0764

Part One

One of the Most Significant Ferraris by historian Michael T. Lynch

Lifetime commercial and personal friendships were made at Alfa Romeo during the 1920s. Enzo Ferrari arrived there in 1920. Luigi Chinetti's first day on the job was September 12, 1923. One month later, the great engineer, Vittorio Jano, was recruited from FIAT. There is some question about who persuaded Jano to come to Alfa. Depending on whose biography you read, it was Ferrari or Edoardo Fucito, the Vice President of Alfa who reported directly to President Nicola Romeo. The consensus seems to be that Ferrari made the initial approach and Fucito then took over negotiations because he had more authority.

Jano was born in 1891 and attended the Polytechnic in Turin. After his initial job as a draftsman at the Rapid automobile company, he joined FIAT in 1911. By 1923, he was head of a department there. When Ferrari approached him, he at least partially succumbed to the stories of opportunity at Alfa, but because he liked his position and did not want to leave Turin, he told Ferrari to have someone make an actual offer. Futico announced that he would double Jano's salary and pay for housing in Milan plus other perks. However the deal was done, it ended up being one of the best hires Alfa ever made. Jano's designs at Alfa included the P2 and P3 Grand Prix cars and the 8C 2300 sports cars and all were models that dominated their classes when introduced.

Thirty-five years later, Ferrari, Jano and Chinetti would team up to create one of the greatest front-engine Ferrari sports racers ever made. The circumstances were unusual. Ferrari by then was making his own cars. Chinetti was the sole North American Distributor for Ferrari and Jano had been at Lancia since 1937.

In 1954, Jano designed the Lancia D50, a Grand Prix car for the then current 2.5 liter formula. The car had many innovative features including use of the engine as a stressed chassis member, an off center positioning of the engine to allow a lower overall height, and pannier fuel cells running between the wheels for better weight distribution and aerodynamics. After many delays, the car made its first appearance at the Spanish Grand Prix in 1954, the last race of the season. The Lancia outqualified the then-dominant Mercedes and set fastest lap in the race. However, it only lasted ten laps, revealing a fragility that would dog its efforts. This was complicated by the fact that Lancia was shaky financially and did not have the budget to properly develop the car.

In 1955, the pace was there, but reliability wasn't. Lancia did win two non-Championship events at Turin and Naples with no Mercedes present, and achieved a second at Monaco. Then, the team's lead driver, Alberto Ascari, was killed testing a Ferrari at Monza. As a result, Lancia had only one car in Belgium, and it retired.

The enormous cost of the racing program had split Gianni Lancia's family into warring factions and put him at odds with his most important business partner. The decision to quit racing was made before Ascari's death and the car in Belgium was nominally a private entry by the Lancia team manager, to take advantage of a large amount of starting money.

Lancia shopped the cars to other manufacturers and supposedly received an offer from Mercedes, which would have allowed the German firm to make sure their biggest potential rival would not be on the grid. The decision about where the Lancias would go, ended up being influenced by the Italian Auto Club, when they issued the following flowery statement, "With the intention of promoting the technical advancement of the building of racing cars, which are a glorious tradition of the Italian motor industry and add prestige to Italian products throughout the world, the President General of the Italian Automobile Club decided to intervene personally with FIAT and Lancia to enlist their aid in sustaining the efforts of 'Ferrari Automobili' of Modena, to which Enzo Ferrari has devoted his life work. This development will also serve in the formation and improved abilities of Italian racing drivers."

Lancia accepted the entreaty and FIAT joined the cause, donating fifty million lira a year for five years. Ferrari picked up the cars and spares at the Lancia factory on July 26, 1955.

[See Lancia-Ferrari story in Cavallino 189.]

IMAGE COURTESY OF CHINETTI; PUBLISHED IN 1959 FERRARI YEARBOOK

The brand new 335 S, s/n 0764 (right front) is seen at the 1959 New York Auto Show. The styling cues of the first run of 250 Testa Rossas can clearly be seen.

Jano came to Ferrari with the cars. This resulted in Ferrari Chief Engineer, Aurelio Lampredi, being fired. Lampredi had been responsible for the Ferrari 375 that had broken Alfa's Grand Prix domination in 1951 and the Ferrari 500 that carried Alberto Ascari to two Formula World Championships in 1952-53. He had also designed the cars that won Ferrari the World Sports Car Championship in 1953-54. Lampredi would move to FIAT, where he spent the remainder of his career.

For 1956, Jano's influence was found in the new 290 MM V-12. It still had the integral block, cylinder heads with screw in liners and single overhead camshafts which had been Lampredi practice, but a new version of the block was made to accommodate revised heads whose combustion chambers had two spark plugs per cylinder. The car was a success, winning the Mille Miglia and the final race of the season, in Sweden, which gave Ferrari the Sports Car Championship. However, the four-cylinder, Lampredi-designed 860 Monzas, also scored critical points that year, leaving Jano with more work to do for 1957.

The new season saw the appearance of the Maserati 450S, a 4.5 liter, V-8 monster that demanded a faster Ferrari. This time the design included more Jano signature items. The 290 MM bottom end was retained, but the new Type 136 engine was the first Ferrari sports car with dual overhead camshafts. There were also helical valve springs, two spark plugs per cylinder and mushroom tappets as seen on the Lancia D50s. In testing, the new 290 Sport showed no more power than the previous single-cam 290 MM, but two of them were taken to the first Championship race in Argentina, where both retired, leaving a 290 MM to win after the Maserati 450S retired.

By Sebring in March, four four-camshaft cars were entered, two Type 290 S cars and two with a new Type 140 engine, displacing 3.8 liters. They were no match for the Maserati 450S, which won the race, but both 315s and one of the 290s finished.

