CAVALLINO
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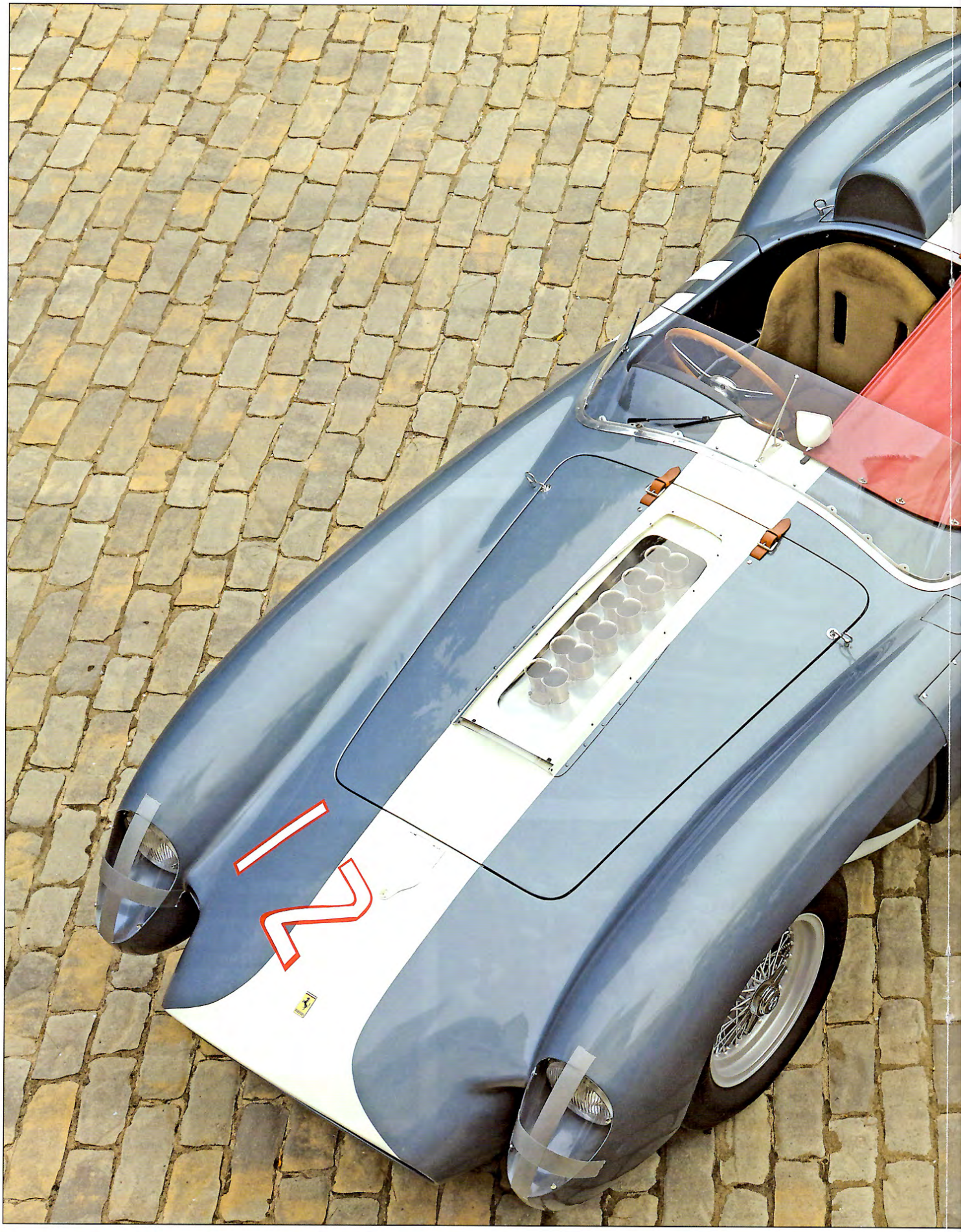
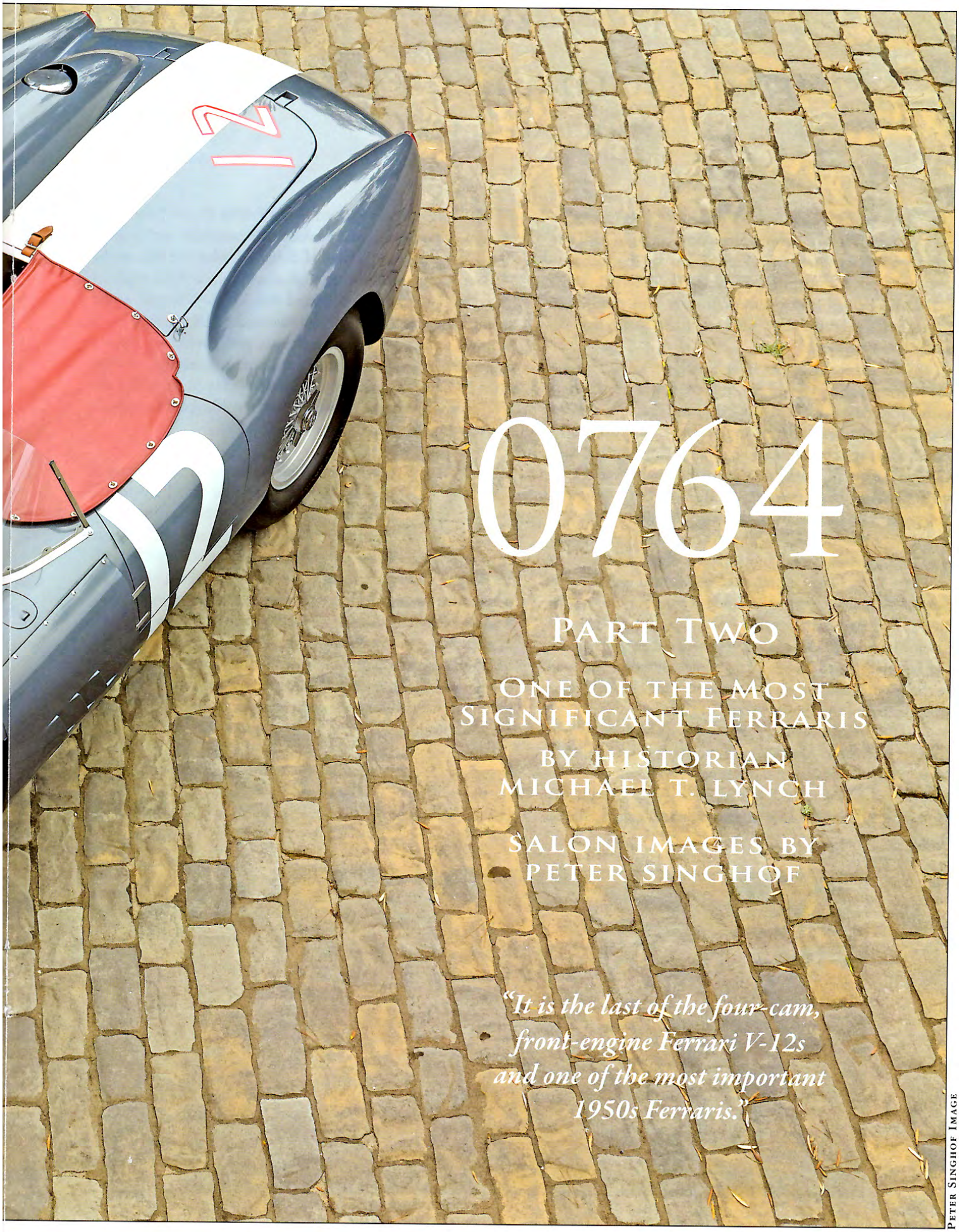




