

## 1973 Maserati BORA

Here are a few photos of my BORA currently offered for sale. The extent of the mechanical restoration goes far beyond bringing the car back to factory new. Several improvements on the original design were done to assure reliability and durability. For cooling, a complete cleaning of the system was followed by a double bearing water pump installed at 35,000 miles, improved airflow through the radiator, and a large oil cooler with remote filter was installed. For lubrication, the original oil pump was remachined to provide 40 PSI pressure at idle with a completely warmed engine, and 60-70 PSI at 2,300 rpm. An auxillary electric oil pump was installed to pre and post oil the engine for up to 6 minutes to circulate and cool the oil down after shut-off. Instant oil pressure is available at start-up because the oil has been circulated for 30 seconds prior by the electric pump. For reliability, the entire moving assembly of engine parts were matched and balanced to spin at 9,000 rpm, though they never exceed 6,000. The standard dual point distributor was converted to a high energy ignition system with contact-free breakers, high voltage coil and wires. The engine starts every time within 2-3 seconds. All hydraulic pumps, accumulators, and accessories were rebuilt to new performance. Nearly all servo cylinders were also rebuilt to eliminate the possibility of leaking. The clutch and pressure plate assembly were completely replaced with a specially made unit by Centerforce Clutches. It has over 30% better gripping ability and an expected service life over four times that of the original clutch. For power, a complete set of 2 inch tube headers were built with a runner length of 42 inches collected into two separate 3 inch muffler and tailpipe systems. The cylinders heads were "cc'd" to make each cylinder precisely identical in volume and efficiency. The intake runners and carburetors were enlarged slightly. The engine now makes 360 horsepower conservatively. For durability, the cylinder heads, pistons and intake were stress relieved by cryogenic tempering at 300 degrees below zero. This assures that all casting imperfections in the aluminum are removed and heat flexing does not result in warping or twisting. Valve and camshaft adjustments remain within tolerance as well. All bearing surfaces were coated with baked-on molybdenum disulfide dry lubricant. Modern synthetic lubricants are used throughout. For comfort, the firewall and floors were treated with lightweight sound proofing and fire/heat resistant materials. For old times sake, the car was just stripped and painted in original red, as it was when it left the factory. The 6 full coats of paint used: PPG urethane "Flame Red". A factory BORA will easily run at 175 mph. This example, with it's improvements, will do more. This beautiful car starts, stops, looks, runs and smells as Giulio Alfieri had intended it to. If interested in more information on how to purchase this car, please email me at [maserati@maserati.com](mailto:maserati@maserati.com) Thanks for your interest.