By the Mille Miglia, the final evolution of the new four-camshaft V-12 appeared, the 335 S. It had a Type 141 engine, displacing four liters. (Author's note: Perhaps because there had been 4.1-liter Ferraris in the past, the Type 335s are often referred to as 4.1s. Their displacement of 4023 cc makes them closer to four liters rather than 4.1 and therefor, the reference should be 4.0, not 4.1).

The season was again decided at the last race, in Venezuela. The 335s came through with a first and second and Ferrari was again the World Sports Car Champion. Four of the four-camshaft cars survived the season, and Luigi Chinetti, the third of the old friends who had been together at Alfa Romeo in the 1920s, sold all of them in the U.S. The factory no longer had an interest in the cars because it had been announced that the 1958 World Sports Car Championship would be limited to cars of three liters or less. There was no such limit in U.S. sports car racing.

Image Courtesy Luigi Chinetti Jr.

Luigi Chinetti takes over the tuning of 0764 at Elkhart Lake in 1959. The gentleman in the light coveralls behind the car is Charlie Kirschoffer, a master mechanic who Chinetti had known in France in the 1920s. Charlie was a pickup mechanic at the Indianapolis 500 for two decades and he had helped Luigi with the Maserati and Talbots that Luigi was in charge of at the 1940-41-46 500s. Chinetti often made a condition of sale of racing cars that the owners would have Charlie maintain the cars.

The cars that had survived the 1957 season were:

0656 - Chassis Type 520. Engine Type 140. This was originally a 290 S that was fitted with a 315 S engine. While in Chinetti's inventory, George Arents took it to Bridgehampton for a test day before the new track opened. He crashed heavily and the car was returned to Italy where the body was repaired and pontoon fenders like a 250 Testa Rossa were added. When the car returned to the states, it was sold to E.D. Martin, who raced it successfully in 1958 and 1959 from New England to Texas, winning sixteen races with the car. [See E.D. Martin racing bio in Cavallino 166.]

0674 - Chassis Type 520 B. Engine Type 141. A 315 S upgraded to a 335 S. It was also converted to a pontoon nose. Chinetti entered the car in Cuba in 1958 for Stirling Moss. The race was stopped after six laps because of a car going into the crowd and Moss was in first place. Because he had just passed Masten Gregory under the red flag flying because of the crash, the two decided to total their winnings and split them 50/50, thus keeping Gregory from protesting. Chinetti leased the car to Mike Garber on a few occasions for his driver, Gaston Andrey. Andrey and Lance Reventlow used the car to win the Road America 500 in 1958, one of America's biggest races of the time. [See Ferraris at Road America in Cavallino 148.]

0684 - Chassis Type 520 B. Engine Type 140. This was the winner of the final Mille Miglia in 1957 with Piero Taruffi driving. According to Ferrari records, for that race, it carried the 335 engine, 141/1, a motor that was later installed in 0700. By the time Chinetti sold it to Gene Greenspun, it again carried a 315 engine. Chinetti entered it at the Road America 500 in 1957, where Phil Hill drove the car to victory. [Cavallino 148.]

0700 - Chassis Type 520 B. Engine type 141. It was first sold to George Tilp, one of Phil Hill's entrants. From there, it went to the Western Ferrari Distributor, John von Neumann, who won an SCCA National with it at Vaca Valley. [See Ferraris at Vaca Valley in Cavallino 200.] Von Neumann also entered it in a USAC race at Pomona, where Richie Ginther won.

The 1957 Sports Car Championship four-cam cars were all in America, but Ferrari still had some four-cam parts and a 335-engined car designated a 412 MI was built for John von Neumann, numbered 0744. It was delivered in the fall of 1958.

0764 - Chinetti was sure he could sell another 335 S in the U.S., and that same year, Chinetti commissioned the last of the 335 Ss, serial number 0764. Its' 520 B Chassis had updates that made it more rigid and it was also equipped with a more powerful engine. The car was bodied by Scaglietti and reflected his work on the pontoon-fendered 250 Testa Rossa. The nose had a larger, rounder shape that presented a more aggressive stance than a 250 TR. The right side had a fender line that flowed smoothly into the bodywork, but a large oil tank on the left caused a right angle in mid-flank that made that side not as fluid aesthetically as the other. The rear fenders and deck were more heavily-shouldered than the Testa Rossa. That, and

IMAGE COURTESY LUIGI CHINETTI JR.

Mechanics add fuel and change tires on s/n 0764 at the Road America 500, as an official makes sure everything is done by the book.

a beautifully styled headrest made the car look more muscular from a rear three-quarter view. The car was done up in a striking slate blue metallic, variations of which Chinetti often used, with an off-white nose band and racing stripe. A see-through plexiglass carburetor intake scoop completed the look.

The car was completed on November 29, 1958. It passed through customs in New York on March 30th and Chinetti had it at the New York Auto Show that began on April 4, 1959. According to a story in the British publication Autocourse, the car was built for Louise Bryden-Brown who had been a club racer in the U.S., married an Australian and, at the time, was running a race team in the U.K. For some reason she never took delivery. Money was not an issue. Her paternal grandfather, Hervey C. Parke, was one of the founders of the Parke-Davis pharmaceutical empire.

Chinetti had a customer at the beginning of 1959 who wanted a large displacement Ferrari. He was Alan Connell, a rancher from Texas. At that point, Connell had run a two-liter Maserati in a handful of races, and although he performed satisfactorily, Chinetti was wary of him moving up to the more demanding Ferrari 335 S. Instead, Chinetti sold Connell a three-liter, 250 Testa Rossa. As the SCCA season progressed, Connell began piling up points toward the D Modified National Championship in both his Ferrari TR and his Maserati, the latter now fitted with a 2.5-liter engine to qualify it for the D Modified class. [See Ferrari in mid-west racing in Cavallinos 148-154.]

