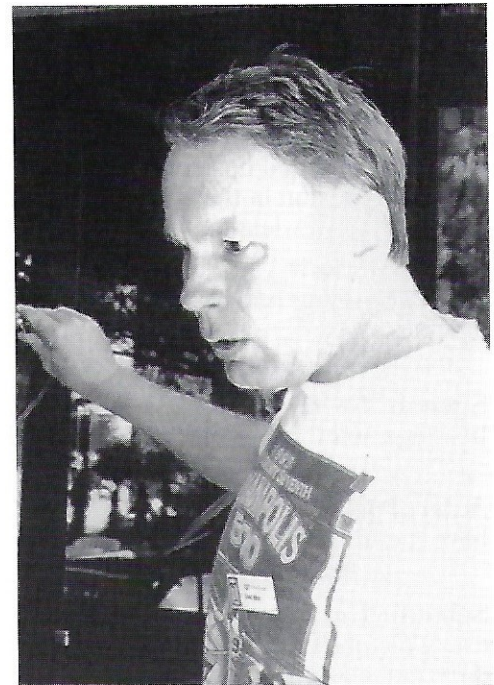
Adler: What was the biggest problem you faced?

Schaub: The rust in the chassis. It was in a mess when I got it, and also there was rust in the suspension parts. The water tubes were going through the chassis were completely rusted through. I had to open the chassis (central spine—Ed.) to put new tubes in. I have restored many cars during my career but restoring a Vallengunga wasn't easy.

Adler: And were there important parts that were missing that you had to locate?

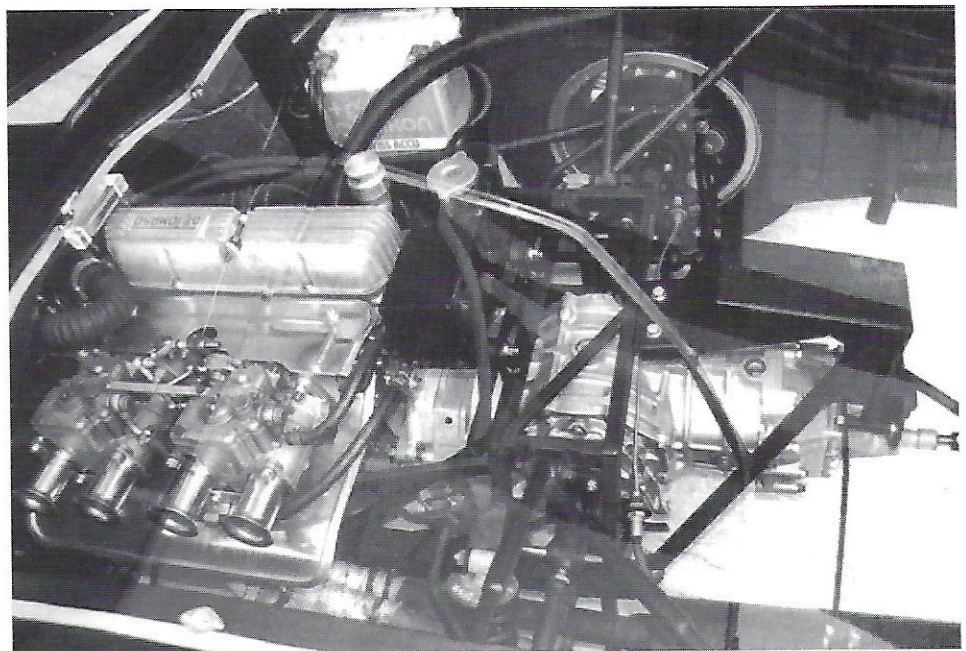
Schaub: What is important for me? I had to build a lot of parts, but I was not lucky that the windscreen (windshield—Ed.) was completely destroyed and I was happy to find a new one at the factory. They still had the molds and built a new one for me.

