

0052 COMMENTS...

Dear *Cavallino*,

It was great musing over the pictures of 166 MM, s/n 0052 M, in its touching "barn find" condition (*Cavallino* 154). May I hope that the present owner keeps this all-too-rare patina!

In my book "Triumph & Tragedy, the 1955 Sportscar Season" (Automobiles Historiques Ltd – 2004), I made a couple of mentions of Oreste Mantovani's 166 MM. First of all, the car debuted in the Dakar G.P. on March 13 where it finished 11th overall. At the time of writing, I had confused it with a 500 Mondial! After withdrawing from the MM, Mantovani ran at Hyères with Frenchman Jean Marie Desmazes as his co-driver. I made another small error in the main text (page 96) by giving the driver the first name of Sergio rather than Oreste, but a small picture of the car (supplied by Maurice Louche) is published next to the results table (page 219).

I am able to confirm that the two drivers sitting in s/n 0052 M at Le Mans (*Cavallino* 154, page 38) are Lord Selsdon and Jean Lucas. The latter is easy to recognize for knowledgeable French enthusiasts, while it is possible to compare the former's face with the picture you published in the *Lettere* column of the same issue.

I would also like to say that the picture showing Serafini at Silverstone on page 43 was taken in 1950 and not in 1951. Ascari won the race with a similar Factory entered 166 MM.

I have no clue whether Oreste Mantovani had any family link with Maserati hopeful Sergio Mantovani. Curiously, Oreste debuted his 166 MM just as Sergio was forced to withdraw following a serious accident at Turin in early April of 1955.

Congratulations for the excellent work in the hope to read more about the earliest Ferraris.

Best regards,
Yves Kaltenbach
France



Andre Van Bever Image; courtesy Alexis Callier

Above, Bernard Bianchi, "almost certainly at the wheel of the Ferrari 166 MM, s/n 0052 M," at the Grand Prix des Frontières at Chimay on May 20 of 1956.

Dear *Cavallino*,

Enclosed you will find a photograph that my friend André Van Bever took at the Grand Prix des Frontières at Chimay on May 20 of 1956.

After Emilio Wartenweiler at Monza, it shows another Swiss driver, Bernard Bianchi, almost certainly at the wheel of the Ferrari 166 MM, s/n 0052 M, featured in *Cavallino* 154. He finished 14th OA and 7th in the 2000 cc class.

In fact, for an article on the races at Chimay published in our Club Ferrari Belgio magazine, I had written in 1992 that this was s/n 0052 M. Seeing this lately, I wondered where and why this information came from and had serious doubts. By sheer luck, a few days ago I found another picture taken at that race, and the registration VA 43235 can clearly be seen, at the same place as at Hyères the year before, on Bianchi's 166 MM.

On the other hand, judging by your "Lettere" section in *Cavallino* 155, it looks like I am not alone to think that, at the 1952 Targa Florio, s/n 0052 M had a 2.3 liter engine. Will we ever know? For me the docu-

ments provided by Massini, as interesting as they are, are unfortunately only documents and the truth may well be different.

Best regards,
Alexis Callier
Sint-Martens-Latem, Belgium

Dear *Cavallino*,

In the beautiful book "Ferrari by Mailander", on page 52, there is an excellent photograph of Bracco's Ferrari Barchetta number 8 at the Nürburgring in August of 1950.

This clearly shows that this car certainly isn't s/n 0052 M (and even a 166 MM), as Marcel Massini writes. It is Villoresi's 275 S at the 1950 Mille Miglia, now in two liter form, and most probably s/n 0032 MT.

And what about these "still present mud flaps," as captioned on page 39 of *Cavallino* 154? I may be blind, but I don't see them on any of the photos on pages 40 and 41.

In fact, they are not even on Serafini's car at Silverstone on August 26 of 1950! Also, there are no holes for the fog lamps, maybe because they were not needed and not made at Le Mans...

Best regards,
Alexis Callier
Sint-Martens-Latem, Belgium

Dear *Cavallino*,

Barchetta Touring 0052 M did NOT race in the VI Gran Premio dell'Autodromo at Monza on June 29, 1953 as suggested by your Belgium reader [*Cavallino* 155 *Lettere*]. Instead, Emilio Wartenweiler used in this event the 225 Export Barchetta Touring with chassis number 0104 E. The car had a white hood and I have all the Italian ACI PRA registration documents for this car.

Keep up the good work.
Sincerely,
Marcel Massini
Berne, Switzerland

Dear *Cavallino*,

In his letter to *Cavallino*, Jim Sitz wonders if the Barchetta raced at the Jerome, Arizona hillclimb in March of 1959 and May of 1960 perhaps was s/n 0052 M. This is not the case, however. As far as I know, that car was the Ferrari 212 Export Barchetta Touring with chassis number 0134 E. This car was painted light gray originally (with blue leather interior) and delivered new on July 10, 1951 to my neighbor Hans-Karl von Tschärner here in Berne, Switzerland. Mr. von Tschärner actually personally picked up s/n 0134 E in Maranello and drove it over the Sempione pass and Iselle to Switzerland. Von Tschärner raced s/n 0134 E extensively and became Swiss