As the season wore on, it appeared that Alan Connell was going to win the D Modified National Championship, so Chinetti's insistence that Connell get experience in a less powerful car was more than fulfilled. The last 335 S, 0764, was sold to him for $13,000 in the fall of 1959.

The first outing for the car was at the Road America 500 in September. This race had the best entry of any race in the U.S. beside Sebring that year. Connell picked Californian Skip Hudson as his co-driver and the two drove a strategic race, staying among the leaders and consistently moving up. The early part of the race was dominated by Ed Crawford in a Cunningham Lister-Jaguar, and when Crawford's teammate Walt Hansgen's Lister failed, he joined Crawford in the leading car. With an hour and a half to go, Connell moved into second.

The author was at the race with some Ferrari-loving friends and the tension mounted when the leading Lister had a pinion gear fail with three laps to go. The crowd pressed the snow fence as Hansgen, who had been lapping in under three minutes, slowed to over four minutes while the Ferrari kept coming. Hansgen's final lap was over five minutes, but Connell couldn't catch him. The race was followed by numerous protests as the lap charts of the SCCA and various crews didn't agree. It took four and a half hours for the officials to sort it out. The Connell crew's lap chart survives and was proven to be absolutely correct. My gang went home happy because we got to see and hear the great 335 S in a remarkable performance,

Image Courtesy Anette Connell; Possibly by Dave Nicholas

Alan Connell is seen at the 1959 Watkins Glen Grand Prix. It was his second race after purchasing the 335 S.

although another lap would have helped. There was also the matter that Connell's fuel stop took six minutes and six seconds compared to Hansgen's four minutes and 20 seconds. Not quite what we're used to today.

The battle for the SCCA C Modified Championship, the SCCA's fastest, had George Constantine's Aston with 52 points and Hansgen's Lister just two points behind when the Watkins Glen event was held in September. The Glen course was such that Connell couldn't harness the Ferrari's power. Coming off the corners, the car impressed Hansgen, who commented, "The acceleration of this car was breathtaking, certainly the most powerful car in the race." Despite this, Connell finished fifth, behind Hansgen, Constantine and two Porsche Spyders.

Connell and the Ferrari were next seen at Midland, TX, a four-hour tow from Connell's 50,000 acre ranch near Fort Worth. On an airport circuit with long straights, Connell was uncatchable, winning both the preliminary and the feature.

The finale of the SCCA National season was held at Daytona on November 15th. The road course was run counterclockwise then, and there was no chicane to slow the cars when they entered the banking. This allowed for tremendous speeds. George Constantine in an Aston DBR2 and Walt Hansgen in a Lister-Jaguar had battled all season and the way the points stood, one would win the C Modified National Championship at this race. Connell had already won the D Modified Championship, but was now hoping to win the Daytona event overall with his Ferrari 335, although he could not get enough points to challenge for the C Modified crown.

Shortly after the start, Ed Martin crashed his new Birdcage Maserati resulting in a delay of 45 minutes to clean up the track. On the restart, the two Championship contenders went to the front, with Constantine taking the lead on lap 8. By lap 11, Connell had inserted himself between Constantine and Hansgen. The race continued in that order until lap 29, when Constantine called at the pits to change a tire that had begun coming apart because of the loads imposed by the 31-degree banking. Connell then ascended to the lead. Concurrently, because of impending darkness which saw the cars using their headlights, the stewards announced that the race would be cut from 40 to 35 laps. Constantine now had no chance of regaining his lead no matter what he tried. Hansgen stayed close, but was unable to challenge Connell who ran out the winner. Constantine was quoted afterwards, "I might have kept right on going if I had known the race was being cut to 35 laps." This seems to be a bit of bravado for the journalists, since the tread had completely separated from the tire carcass when he stopped. Connell was clutching iced rags in the victory circle, the result of badly blistered hands. He explained, "I never had a clutch from the time the race started, until it ended. I had to shift gears by ear and feel at just the right RPM. It was a hard race all the way, especially with blistered hands." The race av-

