

# LETTERE

## CORRESPONDENCE FROM YOUR FELLOW READERS – 1

### THINKING CAPS ON...

Dear *Cavallino*,

From a colleague of my girlfriend I received the enclosed photograph. The only thing he knows is that the photograph possibly was made in May of 1956 in Italy and that the airplane came from England. He asked me if I know which Ferrari this is. As I did not succeed to find the answer and also would like to know which Ferrari this is, I ask you if you can ask this question to your readers. We want to know: Which type Ferrari is in the photograph? What is the serial number? Who is the driver? To what event/race is the Ferrari going and on which circuit?

Is it possible for you to put these questions and the photograph in your "Lettere" section of *Cavallino Magazine* to find out if your readers know?

This should be great! Thank you in advance!

Keep up the good work!

Best Regards,

Carel Ruigrok

Velserbroek, The Netherlands

### MONDIAL MEMENTOS...

Dear *Cavallino*,

I particularly enjoyed the nice story of s/n 0556(0446) MD by RADM Robert Phillips in *Cavallino* 171, and I congratulate him for the genial idea of buying this car so early and for having taken care of it for nearly fifty years!

I also appreciate the review on the 500 Mondial by Alan Boe. However, I would like to say a few remarks about the first example, known as the "Mondial prototype." First, it seems unlikely that this car was originally serialized 0404 MD, as when it appears for the first time, on December 20, 1953 at Casablanca, it was too early for such a number. For example, the two brand new 375 MM entered the same day were s/n 0360 and s/n 0362 MM. A theory is that Ferrari re-used an older chassis to build this experimental car. 0302 TF is a strong possibility, as quoted (with a question mark)



Image Courtesy Carel Ruigrok

**Above, which type Ferrari is it? What is the serial number? Who is the driver? To what event/race is the Ferrari going and on which circuit? Your thoughts.**

by David Seielstad in the Scaglietti badges article (page 47, same issue).

On the other hand, this car, fitted with one of the very first works of Sergio Scaglietti on a Ferrari chassis, never was rebod-

informed readers could provide more information.

Enclosed is a rare shot (found in an old magazine, unknown photographer) of the Mondial prototype in its first look, practiced by François Picard before



Image Courtesy Pierre Goossens

**Above, the Mondial prototype as it first appeared, driven by François Picard before the 12 Hours of Casablanca, on December 20, 1953. Which chassis is it?**

ied by Pinin Farina. Interestingly, it appears in the picture on page 38, taken at Caracas on November 6, 1955, still with the Scaglietti body (No. 50), and this is the last known apparition of the car (driven by Gilberto Cornacchia and Ettore Chimeri).

As for the real s/n 0404 MD, it is known as the first production example, but never materialized. The Pinin Farina build sheet shows "Annulato" (cancelled), and the body planned (scocca 12574) was actually fitted to s/n 0434 MD.

Many problems remain in this affair; let us hope that some well

the 12 Hours of Casablanca, held on December 20, 1953.

Keep up the good work,  
Pierre Goossens  
Mignault, Belgium

Dear *Cavallino*,

Received the *Cavallino* 171 package today. Thank you very much. Several people have told me that they enjoyed the Scaglietti badge story. I think it came out very well.

Also liked the Series II 500 Mondial and the Admiral's s/n 0556/0446 stories.

A sidebar to the happy ending at Pebble Beach. I saw the

Admiral and his son off on the Tour, then could not find them at the lunch break on Ocean Avenue. Finally found someone who told me he had fried his clutch and pulled out. Eventually, I got to where he was and heard the tale of the burned clutch.

The next morning I saw him drive onto the Lawn at Pebble Beach so I went over and asked about the clutch. He said that there was just a bit left. I cautioned him not to use it at all, because should he win an award he had to get across the ramp under his own power.

I judged a different class, but when we got back for the judges meeting I learned that s/n 0556/0446 had taken First in Class. Later, I was asked which car I would vote for, for the Enzo Ferrari Award and said it would be the Mondial. The other judges had the same reaction so it was done.

Now I was really worried about the clutch and the Admiral's determination to "just drive the car." I could not tell him that he had won anything, but went back out on the lawn and started chatting. Again, I strongly urged that he not start the engine or try to drive up to the staging area should his name be called. Then I found David Carte and told him to make sure that they pushed the car, if it was called, to the staging area.

When the awards ceremony began, I returned to the Mondial and admonished everyone not to stress the clutch. I sure as H\*\*\* did not want to see the awards denied.

Just then the Mondial was signaled it had to go up to the staging area. There were people milling around and no room on the cart path up to the ramp.

The Admiral started the engine and I told him there were people in the way and he should let us push him. He let the clutch in and I about died. There was no way he could move at more than walking pace through the crowd. I told him to cut the engine and let us push him. At this point he agreed and shut the engine down. David Carte, Sam