

# LETTERS

## CORRESPONDENCE FROM YOUR FELLOW READERS

### MONZA MYSTERY...

Dear *Cavallino*,

I believe I can shed light on a little mystery raised by Jerry McDermott and David Seielstad in their excellent series of articles on Ferraris in the Midwest. In *Cavallino* 154, page 55, the caption under a photo of a Ferrari wearing race number 10 reads "the notes on the back of this old print say John Kilborn in the Milwaukee infield in May of 1957, in a 750 Monza, but this looks more like a 500 TR. A mystery to solve."

I believe the car is indeed a 750 Monza, chassis number 0518 M, which is listed in the table on page 59 as the Milwaukee race winner. The confusion is explained by the fact that s/n 0518 M was rebodied by Scaglietti at the end of the 1955 season with a body similar to an 857 or 860 Monza, which of course also resembles a 500 TR but with a more rounded front grille.

I have owned this car for the past seven years, and according to records I received from Jacques Swaters, whose Ecurie Francorchamps raced the car extensively in 1955 and 1956, s/n 0518 M was raced often in 1957 by "Honest" John Kilborn.

Swaters lists Kilborn racing the car at Danville and Milwaukee, wearing race number 10 in each instance. I was also told by other sources that Kilborn raced the car in June of 1957 at Road America, again wearing race number 10, but this does not seem to show up in the Ferraris in the Midwest series of articles (an omission, or was he in another Monza?).

In any case, I am attaching a picture taken by Tom Burnside at Virginia International Raceway in 1957 (still wearing race number 10) which clearly shows Kilborn in the "500 TR-looking" Monza that finished seventh.

Until recently, I thought that the circumstances of s/n 0518 M's new look for the 1956 season were well established. Swaters' letter to me many years ago, along with his meticulously



Jerry McDermott Image

Above, the mystery photo of John Kilborn in the 750 Monza, s/n 0518 M, with 500 TR style body, here at Milwaukee in May of 1957.



Tom Burnside Image

Above, a photo of John Kilborn in the 750 Monza, s/n 0518 M, with 500 TR style body, here at Virginia International Raceway in 1957.



Image courtesy Daniel Ghose

Above, the 750 Monza, s/n 0518 M, with 500 TR style body, here at the Tour Auto in 2004.

detailed race history records, show the car was crashed by Paul Frère on August 7, 1955 at the G.P. of Sweden. Indeed Frère writes about the incident, where he broke a leg, quite graphically in his autobiography "From Starting Grid to

Chequered Flag."

After Sweden, Swaters says the car was sent back to Scaglietti and emerged with its updated look with which Ecurie Francorchamps continued to campaign the car in 1956, and which it still wears today (see

attached picture from the Tour Auto a couple of years ago).

However, I noticed recently that the website Barchetta.cc has a different version of the circumstances. It shows an accident at the G.P. of Bari where the driver is said to be Roger Laurent (race number 8), and further says that after this accident the car was "rebodied with a more oval grille and larger side intakes." This contradicts Swaters' records which show that he himself was at the wheel of s/n 0518 M at Bari on May 15, 1955 (race number 6) and he finished sixth.

Indeed, the website goes on to list s/n 0552 M, a different Ecurie Francorchamps Monza, as the car crashed by Frère at the G.P. of Sweden. The rest of s/n 1518 M's period race history seems well documented by all, so any help clarifying this discrepancy would be greatly appreciated.

Best regards,  
Daniel Ghose  
Norfolk, Connecticut

### MONDIAL MEMENTOS...

Dear *Cavallino*,

In reference to *Cavallino* 154.

There is no mystery about the Kilborn 750 Monza with the 500 TR body [image page 55]. It is the ex-Francorchamps 750 that crashed in the G.P. of Sweden on August 20(?), 1955 and sent back to Scaglietti for a new body. Serial is 0518 M.

[Regarding] the photo of Bud Anderson in his Mondial on page 53, I wonder if this is Uihlein's s/n 0414 MD?

There are not that many PF Mondial spyders (12 total) and fewer in the U.S. (0414 MD, 0430 MD, 0438 MD and 0448 MD). Except for s/n 0414 MD, I can account for the others in 1957. Except s/n 0430 MD is murky for 1958 and later.

A problem with s/n 0414 MD is that David Uihlein has been quoted in magazine articles as stating that he was visiting the Factory with his cousin, August Uihlein Pabst, and he bought s/n 0414 MD which he