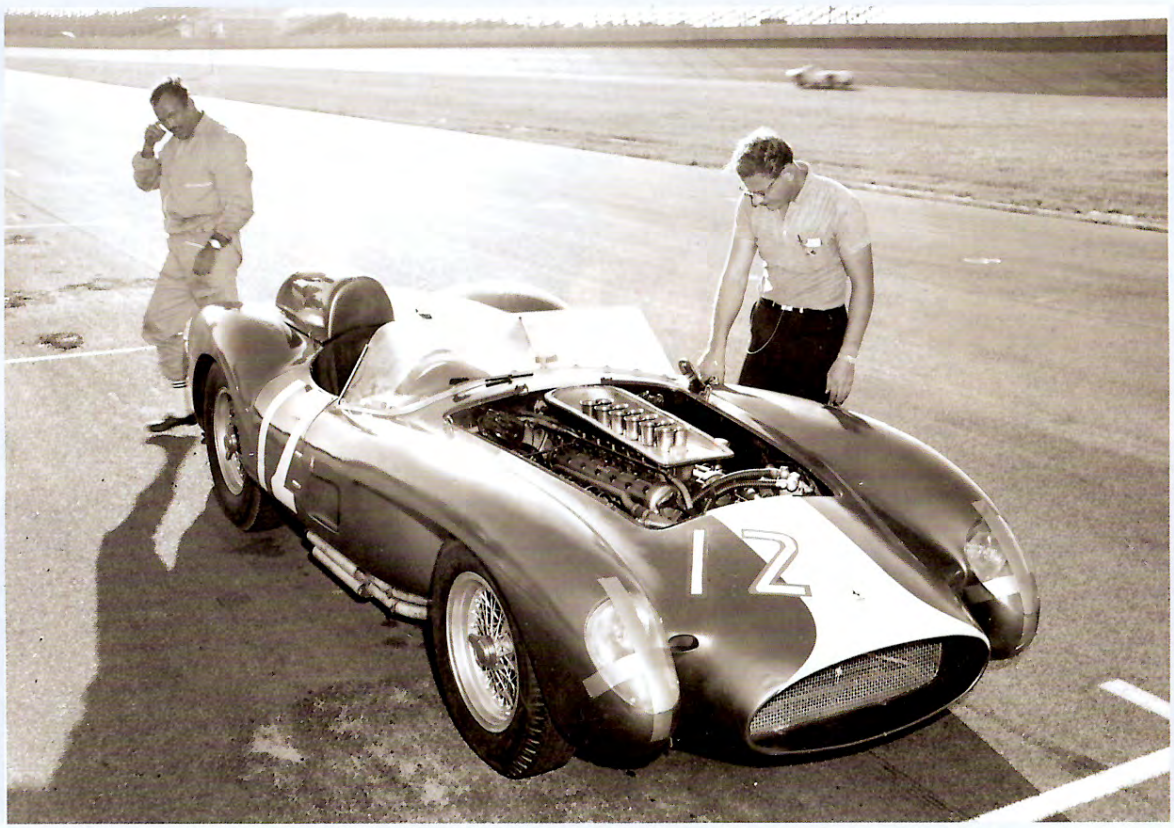


Image Courtesy Anette Connell

0764 sits inside the vast reaches of Daytona International Speedway. Note that the car in the background is negotiating the Speedway clockwise. The race was run that way, in the European tradition. The bottom picture shows the aggressive rear styling of the 335 S.

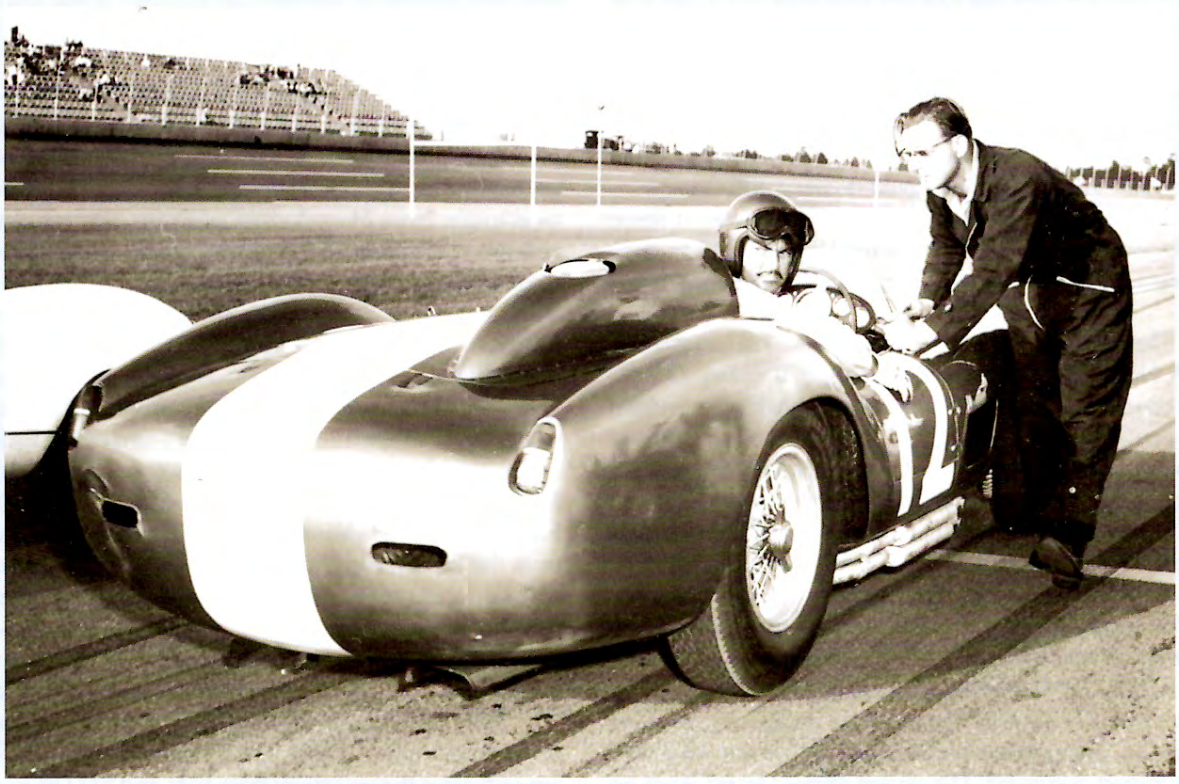


Image Courtesy Anette Connell

IMAGE COURTESY VINTAGE RACECAR

Alan Connell accepts the trophy for his win at the 1959 Daytona Sports Car Club of America National Championship Race. Walt Hansgen, the second place finisher (left), has a quizzical look, perhaps wondering where Connell found the pace to beat him.

erage of over 101 mph was a record for a road race in the U.S. The big Ferrari had shown its power.

The season ended with the Nassau Speed Week in December. In the over two-liter Governor's Trophy Heat the car was not running right and Connell finished 8th. In the race itself, the car retired. The week's feature event was the Nassau Trophy, and the best Connell could do was a 10th.