0764

Part Two

One of the Most Significant Ferraris

By Historian Michael T. Lynch

Salon Images by Peter Singhof

"It is the last of the four-cam, front-engine Ferrari V-12s and one of the most important 1950s Ferraris."

Peter Singhof Image

0764 Factum est, et Vicit

BY MICHAEL T. LYNCH

This year's Pebble Beach Concours d'Elegance was a Ferrari lovers' dream. Honoring Ferrari's 70th Anniversary, there were four classes for the marque - Ferrari Competition, Ferrari GTs, Ferrari One-Off Speciales and Ferrari Major Race Winners. This resulted in over forty Ferraris on the show field and their quality and significance was exceptional.

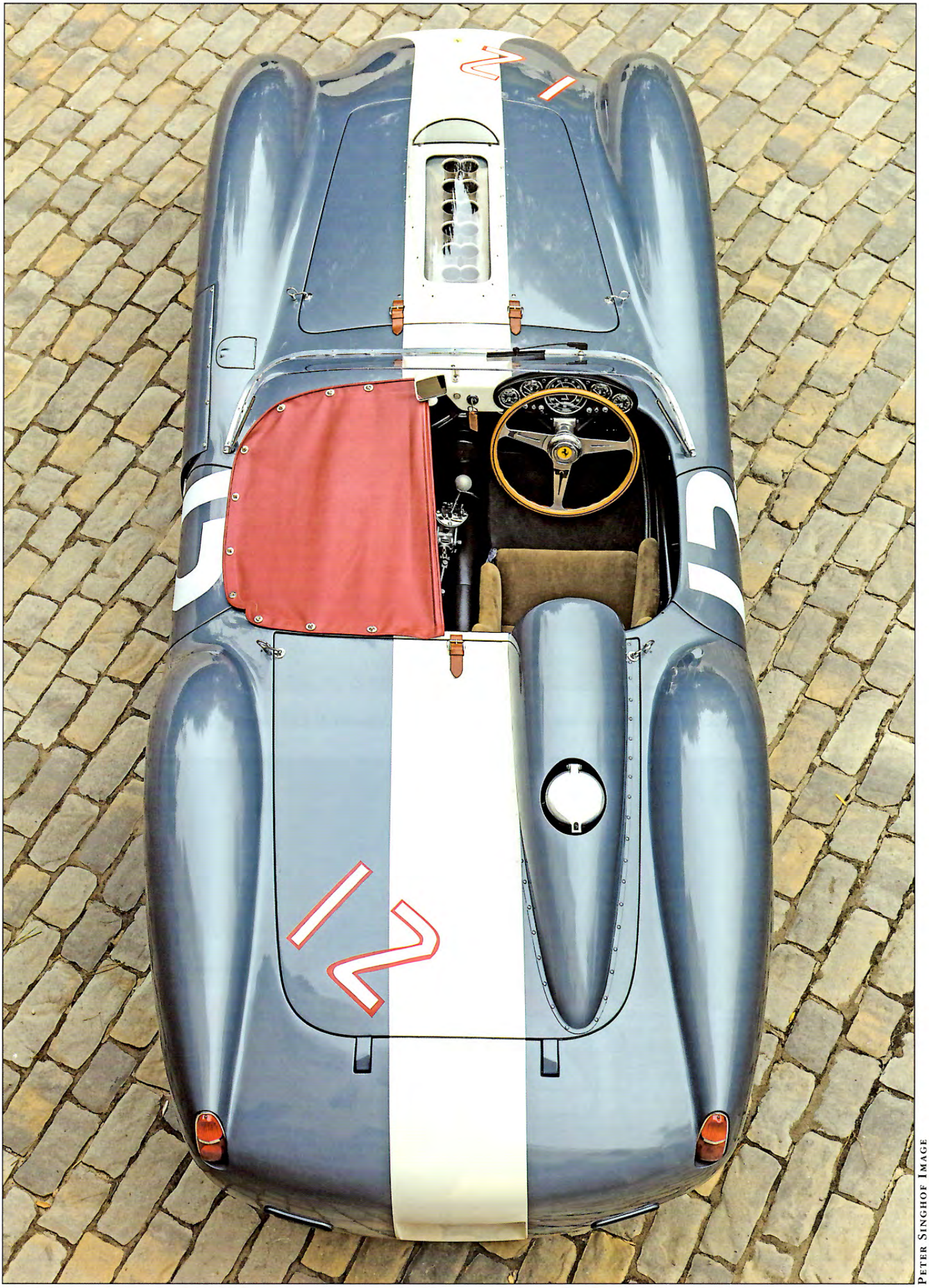
One car that got a lot of attention at Pebble was Andreas Mohringer's Ferrari 335 S, s/n 0764. It was fresh from a beautiful restoration by Paul Russell and Company. Having seen and photographed the car in the day, I can say that the restoration was spot on. One of Paul's problems was the car's color. It was originally painted in a blue/silver that is often referred to as NART blue after Luigi Chinetti's North American Racing team. The problem was that slightly different hues of the color were often used on different cars. Paul's experience allowed him to submit small metal panels of three versions of the color to Luigi Chinetti, Jr., and they agreed on the same one. Another issue was the driveshaft. It is a simple steel bar, splined at both ends with no universal joints. Since the car at one point had a 250 GT engine, the original motor mounts had to be refabricated and the driveshaft alignment was a bit more challenging than expected. Like everything else on the car, upon completion, the shaft worked perfectly.

