



Our passion is classic competition cars

## 1972 - De Tomaso Pantera Group 4



<b>Make:</b>	De Tomaso
<b>Model:</b>	Pantera Group 4
<b>Year:</b>	1972
<b>Location:</b>	France
<b>Type:</b>	Coupé
<b>Chassis Number:</b>	THPNMRE02858
<b>Drive:</b>	LHD
<b>Road Registered:</b>	Yes
<b>Competition Ready:</b>	Yes
<b>FIA HTP:</b>	Yes
<b>Interior Color:</b>	Black
<b>Exterior Color:</b>	Light Blue
<b>Price:</b>	P.O.A.

### Key Features

- One of only 14 De Tomaso Pantera Gruppo 4 built
- Ex-Achilli Motors driven in-period by Gottfredi, Zorzi and Marco "Spiffero" Curti
- Clean and continuous ownership from new with extensive documentation
- Road registered and 100% race-ready with current FIA HTP and good spares
- Eligible for all premium historic rallies and races such as Tour Auto, Peter Auto CER1, Le Mans Classic, etc.

### Description

In 1972, due to customer demand, Alessandro de Tomaso decided to build six Group 4 versions of the 5.7 litre V8 Pantera. Taken straight from the production line, six standard steel shells were modified to what was permitted within the rules. Numerous bevelled holes were cut into the chassis to reduce weight. Further weight saving measures were achieved by replacing the front lid, doors and rear engine cover with alloy items. These cars were homologated as the "GT4".

The GT4 was successful on the track proving itself competitive and at times managed to beat the all-conquering Porsche 911. This led to the demand for more Group 4 cars so a further batch of six cars were built. These cars, dubbed the "Gruppo 4" were identical technically and mechanically, but unlike the GT4 which used modified and lightened stock shells, the Gruppo 4s had their lightweight holes pre-cut on the bench before being welded into a complete shell. This made the car quicker and easier to make resulting in two extra Gruppo 4 cars being built later on for de Tomaso's own use as factory entries.

Chassis "02858" (referred hereafter as #2858) is the earliest car by chassis number, but was actually the second of the eight Gruppo 4 cars built being completed on 26th April '72. Finished in standard factory racing red and black, it was first registered on 1st July '72 and sold to Achilli Motors of Milan, a GT and luxury car dealer. Repainted light blue, the Pantera was raced for Achilli Motors by Gabriele Gottfredi from 1973 to 1975 and although the car struggled at times, Gottfredi and up and coming young Italian driver Renzo Zorzi did manage to bring the car home in a credible 8th place overall in the '74 Giro d'Italia. The car's period race history can be seen in the History section below.

#2858 was garaged at Achilli Motors unused from 1976 until bought by Marco "Spiffero" Curti in late '79. Marco had been racing a Group 3 Pantera for some years and was looking to step up a class. The car had been repainted red, but the engine was in pieces so Curti shipped everything to de Tomaso who fully rebuilt the car to the latest Group 4 specs which entailed re-shaping the wheelarches to accommodate the smaller 2-inch wheelarch extensions permitted under the new post '76 Group 4 regulations. This is the specification the car is currently in today. Curti raced #2858 for 3 seasons from 1980 to '82 mostly in the Italian championship but also in the world championship rounds at Mugello and Vallelunga and also in the last Giro d'Italia in 1980 where the Pantera put up another good showing finishing 10th. Curti then stored the car until selling it in 1998 to Germano Nataloni who quickly sold the car on to former Pantera racer Piergiorgio "Kabibo" Furlanetto.

#2858, still pretty much unmolested since its racing days with "Spiffero" in the early 80s, was purchased (through broker Karl Gnadinger) in 2006 by Dutch historic racer Pieter Boel who raced the car for many years on the European historic racing scene. After 12 years of ownership, Boel sold the car in 2018 to its current owner who – after a full recommissioning and repaint in its original light blue color - has successfully raced and enjoyed #2858 in events such as the Tour Auto, Peter Auto CER1 and Le Mans Classic. This stunning "ex-Achilli Motors/Gottfredi" Pantera Gr4 is now offered for sale in excellent and race-ready



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condition with only 6 hours on its engine since its last rebuild. All date-related items are current and the car also comes with extensive documentation including original factory documents, current FIA HTP, road registration and good spares (three wheel sets and miscellaneous support items).

With only 14 original De Tomaso Pantera Group 4 built, this is a rare opportunity to own a potent and front-running Italian GT which can be equally enjoyed on the racetrack and on the road in the many premium historic events it is eligible for worldwide.