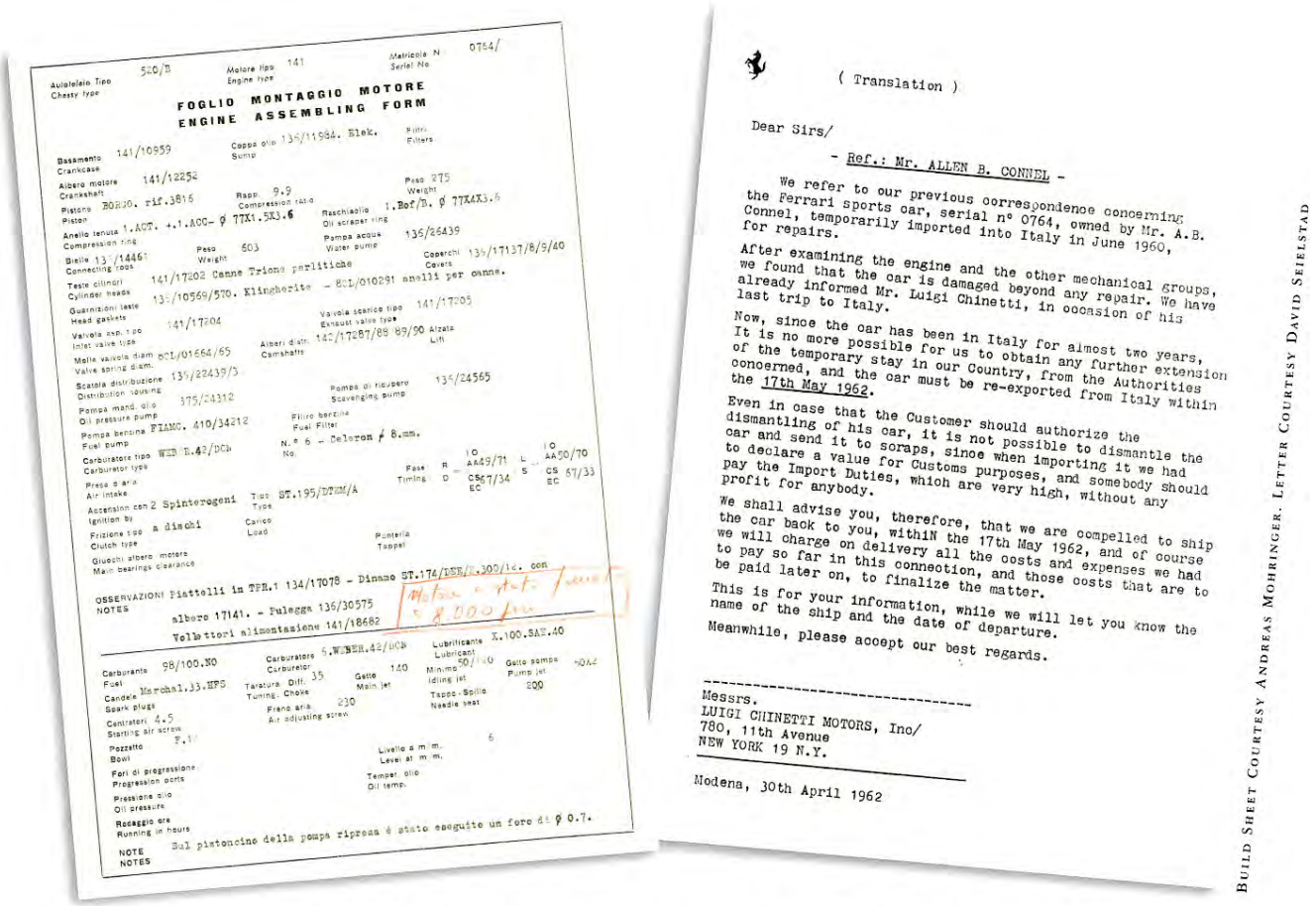
The car's first race in 1960 was a USAC event at Riverside Raceway where Connell finished 11th and 2nd in class. The engine was obviously tired, as the best he could qualify was 22nd.

The next race was on the other side of the country - an SCCA National at Virginia International Raceway. On the twisty course, Porsches dominated and Connell's Ferrari blew an oil line, damaging the engine. This set off a bizarre series of events, even in the annals of Ferrari, where at least one person's will stipulated that she be buried in her car.

0764 was returned to Chinetti, who determined it should be repaired at the factory. It did not arrive in Italy until June 1960. When Chinetti was next at the factory, he was informed that the engine could not be repaired. Chinetti gave no instructions on what to do with the car. A letter from the factory, dated April 30, 1962, notified Chinetti that the car would leave Italy on May 17th so that Ferrari would not be subject to import duties, since the car had entered the country on a temporary import document. The car was shipped from Genoa on that date, arriving in Brooklyn on June 3rd. It was placed in a warehouse, with neither Chinetti nor Connell showing any interest in retrieving it.

It is hard to believe that the factory did not have the resources to repair the car. Nonetheless, the 335 engine was complex to say the least. Dyke Ridgley, who worked on 0744 when owned by Rob Walton, relates the following, "The ignition is an example. It has 24 spark plugs, eight sets of points, four coils and two distributors. It is as if you are setting the timing on eight different engines. The Jano valve gear is easy enough to adjust, but the valves are heavy, require stiff springs and have lots of parts. The front timing cover uses two sets of chains and multiple gears to drive the cams, oil pumps, water pump, generator, etc. This all has to be timed correctly. The number of engine parts boggles the mind. A 1960s Chevrolet small block had about 800 parts and a 250 GT motor has about 5,500. A 335 certainly approaches 10,000 parts. Maintenance is difficult because of limited clearance. If you did not get special tools from the factory, such tools must be fabricated." One can see why, when not maintained by a master mechanic, these cars soon became uncompetitive after being in the U.S. for a while. Connell had a master mechanic, Emile Erbacher, so the reason for the tail off in 0764's performance over time is not known.

