



Image courtesy Keith Bluemel

SOUTH AMERICAN SOLUTION...

Dear *Cavallino*,

Page 6 of issue 161 has two photographs of the 250 TR, s/n 0716 TR, with the GTO style body; but no identification.

I can tell you that they show the car during the GP IV Centenario da Guanabara, held at Barra di Tijuca on September 19, 1965. The Brazilian Camillo Christofaro was the driver and he won after having signed the fastest lap!

Best,
Arnaud Blanfuney
Beziers, France

DINO DETAILS...

Hi Arnaud,

Just received my issue of *Cavallino* 161, and see your excellent article on the 166 F2 Ferrari. This is a marvelous story on a significant, but much overlooked Ferrari model.

Thank you for your excellent research.

Best wishes,
David Seielstad
Princeville, HI

Dear *Cavallino*,

Excellent story by Arnaud Blanfuney, congratulations indeed. It really was time to present these beautiful Ferrari *monoposti* to the *Cavallino* audience. May I offer a few updates, please.

S/N 0004: Chinetti had sold it to Larry Wilson in 1971, but the car was later returned to Chinetti and went to Jim McAllister's Grand Prix SSR. Everett Anton Singer then owned

it for many years and it was later traded to Bill Ziering. Via UK dealer Adrian Hamilton, it went to David Lucas in New Zealand. It then went to John Weinberger. Three years ago it was sold to the current owner Graham L. Adelman in Virginia, USA.

S/N 0012: The Factory sold it to then official Ferrari dealer Willy H. Felber's Haute Performance SA of Morges, Switzerland. Felber, also known for various Michelotti-rebodies of road going Ferraris, sold s/n 0012 in 1977 to Jean-Claude and Marc Caveng of Geneva, Switzerland. Today it is in the Parasiliti collection.

S/N 0014: The Factory sold it to Chinetti who re-sold it to Samuel A. Brown of Touring Motors East in Connecticut (in 1974). Walter Medlin then ended up with the car.

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

Hi,

Thanks [everyone] for your kind words. Much appreciated. Thank you also for the updates.

I have heard about Caveng's name for the chassis s/n 0012, but as I wasn't sure, I preferred not to write it.

S/N 0004: I know that Graham Adelman had it at the 2006 *Cavallino* Classic for instance, but I always thought he was just an entrant. So maybe Weinberger indeed sold it to him, and it was a great mistake from my part not to ask him as I have his e-mail address... But in

Camillo Christofaro is driving the 250 TR, s/n 0716 TR, with the GTO style body, in the GP IV Centenario da Guanabara, held at Barra di Tijuca on September 19, 1965.

any case, when you write it was sold three years ago, I think it is not correct. Check *Cavallino* issue 151, page 5.

Best,
Arnaud Blanfuney
Beziers, France

McCALL MIX-UP...

Dear *Cavallino*,

The McCall Motorworks Revival is hosted by Gordon McCall, not Bruce.

Regards,
Guy Mangiamele
Oceanside, CA

TWO FIFTY TOTALS...

Dear *Cavallino*,

The author states on page 61 [of *Cavallino* 161] that s/n 0338 MM was the twelfth of the sixteen Berlinettas constructed by chassis number sequence. According to my research for the upcoming book on the type 250 Mille Miglia, a total of eighteen Berlinettas were built by Pinin Farina. In order of chassis number sequence, s/n 0338 MM is the thirteenth.

0338 MM is a fantastic example of the 250 Mille Miglias. Thank you Keith Bluemel and *Cavallino* for a wonderful report.

Regards,
Marcel Massini
Berne, Switzerland

GTB GENESIS...

Dear *Cavallino*,

Referencing my letter and all other letters pertaining to "308 GTB Mysteries..." in *Cavallino* 155, I am happy to see that the serial number discrepancy in the *Guida* section for the first steel bodied GTB has been acknowledged with a lower chassis number than the originally listed 20805. The question mark following this updated number in

the listing also lets one know that this topic is not completely closed and further refinement may result as more information is researched – it is great to see that an effort is being made to clear up this issue. Another important item concerns the Years Made column. For steel bodied GTBs, this column should be adjusted to read "1976-1980", as the letters referenced above indicate that steel bodied cars were manufactured in 1976.

Again, I was glad to see the update! The fiberglass and early steel bodied GTBs represent the purest form of the 308 series, retaining the character and charisma that only a "Webered" Ferrari can offer. It is also becoming increasingly difficult to find a nice example of an early GTB. One day, they will achieve a higher magnitude of desirability than they currently enjoy. They are a benchmark in automotive design, and are just as deserving of accurate documentation as the classic, front engine cars that came years before them. A Pininfarina masterpiece sculpted around Weber carburetors – what more could one want? Keep up the good work!

Thank You.
Anthony C. Acunzo
Hamden, CT

If you have any comments on anything in Cavallino, please take pen in hand and send them along to us, as your fellow readers are interested, and everything adds to that growing and ever fascinating fund of knowledge about our favorite subject – Ferrari.

*Please send to: Cavallino,
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