### History

Achilli Motors Milano					
25/04/73:	Monza 1000 Kms, Italy	#64	G.Gottifredi/G.Galimberti	n/c	107 laps
13/05/73:	Targa Florio, Italy	#116	G.Gottifredi/G.dall'Olio	DNS	did not start
02/09/73:	Monza 6 Hours, Italy	#1	G.Gottifredi/G.Moretti	-	started
16/09/73:	Imola 500 Kms, Italy	#34	G.Gottifredi	15th	16 laps
30/09/73:	Casale, Campionato Italiano	-	G.Gottifredi	3rd	-
02/06/74:	Imola 1000 Kms, Italy	#120	G.Gottifredi	DNA	did not arrive
23/06/74:	Bolzano-Mendola, Italy	#578	G.Gottifredi	-	-
29/06/74:	Trofeo Corsa Prima, Mugello	#302	G.Gottifredi	3rd	-
01/09/74:	Monza 6 Hours, Italy	#1	G.Gottifredi/G.Galimberti	-	started
15/10/74:	Giro d'Italia, Cesana-Sestriere	#456	G.Gottifredi/R.Zorzi	6th	6m03.10s
15/10/74:	Giro d'Italia, Casale	#456	G.Gottifredi/R.Zorzi	7th	23 laps
16/10/74:	Giro d'Italia, Imola	#456	G.Gottifredi/R.Zorzi	8th	36m21.00s
16/10/74:	Giro d'Italia, Mugello	#456	G.Gottifredi/R.Zorzi	4th	24m13.40s
16/10/74:	Giro d'Italia, Misano	#456	G.Gottifredi/R.Zorzi	21st	-
17/10/74:	Giro d'Italia, Stefano-Spino	#456	G.Gottifredi/R.Zorzi	7th	6m58.40s
17/10/74:	Giro d'Italia, Magione	#456	G.Gottifredi/R.Zorzi	2nd	15m27.20s
18/10/74:	Giro d'Italia, Vallelunga	#456	G.Gottifredi/R.Zorzi	4th	22m31.40s
18/10/74:	Giro d'Italia, Giorgio-Colonetta	#456	G.Gottifredi/R.Zorzi	2nd	4m31.70s
18/10/74:	Giro d'Italia, Quercegrossa-Croce	#456	G.Gottifredi/R.Zorzi	6th	4m32.30s
19/10/74:	Giro d'Italia, Varano	#456	G.Gottifredi/R.Zorzi	8th	19 laps
19/10/74:	Giro d'Italia, Monza	#456	G.Gottifredi/R.Zorzi	2nd	10m51.60s
19/10/74:	Giro d'Italia, Overall Classification	#456	G.Gottifredi/R.Zorzi	8th	1h26m16.00s
23/03/75:	Mugello 1000 Kms, Italy	#49	G.Gottifredi/G.Schenetti	17th	111 laps
13/04/75:	Imola, Trofeo Bevilacqua	#5	G.Gottifredi	9th	-
20/04/75:	Monza 1000 Kms, Italy	#66	G.Gottifredi/G.Galimberti	DNQ	did not qualify
17/05/75:	Giro Automobilistico d'Italia	#509	G.Gottifredi/R.Zorzi	DNA	did not arrive
15/08/75:	Trofeo Mare Pulito, Misano	#11	G.Gottifredi	-	-
28/09/75:	Monza 6 Hours, Italy	#5	G.Gottifredi/R.Parpinelli	DNA	did not arrive
	unraced late '75 to late '79				





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Marco "Spiffero" Curti

04/11/79:	Trofeo Natale Nappi, Vallelunga	#403	"Spiffero"	-	-
07/04/80:	Pasqua del Pilota, Magione	#704	"Spiffero"	6th	30 laps
25/04/80:	Giro dell'Umbria, Italy	#709	"Spiffero"	-	-
25/05/80:	Vetture Produzione, Mugello	#151	"Spiffero"	-	-
01/06/80:	Vetture Produzione, Vallelunga	#403	"Spiffero"	-	-
07/09/80:	Vallelunga 6 Hours, Italy	#7	"Spiffero"/"Baronio"	Rtd	engine
05/10/80:	Coppa Carri, Monza	#229	"Spiffero"	-	-
06/11/80:	Giro Automobilistico d'Italia	#481	"Spiffero"/Elmer	10th	-
22/03/81:	Trofeo Cristarga, Vallelunga	#116	"Spiffero"	5th	28 laps
12/04/81:	Mugello 6 Hours, Italy	#35	"Spiffero"/L.Galluzzo	Rtd	overheating
26/04/81:	Vetture Produzione, Mugello	#88	"Spiffero"	-	-
02/05/81:	Magione, Campionato Italiano	-	"Spiffero"	-	raced
03/05/81:	Giro dell'Umbria, Italy	#180	"Spiffero"	-	-
24/05/81:	Coppa Carri, Monza, Italy	#134	"Spiffero"	3rd	1st in class
28/06/81:	Gare a Magione, Italy	-	"Spiffero"	4th	1st in class
11/10/81:	Trofeo Ruffo Mode, Magione	#702	"Spiffero"	3rd	1st in class
01/11/81:	Trofeo Natale Nappi, Vallelunga	#261	"Spiffero"	4th	15 laps
04/04/82:	Coppa Carri, Monza	#99	"Spiffero"	-	-
11/04/82:	Pasqua del Pilota, Magione	#103	"Spiffero"	-	-
18/04/82:	Trofeo AC Parma, Varano	#434	"Spiffero"	-	-
30/05/82:	Vetture Produzione, Vallelunga	#93	"Spiffero"	-	-
22/08/82:	Trofeo Urat, Magione	#121	"Spiffero"	-	-
19/09/82:	Trofeo Ruffo Mode, Magione	#167	"Spiffero"	-	-

Retired from competition

**Pictures (For size reasons, we have limited the PDF-file to 10 pictures)**







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