

LETTERE

CORRESPONDENCE FROM YOUR FELLOW READERS

TRC TESTIMONY...

Dear *Cavallino*,

For me, the most important part of your last issue [176] was the twelve pages devoted to the Ferrari 500 TRC with serial number s/n 0696 MDTR. And I am not counting your beautiful cover! Keith Bluemel and Marcel Massini certainly faced a most difficult if not impossible task to find everything on a car that raced a lot more than half a century ago, often in small events.

I hope that your readers will be interested to read some comments on your feature:

First of all, Keith was almost quite correct when writing that the Ferrari four cylinder story started in 1952. The first race for such a car was the Bari Grand Prix on September 2 of 1951. Piero Taruffi drove a 2.5 *monoposto* (maybe to be called a 625 *prototipo*) to a very creditable third place behind two F1 cars, Juan Manuel Fangio's Alfa Romeo 159 and the 375 F1 Ferrari of Froilán Gonzalez. And at the Modena Grand Prix three weeks later, two 500 F2 cars were on the grid. The great Alberto Ascari (bearing N° 2) won, while Luigi Villorosi (bearing N° 4) was a DNF.

Now for some additions to the great two page compilation by Marcel Massini [who received much information from the car's owner for over forty years, Mr. Artom]:

- The first race in which s/n 0696 MDTR was entered was not the Grand Prix des Frontières on June 7, but was already at the 6 Heures du Forez on May 30. As mentioned in Frédéric Reydellet's book, Tavano was allocated N° 56.

- As a result for this Ferrari in the 1957 Razal Hillclimb, I have second in the sports car class.

- The more accurate date for the 1957 Coupes d'Automne was September 22, where I have the 500 TRC as fourth OA.

- 0696 MDTR was supposed to have raced in the Jacobins Race on May 1 of 1958. As can be found on pages 65 and 66 of the book "Dans les pas de



Junichiro Hiramatsu Image

The SP1, s/n 158865, in Kyoto, Japan, on the show circuit with its proud owner.

Fernand Tavano," this race was for "Micromils" only. "Micromils" were very tiny French single seaters, a bit like karts with a body. They only raced against each other on very small artificial courses, often indoors. Their competitions were for a time popular, because stars like Jean Behra and Harry Schell sometimes drove them. As the book says (which has a photo of Tavano at the wheel of his "Micromil" on May 1 of 1958), this was more entertainment than anything else. This race took place in the city of Le Mans, not at the circuit but at the famous Place des Jacobins.

- The more correct date for the 1958 Grand Prix des Frontières was May 5, and your subject car had N° 12.

- At the 1958 Mont Ventoux Hillclimb, it was Eliane Chan-chou at the wheel of a Panhard Junior that carried N° 10. Fernand Tavano had N° 76, as can be seen in Maurice Louche's excellent book.

- At the 1958 Urcy Hillclimb, s/n 0696 MDTR had N° 58.

- In the program for the Tourist Trophy race held on September 13, 1958, I read that

our subject car would have had N° 23.

- The 500 TRC was first OA in the 1959 La Gineste Hillclimb.

- I have Fernand Tavano third OA and first in class at the Val de Cuech Hillclimb.

- A very minor point, but Guglielmo Dei was informally referred as "Mimo" not "Mimmo".

To close, I haven't yet been through the ownership history of all the 500 TRCs but "Jacques Swaters Ecurie Francorchamps" wasn't the first owner of s/n 0682 MDTR. This car was invoiced to "Equipe Nationale Belge," which always entered it. Jacques Swaters was, in 1955, one of the founders of this team, then a Director and often driver.

Belgium is not a big country, but in less than ten years after WW II, we managed to have Ecurie Belge, Ecurie Belgique, Ecurie Francorchamps and Equipe Nationale Belge! This all means that confusion is easy.

Best regards,
Alexis Callier
Sint-Martens-Latem, Belgium

SP1 SEQUEL...

Dear *Cavallino*,

Enclosed are some photos I took in Kyoto on March 13 & 14, 2010. I hope you like them.

Regarding the price of SP1, the fixed price was then Euro 2,000,000 – plus tax in Japan. At that time, the Euro was so strong! I paid almost Japanese Yen 400,000,000, so the price is much higher than an Enzo or an FXX.

Best wishes,
Junichiro Hiramatsu
Nagoya-shi, Japan

PASSO PASSE?

Dear *Cavallino*,

A comment from one of our contributors...

There is a fashion nowadays to call the "250 GT SWB" the "250 GT *passo corto*". This is as much wrong as SWB. "Passo corto" never was an official designation. It has always been "250 GT Berlinetta", following the date of the model. In all reports, it should be "250 GT Berlinetta (SWB)" in order to be period correct but also always understandable to the readers.

Name withheld by request.