Adler: As far as the engine, for our readers not familiar with the Vallengunga, can you explain to our readers about it?



Mr. Marcel Schaub of Switzerland describing his restoration during the interview.

Schaub: The engine is a four cylinder 1500cc Ford engine Type 120E which was used first with the Ford Cortina. It is an English



The Cortina Kent four cylinder engine is presented under a glass cover. Using twin Weber 40 IDA carbs. The quality of the restoration is absolutely impeccable. Detailing is stunning.

engine. We call it the Kent engine. It was used in the Ford Cortina and Ford Escort. The gearbox was a Volkswagen gearbox which was used at that time in old Formula cars. It is mounted upside down (from its position in the VW) and modified by Hewland.

Adler: Meaning it has Hewland gears in it?

Schaub: No, they just made the bearings and the hubs.

Adler: I noticed the car does not have the original steering wheel.

Schaub: This I am not sure. In every picture I see they have a different steering wheel. Some are very big in diameter. I don't know if this is the original one. This one had the DeTomaso sign in the center. I cannot say if it was the original one.

Adler: What does it have for brakes?

Schaub: The original magnesium brake calipers which is very rare. Most of the DeTomaso Vallengungas I have seen until now have changed to Dunlop calipers which are used on the Lotus Elan because the originals were corroded. In addition, they are 5 kilograms lighter. You can't get the original anymore. But I am happy that my calipers are in good condition.

Adler: Have you entered your car in any concours?

Schaub: No this is the first time. I just finished the car. I did not have enough time to make a big test drive with it—only about 20 km before this trip.

Adler: What is it like to drive a Vallengunga?

Schaub: It is more like a race car. The handling is like a go-kart, or more like a racing car than a normal sports car.

Adler: Did you also do the paint yourself?

Schaub: Yes. Two coats of paint over two coats of primer.

Adler: So you are able to offer your customers this service—of doing every phase of restoration?

Schaub: Yes.

Adler: What about the upholstery? Is it the original material? Did you re-do it? What color leather/vinyl did you choose?

Schaub: I had it done at an

upholsterer. I told them to use leather where it was used originally and vinyl where it was done on the original.

Adler: What about the wood? Was there wood on the car? Did you re-do the wood? Did you coat it with varnish or a plastic sealer? How was the original finished?

Schaub: The wood on the dashboard is new. I had made it from the same wood as the original. It was prepared for me by a carpenter.

Adler: What about the gauges? Are they all original? What brand are they?

Schaub: Yes. They are Jaeger brand, and all original. They were in good condition when I got the car and there was no need to re-work them. The gauges include a speedometer, rev counter, oil pressure, water temperature and



Mr. Schaub collects his Best of Show trophy and basks in the applause and admiration of his peers. At the microphone is Mr. Mats Gorski in the striped shirt and to Mr. Gorski's left is chief concours judge, Alexander Fyşe looking down.



At the DeTomaso factory in Modena, the first production Vallelunga of Mr. Schaub poses next to the Mangusta Prototipo. Two very rare and important DeTomaso automobiles.

ammeter.

Adler: Are there more Vallelungas in Switzerland?

Schaub: Yes, there are four of them.

Adler: Is this car for sale?

Schaub: Hard to say. It is a question of money.

Adler: In U.S. dollars, what is the value?

Schaub: It cost me about \$90,000—buying and restoring it. I think it is worth it because of the chassis number.

Adler: Is the production number of approximately fifty made accurate?

Schaub: That's what all the books say, but all the experts tell me that there were not fifty built. Their guess is about 35 to 40.

Adler: What is the weight of the car.

Schaub: 680 Kilos.

Adler: Did the factory help you with the restoration of the car?

Schaub: Only with the windscreen.

DIRECTOR'S NOTE

After the interview was completed, Mr. Schaub received the best of show award in the Italian Concours on the car's maiden outing. Mr. Alexander Fyshe of London has commented upon this Vallelunga in an interview published elsewhere in this issue.