The original owner, Alan Connell's widow, Anette, was not yet married to Alan when he raced the car. Thankfully, she preserved his clippings and other paperwork and images related to the car. She graciously offered the material to Paul Russell and it provided invaluable information that assured the accuracy of the restoration.

The car was entered in the Pebble Beach Tour d'Elegance, where it performed beautifully, with a glorious sound. David N. Seielstad, who was also on the tour, was kind enough to send me a video made by his wife, Carol, as they followed the 335 S. The cars weave through some twisties and then the road begins to open up as a curve is rounded. Russell was driving, with Andreas in the passenger seat, and the video shows the extraordinary acceleration as the 335 quickly stretches the distance between it and David's 166 Touring Barchetta. Even the low-fi recording of the engine's yelp took me back to Elkhart Lake in 1959.

When it came time for the judging, the men in the blue blazers and straw hats had trouble choosing between the 335 S and Tom Peck's 212 Export Touring Barchetta. In an interesting coincidence, the latter car was on the cover of the Pebble Beach Concours program as well as the 220th issue of Cavallino, which was provided gratis at the most prestigious events. Andreas, Paul and Anette were all on the field. The cars were in a virtual tie in the Ferrari Competition Class, but some surreptitious eavesdropping indicated that the 335's competition history was the tie-breaker. Everyone associated with the car is to be commended for their contributions to this remarkable effort and outcome.

For all the Monterey results, including Pebble Beach, please see pages 50 to 61 in this issue.
For the history of s/n 0764, please see Part One in Cavallino issue number 220.



PETER SINGHOF IMAGE

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The original livery of the 335 S, s/n 0764, when first reaced, in Luigi Chinetti NART colors of steel blue with white stripe.

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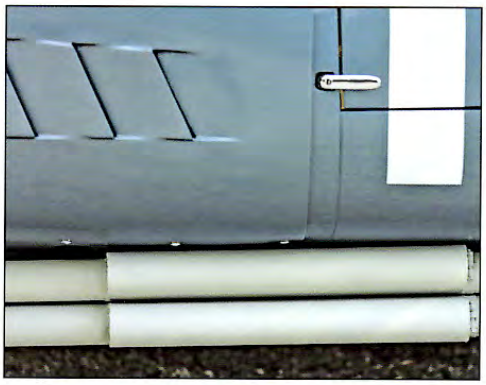