Chinetti's records show Gordon Tatum taking possession of the car on April 29, 1963. The invoice shows $872.14 for storage costs since the car arrived from Italy, and $127.86 in cartage



FOGLIO MONTAGGIO MOTORE
ENGINE ASSEMBLING FORM

(Translation)

Dear Sirs/

- Ref.: Mr. ALLEN B. CONNEL -

We refer to our previous correspondence concerning the Ferrari sports car, serial n° 0764, owned by Mr. A.B. Connel, temporarily imported into Italy in June 1960, for repairs.

After examining the engine and the other mechanical groups, we found that the car is damaged beyond any repair. We have already informed Mr. Luigi Chinetti, in occasion of his last trip to Italy.

Now, since the car has been in Italy for almost two years, It is no more possible for us to obtain any further extension of the temporary stay in our Country, from the Authorities concerned, and the car must be re-exported from Italy within the 17th May 1962.

Even in case that the Customer should authorize the dismantling of his car, it is not possible to dismantle the car and send it to soraps, since when importing it we had to declare a value for Customs purposes, and somebody should pay the Import Duties, whioh are very high, without any profit for anybody.

We shall advise you, therefore, that we are compelled to ship the car back to you, withiN the 17th May 1962, and of course we will charge on delivery all the costs and expenses we had to pay so far in this conneotion, and those costs that are to be paid later on, to finalize the matter.

This is for your information, while we will let you know the name of the ship and the date of departure.

Meanwhile, please accept our best regards.

Messrs.
LUIGI CHINETTI MOTORS, Inc/
780, 11th Avenue
NEW YORK 19 N.Y.

Modena, 30th April 1962

BUILD SHEET COURTESY ANDREAS MOHRINGER. LETTER COURTESY DAVID SEIELSTAD

Documents of the Day. On the left is the engine page from the factory's Assembly Data Sheets. The other is a letter from the factory to Chinetti, telling him the car has to be brought back to America or import duty will be levied on Ferrari.

fees. There was no charge whatsoever for the car itself. Charles J. Dhyse was a business associate of Tatum, who was a well-known Ferrari racer and mechanic operating out of Maryland. For a time, Tatum owned the engine and Dhyse owned the chassis. At some point the engineless chassis was sold to an unknown customer who committed suicide in the driver's seat of the Ferrari. The car came back to Tatum.

Tatum was an interesting character who racked up several convictions and actually did hard time in the Allenwood, PA Federal Penitentiary in the mid-1970s for mail and wire fraud. His cell mate there was Jeb Stuart Magruder, who ran President Nixon's successful 1972 reelection campaign but then got caught up in the Watergate break in, for which he was convicted of conspiracy to obstruct justice. It would be Tatum's only time in prison, although he had convictions before and after, usually involving selling cars or parts that were not his to sell.

The chassis was then sold to historian/author/vintage racer, Joel Finn. At some point, the missing engine was replaced with one from a Competition Ferrari Short Wheelbase, 2141 GT. The next stop was the U.K., when Chris Renwick brokered the car to Chris Stewart in 1979.

By 1974, 0764 was with Robs Lamplough, who raced it in U.K. vintage events with the SWB engine. Tatum sold the original engine to Ferrari collector Paul Pappalardo in 1976. Lamplough was able to purchase the four-cam engine from Pappalardo in 1978, and the chassis and engine were reunited.

Lamplough attempted to auction the car at least twice, once at Christie's Pebble Beach in 1990, when it was a no sale at $9 million. The next time on the block was at Poulain Le Fur in Paris in December, 1991. It was again a no sale, this time at $4.9 million. This reflected the crash in collectable Ferraris from 1987 to 1992.

Ferrari of Los Gatos ended up with the car until it was sold to Bill Bauce of Symbolic Motors in 1993. After two years of being offered by Symbolic for just under $3 million, it went to Kentaro Kato in Japan in 1995 where it remained in his museum until 1998.

The car was next seen in Seattle that year with John McCaw who paid $4.2 million. John sold it to his brother Bruce in 2002. Bruce raced it four times at the Monterey Historics. At the end of 2013, Andreas Mohringer became the new caretaker. He has shared the car with the public at both the Cavallino Classic and the Amelia Island Concours. The car will be at the Pebble Beach Concours d'Elegance this year with a fresh restoration by Paul Russell, bringing the car back to its specification when it was delivered to Alan Connell in 1958. It is the last of the four-cam, front-engine Ferrari V-12s and one of the most important 1950s Ferraris.

Robert H. Jackson Image

This image, and the one on page 60, show Allen Connell at Midland TX on a weekend when he won both the preliminary and feature races. The pictures were made by Robert H. Jackson, who won a Pulitzer Prize for his photograph of Jack Ruby shooting Lee Harvey Oswald, John F. Kennedy's assassin.

