



Some millionaires decorate their mansions with rare paintings. Richard Moriarty however bolted a 1974 Lamborghini to the wall of his Newport Beach estate early Friday. Photos: Rick Loomis/LAT.

Some millionaires decorate their mansions with rare paintings - Richard Moriarty however bolted a 1974 Lamborghini to the wall of his Newport Beach estate early Friday

Some millionaires decorate their mansions with rare paintings. Richard Moriarty bolted a 1974 Lamborghini to the wall of his Newport Beach estate in California early on Friday - reports Roy Rivenburg in the LA Times. Because Home Depot doesn't sell kits to hang cars as artwork, Moriarty hired a 70-ton crane to lower the Italian sports car through a skylight in his living room. Earlier, the car's engine was removed and transformed into a "200-mph coffee table" for guests who prefer their drinks "shaken not stirred," said Moriarty, an heir to the family that developed South Coast Plaza.

Getting the Lamborghini into the house took about an hour, but the project was conceived months ago, when architect Fleetwood Joiner began designing Moriarty's new home, US\$2-million worth of steel-and-concrete that will overlook Newport's Back Bay when construction finishes later this year. "This was one of the original ideas for the house," Joiner said. "The skylight was designed to fit the car." Joiner has installed offbeat elements in previous mansion projects — including indoor rifle ranges, bowling alleys and a 28-foot-high interior waterfall — but the Lamborghini is "one of a kind," he said. The car will hang over a solid glass staircase leading to Moriarty's wine cellar. The car will also plug into the home's electrical system so its inside lights can be switched on.

Has gasoline gotten so expensive that it's cheaper to turn a Lamborghini into a wall scone than to drive it? Not quite. Moriarty, 58, is known for his irreverent tastes. In the 1980s, he organized exotic costume parties, such as his "Pimps, Hookers, Drug Dealers and Lawyers Ball," that drew about 3,000 revellers.



As a teen, he toiled in the lima bean fields that his uncle, Henry Segerstrom, transformed into South Coast Plaza. More recently, he planted a small vineyard on his 3.5-acre estate and began bottling prize-winning wines under such labels as "Wretched Excess" and "The Idle Rich." The fermented grapes are aged in a 75-foot-long cave locked with a former KGB prison key. Outside the cave, catfish and koi swim in a lagoon fed by a 200-foot stream built by Moriarty, who owns an orchid nursery and landscaping business. A pirate flag flaps nearby and chickens strut around a coop. The automotive addition to Moriarty's cache of curiosities seemed only logical.

"I have a Lamborghini and I've got a big wall," he said. Moriarty bought the car 10 years ago, paying a collector US\$60,000. But the upkeep was a nightmare. The gas tank had rust damage, and the engine kept stalling. "I got tired of having it towed," he said. On Friday, the sleek black Countach — license plate "FAASST" — was officially retired.

As Moriarty's fiancée, auto mechanic, architect and several friends snapped photos with cellphones and cameras, the car was hoisted 60 feet in the air by the crane. Then a five-man crew manoeuvred the 1,000-pound, engineless vehicle through the skylight and hung it from a steel-reinforced wall with loops of half-inch-thick steel cable. "It's a beautiful piece of art," Joiner said. But Moriarty, in flip-flops, shorts and a T-shirt, wasn't quite satisfied. "I want to stencil some tire marks on the wall," he said. "Seriously."





MASERATI ANNOUNCE THE TRACK USE ONLY MC12 CORSA

Maserati has taken the wraps of its new supercar, a new track-only version of the World Championship-winning Maserati MC12 called the Corsa and which will only be sold to valued Maserati customers who will be restricted to using their new supercar on private track days. "This is a unique opportunity to own a car that is the reigning GT World Champion," says Edward Butler, General Manager for Maserati in Australia and New Zealand. "The world-beating racing car was developed from the Maserati MC12 road car and the Corsa is derived directly from the GT1 racing car exclusively for track use. It will not be homologated for road use. The MC12 Corsa has been developed in response to the customer demand to own the MC12 racing car and fuelled by the growth in track days, where owners can drive their cars at high speeds in the safety of a race track without the obvious constraints of normal road use," says Mr Butler. "Without doubt the MC12 Corsa is the ultimate track day car!"