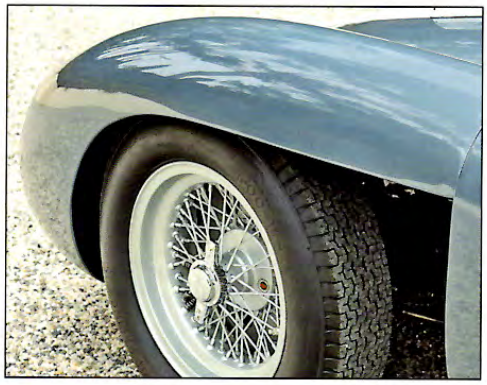

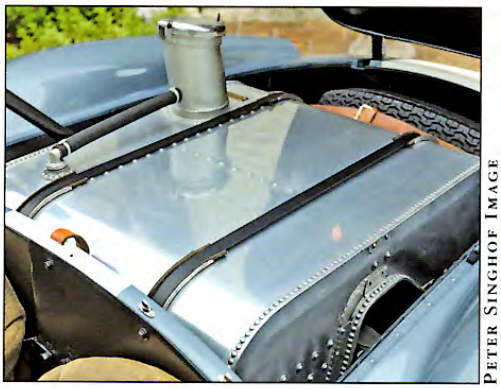

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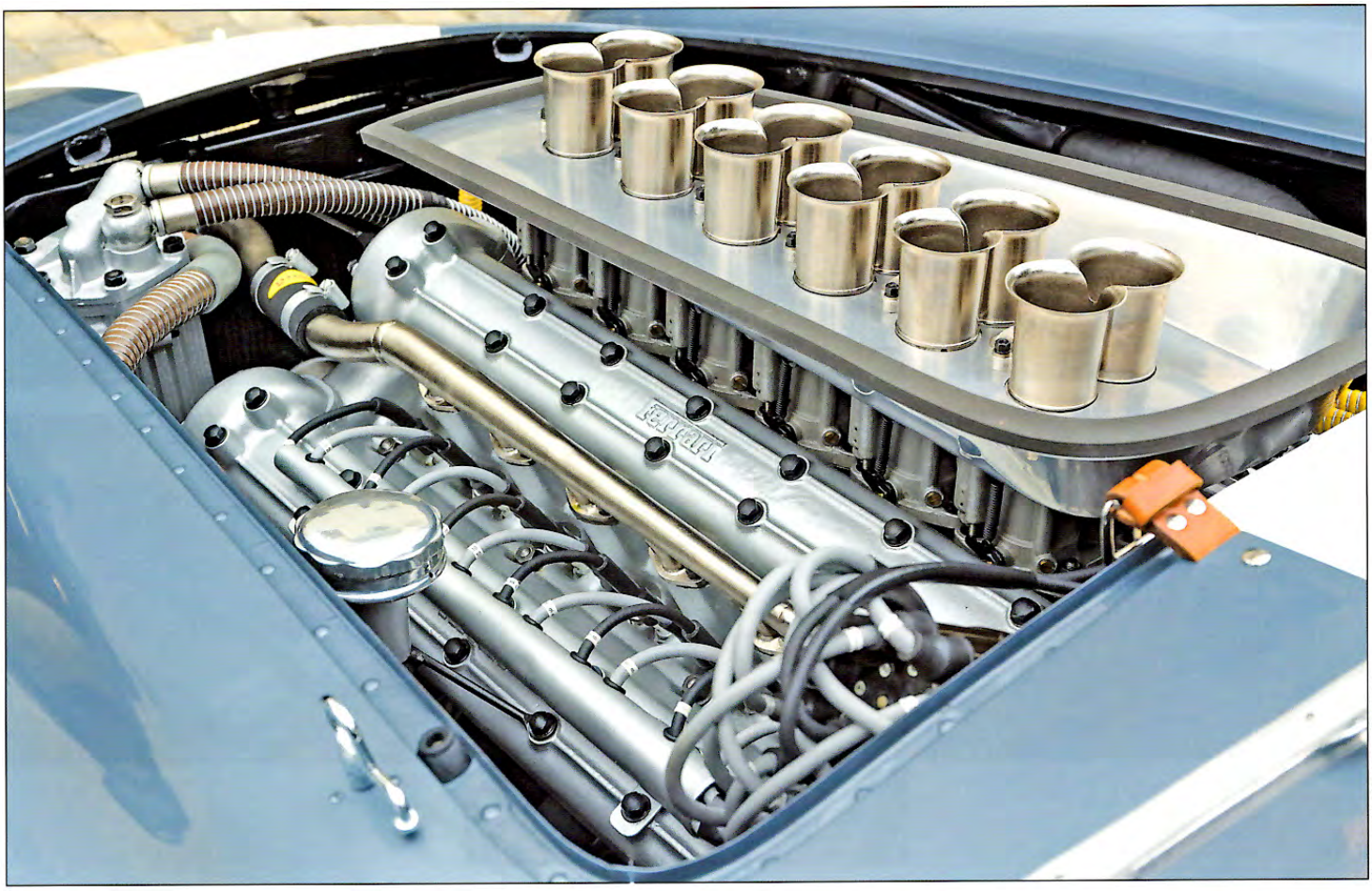