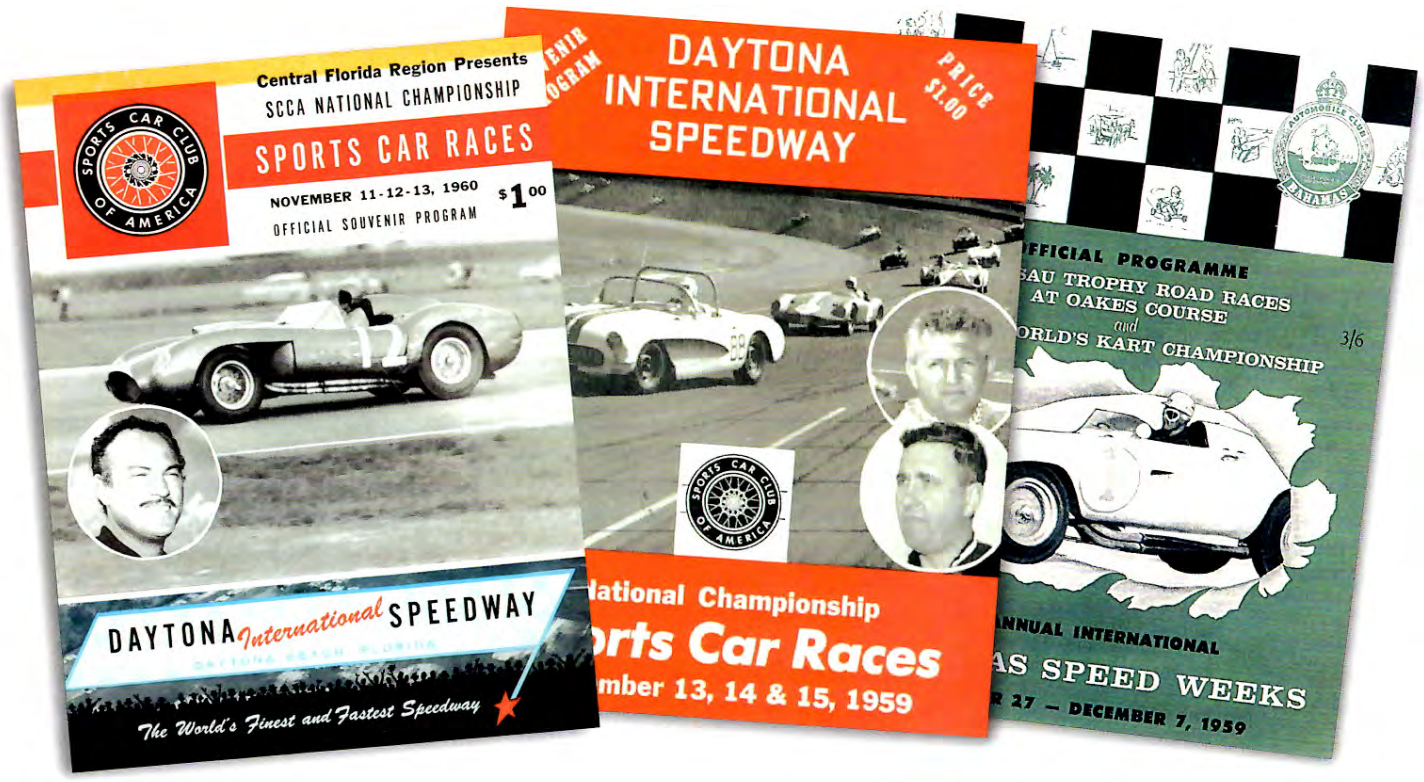
Michael T. Lynch, a long-time Contributing Editor of Cavallino, is a noted historian specializing in racing and high-end collector cars. His work has appeared in magazines and concours programs worldwide. He consults to collectors, museums, educational institutions and automotive events, where he often announces. He has also been a commentator on automotive subjects on TV and radio. Lynch is author of the award winning book "American Sports Car Racing in the 1950s", and is presently working on a Chinetti family biography for publication in 2018.

We wish to acknowledge the contributions of Paul Russell, David Seielstad, Jeff Allison, Anette Connell, Vintage Racecar magazine, Prancing Horse magazine, David Marsan, Willem Oosthoek, Luigi Chinetti Jr, Jerry McDermott, and Cavallino magazine, for their help with the research, images and documents for this history.

An overall history of the 290/315/335 Ferraris can be found in Cavallino 18.

ALAN CONNELL RACE RESULTS in 0764... Compiled by Michael T. Lynch

Date	Venue	Race	Race #	Result	Class	Co-Drive
9-Sep-59	Road America	500	12	2nd	2nd	S. Hudson
26-Sep-59	Watkins Glen	Main	12	5th	3rd	
11-Oct-59	Midland TX	Prelim	12	1st	1st	
11-Oct-59	Midland TX	Main	12	1st	1st	
15-Nov-59	Daytona	Main	12	1st	1st	
4-Dec-59	Nassau	Governor's Trophy Heat	26	8th	5th	
4-Dec-59	Nassau	Governor's Trophy	26	DNF		
6-Dec-59	Nassau	Nassau Trophy	26	10th	2nd	
3-Apr-59	Riverside	USAC	6	11th	2nd	
1-May-60	Virginia Int'l Raceway	SCCA Main	21	DNF		



Programs Courtesy Anette Connell

OWNERSHIP HISTORY of 0764... Compiled by Michael T. Lynch

December 1958	Luigi Chinetti sold the car to Mrs. Louise Bryden-Baden who was going to enter the car for unnamed drivers; she never took delivery
Fall 1959	Alan Connell, Fort Worth, Texas
April 1963	Gordon Tatum, Kensington, Maryland purchased the engine and the chassis went to Charles J. Dhyse
	The original engine was replaced with competition engine 2141 GT
1963	Joel E. Finn, Phoenix, Arizona
1964	Gordon Tatum, Kensington, Maryland purchased the chassis
1969	Purchased by Chris Stewart via Chris Renwick
1972	Robert Lamplough, Great Britain
1975	Engine sold to Paul Pappalardo, Florida
1978	Lamplough bought the original engine from Paul Pappalardo and refitted it into the car
May 1987	Offered for sale at Christie's Monaco Auction (Withdrawn)
August 1990	Offered for sale at Christie's Pebble Beach Auction (NS)
December 1991	Offered for sale at Poulain Le Fur Paris auction (NS)
March 1993	Purchased by William Bauce, Rancho Santa Fe, California
1994	Offered by Symbolic Motor Cars
July 1995	Purchased by Kentaro Kato, Hokkaido, Japan
1996	Car fully restored and displayed at Kato's private museum "Museo del Cavallino"
March 1998	Purchased by Cavallino Holdings, Seattle, Washington
December 2013	Purchased by Andreas Mohringer, Salzburg, Austria

For many years, this aging historian has puzzled over the relative prices of some Ferraris. The two models presently at the top of the food chain make for an interesting comparison.