The 564 kW MC12 Corsa has been developed from the MC12 GT1 which won the 2005 FIA GT Manufacturers Cup. It will be used exclusively on track during private test sessions and exhibition activities organised by Maserati. It will not be homologated for road use or for any racing activity. The Maserati MC12 Corsa, which is living testimony of Maserati's ability to individually tailor make unique cars with the highest technological content, will be on sale at the price of a million Euros plus tax in September. Available in the official Maserati "Blue Victory" colour, it may also be personalized upon request with several optional items. Total production of the Maserati MC12 Corsa will not exceed 12 units worldwide.



The Ducati Desmosedici RR production prototype has been launched at Mugello on the eve of the Italian Grand Prix

Ducati has chosen the magical atmosphere of the Italian Grand Prix at Mugello to launch the Desmosedici RR production prototype. The dream of a true GP replica has finally come true and the Desmosedici RR will be the first-ever road-going motorcycle to offer such a stunning wealth of performance and technology that comes directly from Ducati's experience in MotoGP. The RR derives from the Ducati Corse Grand Prix racing Desmosedici GP6, the same bike with which Loris Capirossi and Sete Gibernau are competing with in the 2006 MotoGP World Championship.



The Mugello launch is the perfect occasion to reveal the shape and the technical characteristics with which the bike will go to market, confirming the high technological features of this exclusive and esoteric machine. The body design and the aerodynamics faithfully reflect the Desmosedici GP6. The colour scheme, the fittings, the materials used in its construction as well as the technical features of the powerful four-cylinder desmodromic engine built by the Borgo Panigale factory engineers, leave no doubts whatsoever: the Desmosedici RR is the ultimate expression of the most extreme MotoGP racing machine today.

The project is currently in the industrialization phase and, as previously announced, it will be a limited edition motorcycle, with approximately 400 bikes being produced a year. The RR is scheduled to arrive in the market in July 2007, while from June 2nd 2006 it will be possible to reserve the bike through the official Ducati dealer network, with Ducati 999R owners receiving priority. This is the new frontier of Ducati technological evolution, a dream come true, demonstrating once again the courage and the passion of Ducati, as well as the ability to transfer the experience of the racing world to a machine that is destined for road use.

Federico Minoli - Chairman and Managing Director of Ducati Motor Holding - and Claudio Domenicali - Product Director of Ducati Motor and Managing Director of Ducati Corse - together with Ducati Corse riders Loris Capirossi, Sete Gibernau and Vittoriano Guareschi were at Mugello to unveil Ducati's latest jewel of technology. "This is an important moment for us, another dream come true. Producing the Desmosedici RR means offering the ultimate expression of Ducati technology, while remaining faithful to the tradition of every one of our road and racing bikes," declared Federico Minoli. "It is a challenge that we wanted to accept and although relatively few bikes will be made, the RR will be a true object of desire for all Ducatisti. It will be the ultimate Ducati experience, one that best exemplifies the passion and the ingenuity for which we are famous. Meanwhile the twin-cylinder remains and will continue to remain Ducati's traditional engine, having equipped all of our production models in the past and equipping them in the future."

"The Desmosedici RR is a true Grand Prix replica," commented Claudio Domenicali. "The technological level of this bike is extraordinarily high and for the first time ever all the authentic performance and technology of the ultimate MotoGP racing machine have been transferred to a road-going motorcycle. Over 200 hp of power for a bike that features exclusive components and quality materials, destined to become the new point of reference for production motorcycles.

"There couldn't have been a better place than Mugello for the unveiling of this new bike and who better to take the wraps off it than Loris, Sete and Vittoriano, because this bike is also their bike and all of their experience has gone into developing this road-going motorcycle," added Claudio Domenicali.