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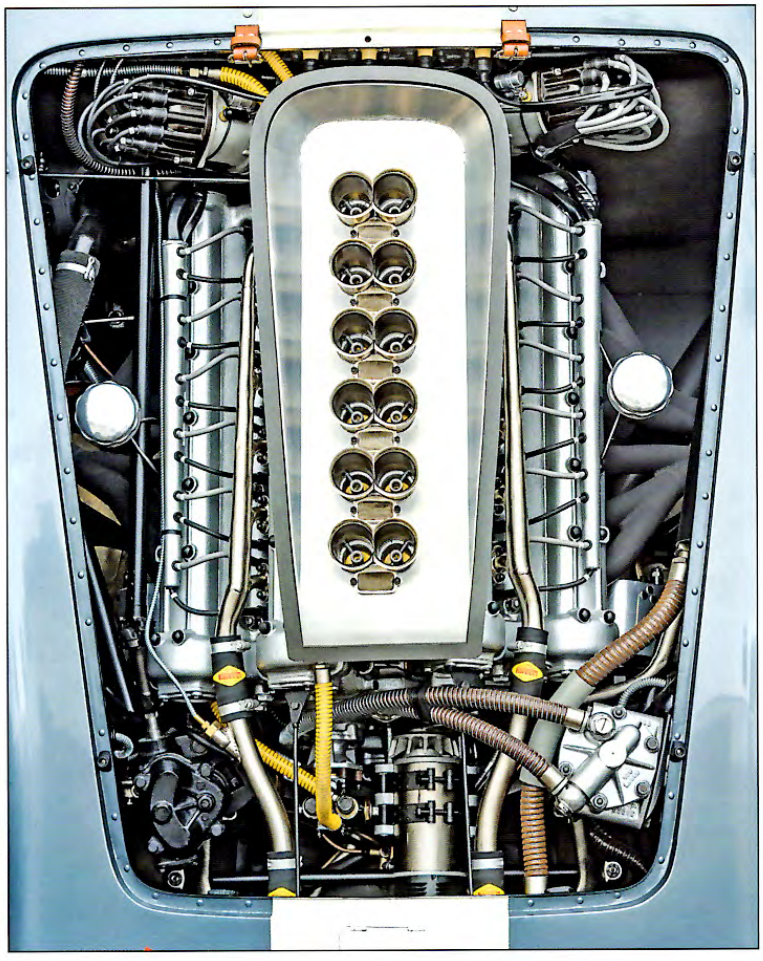
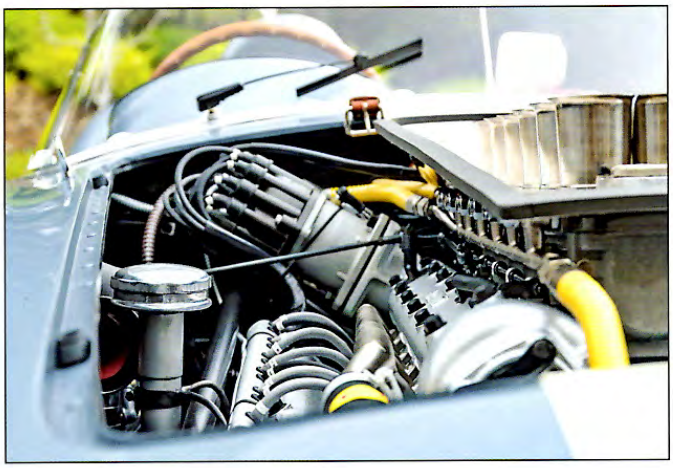
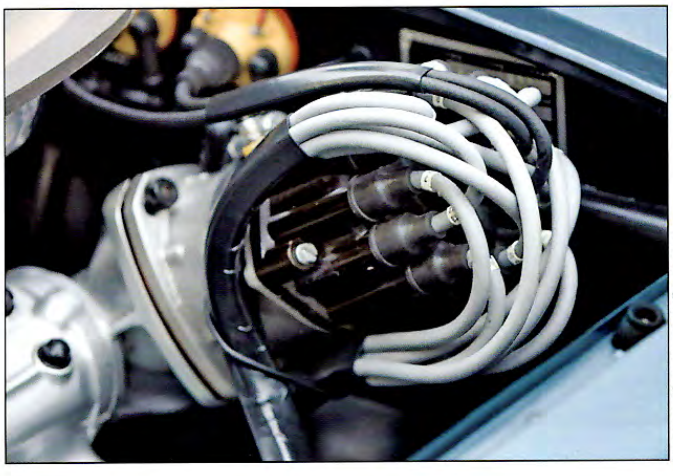
The tipo 141 engine of the 335 S, s/n 0764, of 4 liters, with 77 x 72 mm, 4023.32 cc, 9.2:1 compression ratio, 432 cv, 4 overhead cams, 24 spark plugs, four coils, two distributors, six 42 DCN carburetors - almost 10,000 parts in all.