For decades, Ferrari GTOs have commanded a higher price than the six cars extant from the 290/315/335 Sport series. One has to ask, what creates inherent value in the Ferrari collector market? There have been periods where a GTO brought four times what a four-cam sports racer could command.

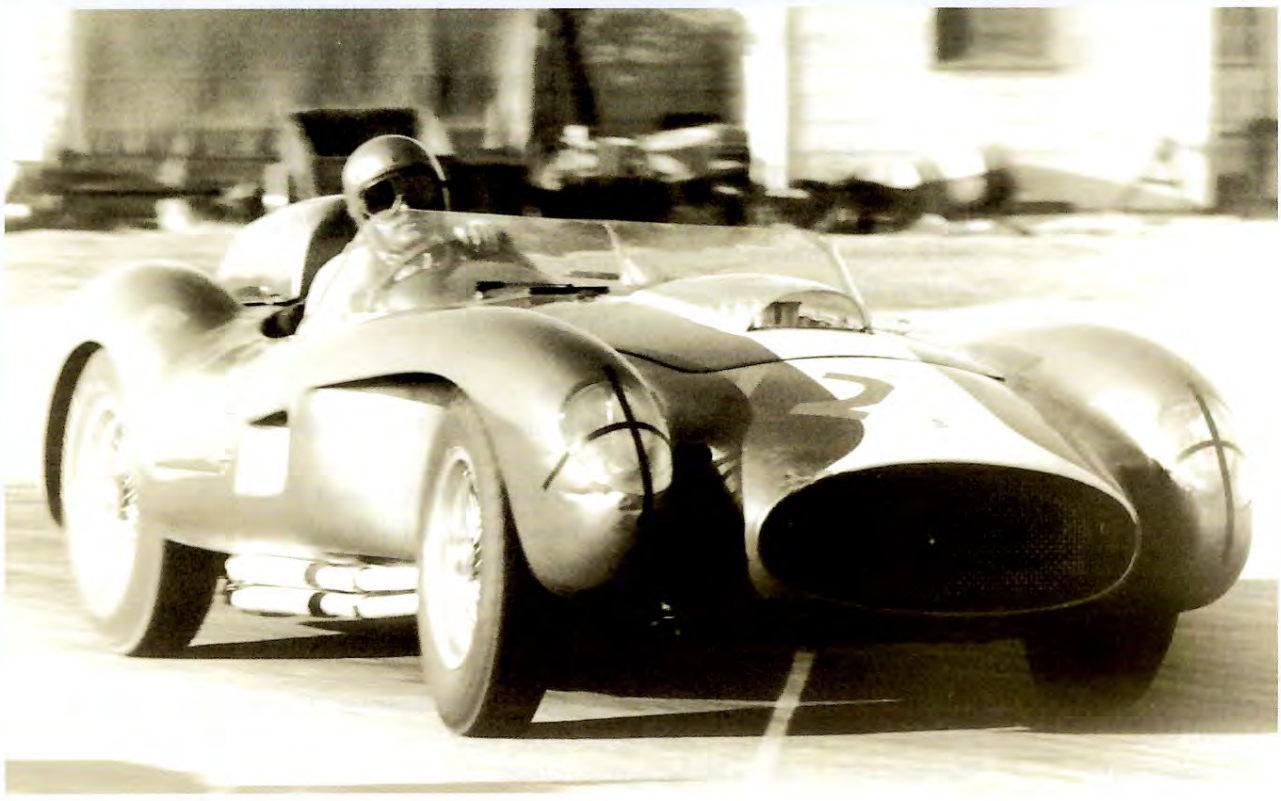
In the last few years, prices have come closer to parity. A GTO sold at the Bonham's Quail auction in 2014 for just over $38 Million. Early last year, a 315 S sold at Artcurial Motorcars Rétromobile auction for $35.7. While these sales are close, the picture is clouded by reports of a private GTO sale at $45 million and another on offer at $56m.

As far as technical sophistication goes, one could argue that the GTO is closer to the Ferrari passenger cars than to a purpose-built sports racer. This would be expected since it was built to GT class rules and had to resemble the road cars. As a result, it has a single overhead camshaft V-12, an engine mounted gearbox and a solid rear axle.

The 315/335 series, as a purpose-built racing car, has a much more elegant mechanical solution. Its' four-cam engine drives through a rear transaxle. The rear suspension is independent, through the use of a De Dion design. Rather than win the GT Class, the 335 was meant to win races overall, which it did. The cars only raced in 1957 Championship events and won two of the seven races that year and finished second three times.

The GTO had a career in the Sports Car World Championship from 1962 to 1966. A GTO never won a World Championship Sports Car race overall when the prototypes were included in the entry. They did come tantalizingly close, finishing second to a single prototype at Bridgehampton (1962), Le Mans (1962-63), Montlhéry (1964), the Nürburgring (1963-64) and Sebring (1962). Between 1962 and 1966, they won their class in 41 World Championship events, a few of which were hill climbs. These included 10 races they won overall that were limited to GT cars, as well as many non-Championship events. This record is tempered by the fact that although they won the three-liter GT displacement class, as the GTOs got older, they were often beaten for overall GT honors by both the 4.7-liter Cobras and the two-liter Porsche 904s. The GTO did win World Championships in 1962-3-4.

When it comes to rarity, 39 iterations of the GTO were built, while only six 315/335s exist. So why does a GTO cost more than a 335 S? It probably boils down to usability. Obviously racing cars take part in the great tours, but they aren't as comfortable as the GTO, especially if weather is involved, the 335 being an open car with no convertible top. There is also the matter of maintenance. Still, this observer's opinion is that the four-cam cars will not only reach parity with the GTOs, but, over time, will outpace them in expense. The deciding factors will be aesthetics, mechanical sophistication and rarity.



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