Technical Features

Desmosedici engine features:

- 200+ hp with racing exhaust kit (supplied with every bike)
- 989cc L-Four cylinder, Twin Pulse configuration
- Desmodromic, with 16 titanium valves (Desmosedici)
- quadruple 12 hole 'micro-jet' fuel injectors
- Double overhead cams, gear driven
- titanium connecting rods
- cassette transmission
- sand cast engine cases
- magnesium covers
- 4 into 2 into 1 vertical exit exhaust
- dry 'Slipper' clutch

Desmosedici chassis features:

- Hybrid Trellis frame
- Carbon fibre seat support
- Öhlins nitrogen pressurized reservoir 43mm "FG353" PFF forks
- Öhlins four-way adjustable rear shock with GP6 linkage and geometry
- Brembo radial "monoblock" front callipers
- forged and machined Marchesini magnesium road wheels
- New design lightweight Corse electronic multifunction dashboard
- aluminium alloy tank
- Full Carbon fibre body
- Bridgestone tyres with special profile and structure



The Desmosedici RR will be available with a special race kit that includes a 102 dB racing exhaust, a dedicated CPU, bike cover, track stand. For this exclusive Ducati model a new dedicated service plan has been devised thanks to which each Ducati Desmosedici RR owner can count upon a three-year warranty and a three-year maintenance period free of charge.

Two versions of the RR will be available: the Desmosedici RR is painted in 'Rosso GP', has a white number plate on the tail section and a white Ducati logo on the fairing, while the Desmosedici RR 'Team Version' is painted in 'Rosso GP', and as with the factory Corse bikes, has a broad white stripe on the fairing. A team sponsor decal kit will be provided with each bike.



ALFA ROMEO INTRODUCES 'Q-TRONIC' - A NEW 6-SPEED AUTOMATIC OPTION FOR THE ALFA 159



Alongside the introduction of the 159 1.8 MPI, Alfa Romeo will also roll out a brand-new 6-speed automatic Q-Tronic option for the 159 1.9 JTDM 16V (Progression and Distinctive) and 2.4 JTDM diesel models. The automatic is a totally new system, and adapts to the road behaviour of the driver. Alongside the standard function, Q-Tronic also offers Sport and Winter modes. The driver can also change through the gears manually, by slotting the lever into a separate groove.

With the new Q-Tronic system, Alfa Romeo hopes to satisfactorily answer very strong

marketplace demand for automatic versions across the Alfa 159 range, and it is quickly expected to account for a significant proportion of the model's sales with dealers reporting strong initial interest.

The Q-Tronic's adaptive character is perfectly complementary to Alfa Romeo's sporty driving tradition. If, for example, the driver lifts off the accelerator pedal sharply, a "Fast-off" function prevents the gearbox from automatically downshifting into a lower gear. If, on the other hand, the car is stationary at a traffic light, the gearbox automatically shifts after a few seconds into neutral in order to reduce fuel consumption and transmission wear.

Performance with the Q-Tronic is very good, with the top speed on both models only marginally reduced. The 1.9 JTDM 16V Q-Tronic has a top speed of 207 km/h, and reaches 0-100 km/h in 9.6 seconds. Compared with the manual, this increases the factory acceleration time by two



tenths of a second, although in reality the Q-Tronic could prove faster for most drivers. The 2.4 version has a top speed of 224 km/h, and an identical acceleration time of 8.4 seconds to the manual. The six-speed Q-Tronic will also be made available on the Alfa 159 3.2 JTS Q4 towards the end of the year, whereas the 2.2 JTS will see the introduction of a new generation of the sportier Selespeed semi-automatic transmission in October. In the meantime, other new available options on the Alfa 159 range include Home Link and a Passenger Knee Airbag.
By James Granger



www.alfaromeo.co.za

Alfa 159



Alfa 159. Passion Makes the Difference

Born from Alfa's long, acknowledged experience in the production of prestigious sports sedans, the Alfa 159 heralds a new generation of cars from Alfa.

The 159 project is the result of innovative design methodologies developed by an international team that has succeeded in combining formerly irreconcilable targets – entertaining driving, outstanding performance and distinctive, contemporary styling – with exceptional levels of safety, comfort and sturdiness.



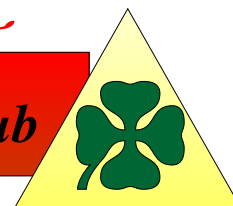
Test drive the new Alfa Romeo 159:
Dealer Open Day:
Saturday, 10 June 2006
Kyalami Grand Prix Circuit:
Sunday, 11 June 2006

Alfa Romeo

West

Rand

Club



www.wrac.co.za