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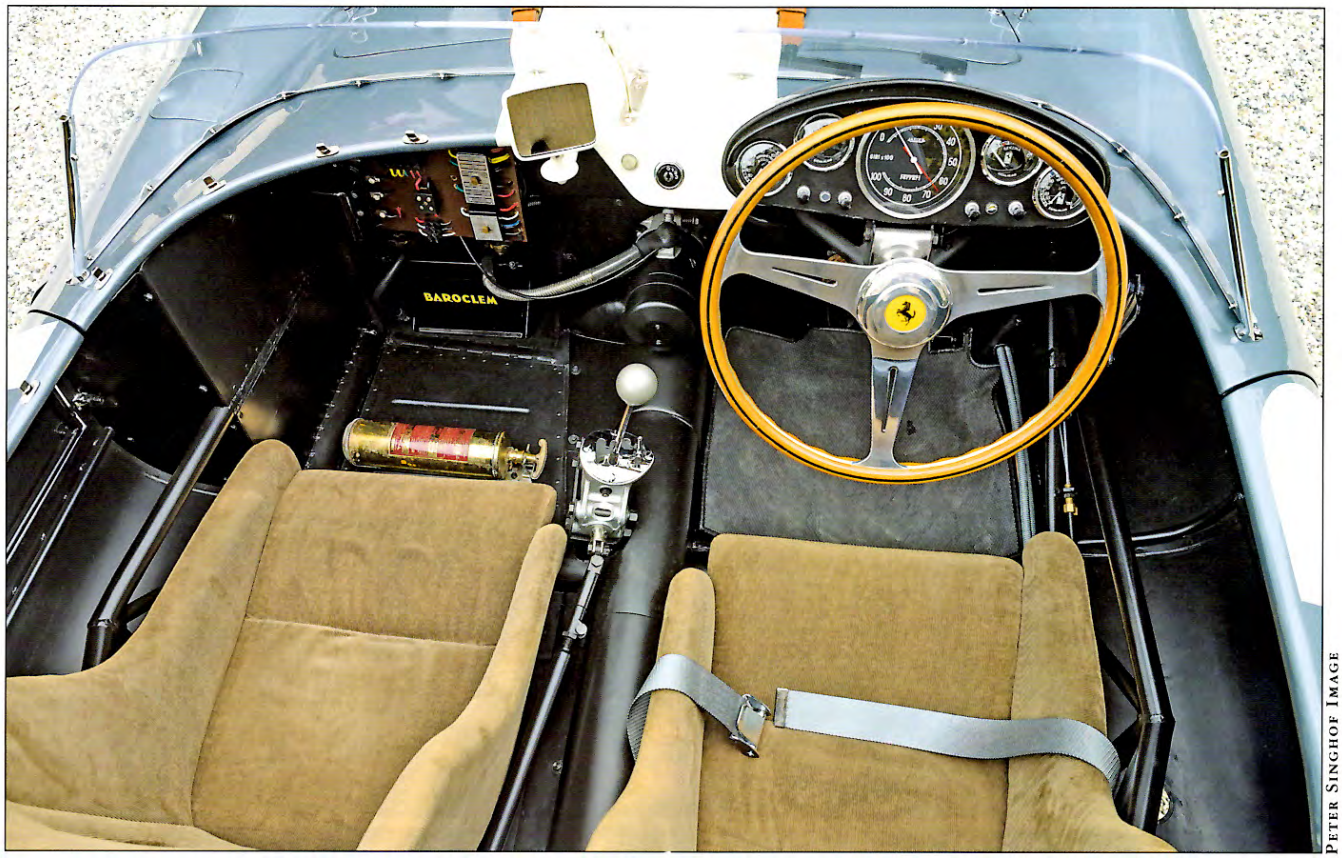

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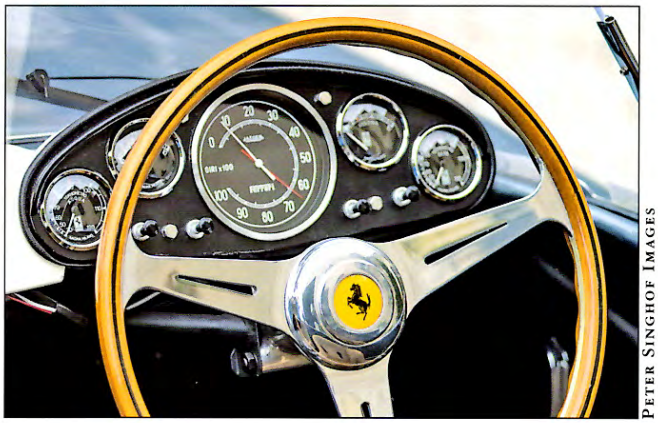
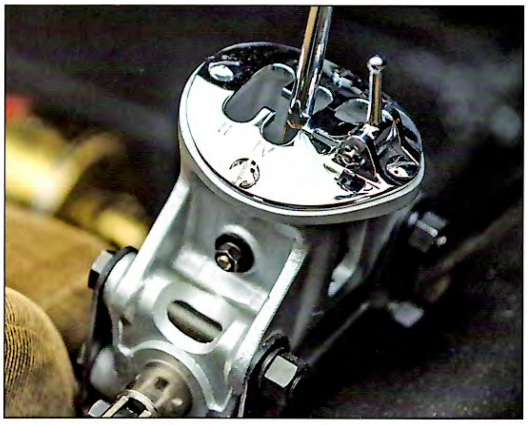
Simple but complete - the interior had everything you needed for long endurance races or short sprints. It's amazing how exposed the driver was in those days while going 150 mph plus.





