

LETTERS

CORRESPONDENCE FROM YOUR FELLOW READERS

faced teenager living in Holland. My source for the race report was *Sports Car*, the SCCA magazine, in which E.D.'s car was described as a Monza. I realize that every Ferrari in existence was probably called a Monza by the American press, but since E.D. actually owned one, I went for it. Much to my disgust I found out a few weeks ago that Galveston was actually the first time that Martin raced his 315 S in the U.S., not Dunnellon. Please find attached a photo by Bob Jackson of E.D. in his 315 S, on his way to third overall at Galveston. Not even a 315 S could stop Ebb Rose's 450 S Maserati that day.

Best,
Willem Oosthoek
Weddington, NC

Dear *Cavallino*,

I enjoyed Willem Oosthoek's excellent article on E.D. Martin in *Cavallino* 166. Thanks to Willem for his efforts to document the people of motor racing as well as the cars.

On November 15, 1959, I was standing at the ready with my camera near where the cars leveled off from the west banking and transitioned onto the infield of the 3.81 mile course. I snapped a couple of photos of leaders George Constantine (Aston Martin DBR2) and Alan Connell (Ferrari 335 S, s/n 0764) as they came by on the first lap. On the second lap, I heard a loud scraping noise and looked away from the viewfinder to see the Type 61 Maserati of E.D. Martin scraping along the guardrail high atop the 31 degree banking with fire surrounding the car. Willem's article showed a couple of photos in the accident sequence similar to mine but here's what was left of the Maserati.

Earlier in 1959, I'd seen Martin's 250 TR, s/n 0730 TR, on March 22 at Sebring for "The Florida International 12-Hour Sports Car Race of Endurance for the AMOCO Trophy." I've always been intrigued as to how Martin, a former accountant and movie



Robert Jackson Image; Courtesy Willem Oosthoek

Left, E.D. Martin in his 315 S, on his way to third overall at the 1958 Carrera Lafayette at Galveston.

theater owner from conservative Columbus, Georgia, got together with wealthy playboy, entrepreneur and racing driver Lance

Reventlow for the Sebring drive. Probably another of the many Chinetti arrangements? Here's a favorite photo of mine of the



Jeff Allison Image

Above, the remains of the E.D. Martin Maserati Type 61 after the crash at the SCCA National Race at Daytona on November 15, 1959.

Below, E.D. Martin's 250 TR, s/n 0730 TR, at Sebring for the 12 Hour in 1959.



Jeff Allison Image

250 TR, showing the unlikely Martin and Reventlow driver pairing on the headrest and those magnificent looking and sounding exhausts. It's for sure the view that made the 250 TR one of my all time favorites.

Regards,
Jeff Allison
Ken-Caryl Valley, CO

TARGA FLORIO TOTALS...

Dear *Cavallino*,

Just received 166. One more memorable issue!

I just wanted to point out regarding the cars pictured in the Ferrari *Classiche* workshop, shown on page 12, that the 750 Monza is s/n 0526 M and the Pinin Farina Coupé is not a 212, but a rare 342 America serialized 0242 AL.

On the other hand, regarding the letter of Mr. Jon Shirley on page 47, although there is some confusion about the results of the 40th Targa Florio held on June 10, 1956, it appears from most of the recent sources that Olivier Gendebien and Hans Herrmann actually finished on the fourth place. So the final