



Above, the 375 MM, s/n 0490 AM, at the 1955 Turin International Auto Show, along with a 250 Europa. Right, the Ferrari exhibit at the same show a decade later, with a 330 GTS, 275 GTB, 330 GTC and 330 GT 2+2.

PHOTOS FOUND...

Dear *Cavallino*,

Back from RetroMobile, in Paris, and found two wonderful photos that I thought your readers would enjoy.

One is of the 375 MM at the 1955 Turin International Auto Show. The back of the stamped, official photo reads: "One of the most important innovations of this 37th Show of cars in Turin: a FERRARI made by the famous PININ FARINA."

The second is of the Ferrari exhibit at the November, 1966 Turin International Auto Show, the 48th.

With my thanks,
Everett Anton "Tony" Singer
Carmel, CA

BLUE CARS, SMILING AT ME...

Dear *Cavallino*,

I always enjoy reading Michael Lynch's work, and the article "A mystery solved" in the latest *Cavallino* is no exception. However, speaking of exception, I must take exception to a segment of his article.

In this latest article, he wrote: "The blue 860 Monza, s/n 0602 M, was a Ferrari Team car during 1956 (painted red, of course)"... This to me implies, by the use of "of course," that the Ferrari team cars were always red.

We have learned the hard

way that in Ferrari history not to use always or never. At the 1st Grand Prix of Venezuela on November 6, 1955, one of the Ferrari Factory team cars was blue, and it was the only Ferrari Factory team car to finish the race, taking fifth overall and first in the two liter class at the hands of Harry Schell and Eugenio Castellotti. That car was the 500 Mondial Series II, s/n 0556 (0446) MD. As Michael also wrote, at the 2nd Grand Prix of Venezuela on November 4, 1956, Ferrari sent s/n 0602 M (we believe in blue) for Fangio to drive finishing second to Moss in his Maserati.

When we finish the major conservation project on s/n 0556(0446) MD, it will be in that same blue wearing the Scuderia Ferrari shields which represented the Ferrari Factory team and race number 8 as it did victoriously that sunny day in Caracas so long ago.

Best regards,
Robert Phillips
Arlington, VA

TDF TURMOIL...

Dear *Cavallino*,

Being particularly fond of Ferrari 250 GT berlinettas, it's with great enthusiasm that I received your last issue and saw that *Cavallino* had devoted not less than eleven pages to s/n 1385 GT. You know how much



Images courtesy Anthony Singer

I like Ferrari photos, and I must say that, thanks to Marcel Massini, the images of that beautiful and wonderfully restored car, especially the cover, are a pleasure to watch.

On the other hand, I feel obliged to say [the following]:

First of all, I see no mention of the first event in which s/n 1385 GT competed. This was the Coppa San Ambrogio at Monza on May 3, 1959. Luigi Piotti, with No. 192, was a DNF. Incidentally, at the Gran Premio della Lotteria on June 28, Piotti's racing number was 32, not 22 as mentioned. His license plate on the silver Ferrari was MI 424573.

Later, Massini [in the race results chart] mentions two races in 1960 with Armando Zampiero at the wheel. The Italian driver competed in at

least four with the same berlinetta during the second half of that year. It is also irrelevant, because, as Jess Pourret told us not less than three decades ago, Zampiero's mount was not s/n 1385 GT but s/n 1357 GT. There is no doubt about this, as we can see in two hillclimbs during July of 1960, Trento-Bondone and Trieste-Opicina, that the ex-Lualdi Ferrari still carried the previous owner's license plate, VA 70731. It's only later that s/n 1357 GT received another license plate, starting with the letters TN from Trento.

Conclusion of all this: no s/n 1385 GT at the Coppa del Nevegal on October 2 and at Modena on October 16.

Massini [in the race chart] also refers to a photo of Zampiero at the Coppa del Nevegal in the 1960 Ferrari



The work in progress on s/n 0556/0446 MD.