PETER SINGHOF IMAGES

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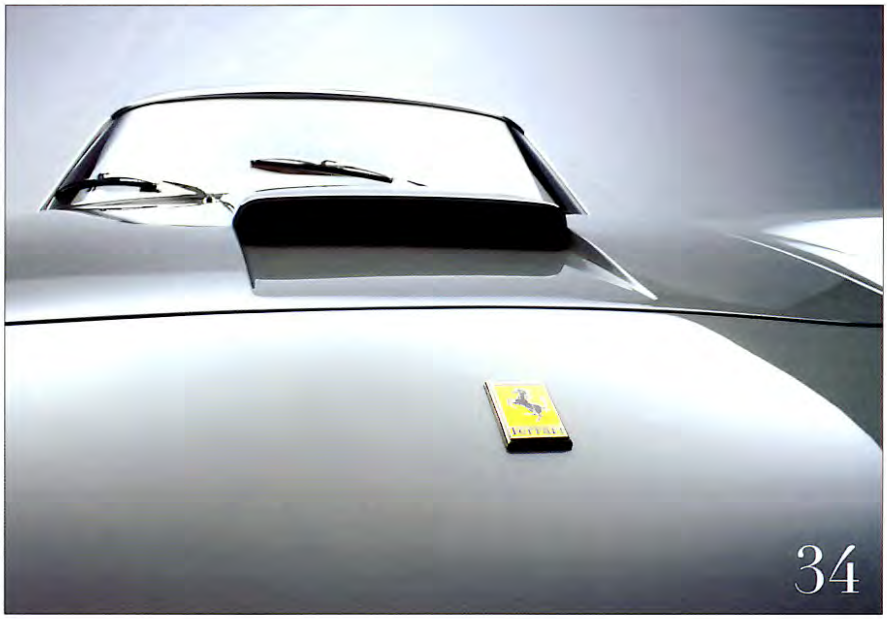

FEATURES:

34 - A MODEST SWB
2243 GT was the first of a series of 12 steel-bodied 250 GTs for the 1960 season, with many modifications found in later SWBs. This car was also used to illustrate the Scheda di Omologazione. Its interesting story told by its previous owner, historian David N. Seielstad

40 - A 335 S, PART TWO
Part One had the historical background for this rare & mighty beast, by noted historian Michael T. Lynch. Part Two gives us a closer look at this brute, s/n 0764, through the full color salon photography of noted lensman Peter Singhof.

DEPARTMENTS:

- **6 - ECCO**
  Our menu of items for you in this 221.
- **8 - NOTIZIE**
  A new jewel - A scale model TDF engine from Terzo Dalia.
- **10 - LETTERATURA**
  Review of new GTO book on one chassis number, by expert Keith Bluemel.
- **16 - AUTO DA CORSA**
  Goodwood Festival of Speed, with a huge field of Ferraris.
  Ferrari chart of entrants and chassis numbers from Keith Bluemel.
- **20 - LA PROCEDURA DI GIUDIZIO**
  The IAC/PFA Judging System & Guidelines, for your edification.
  The IAC/PFA Preservation Judging Guidelines, bringing order to arcana.
- **50 - GALLERIA MONTEREY**
  Complete report on all the Ferrari activity at Monterey, courtesy of WeatherTech.
- **62 - CORSE**
  F1 reports from Keith Bluemel - Austria, Great Britain, Hungary, Belgium, Italy.
  Chart of all current GT races, with chassis numbers, teams, drivers, results.
- **75 - GUIDA**
  The GT, Sport and Production Ferraris, with pertinent information and values.
- **79 - MERCATO**
  A few comments on the auction results for Ferraris.
- **80 - ASSISTENZA**
  Helpful information for you - about us, and your valued subscription.
- **COVER**
  The 1958 335 S, s/n 0764, photographed in California by Peter Singhof.

IMAGES THIS PAGE - LEFT: PETER SINGHOF • RIGHT: COURTESY WEATHERTECH