HEAVYWEIGHT

Built to best the big-displacement competition, the 4.0-liter 335 Sport packed a mighty punch.

STORY BY JARRETT ROTHMEIER PHOTOS BY DIRK DE JAGER

Throughout the mid-1950s, Europe's major sports-car manufacturers engaged in an arms race, with Ferrari, Jaguar, Maserati and Mercedes continuously increasing engine capacity in order to create faster and faster cars. Ferrari's engineers experimented with various designs and cylinder counts before their efforts culminated in 1957 with the model shown here: the 335 Sport.

While the 335S looked similar to the recently introduced 250 Testa Rossa (no surprise, as both models were bodied by Scaglietti), the two cars varied widely under the hood. The TR utilized a 300-horsepower 3.0-liter SOHC V12 derived from Gioacchino Colombo's road-car engine, but the 335S boasted a Vittorio Jano-designed, four-cam, dry-sump 4.0-liter V12 that pumped out 390 horsepower. Of the latter engines, three-time Le Mans winner Phil Hill raved, "at their least [they] are wonderful examples of Italian engineering and craftsmanship, and at their best are among the finest automobile powerplants ever made."

The build-up began in 1953, when the World Sports Car Championship officially formed as the second designated world championship in circuit motor racing (Formula 1 being the other). Ferrari was already a major player in both arenas, despite having been founded only about a half-decade earlier.

For this inaugural season, Ferrari campaigned the Aurelio Lampredi-engined, 4.1-liter 340 MM, which was soon expanded to become the 4.5-liter 375 MM. These models, along with the 3-liter 250 MM and the 2-liter 166 MM/53, competed against the likes of the Aston Martin DB3S, Jaguar C-Type and Cunningham C4R for the title. Cunningham struck first, winning at Sebring, while Jaguar won at Le Mans, but Ferrari's victories at the Mille Miglia, Spa-Francorchamps and the Nürburgring were enough to beat Jaguar to the championship.

The following year proved similarly successful. Ferrari triumphed in the 1,000-kilometers of Buenos Aires, the 24 Hours of Le Mans and the Carrera Panamericana with the 375 MM and the 4.9-liter 375 Plus. Mike Hawthorn and Maurice Trintignant also won the Tourist Trophy race in Dundrod, Ireland, with a 3-liter 750 Monza, helping Maranello handily clinch the title over Lancia.

For 1955, Ferrari dropped its 12-cylinder models in favor of the four-cylinder Monza and Mondial and six-cylinder 118 and 121 LM. The results were less than spectacular: A privateer team driving an old 375 Plus was able to win the opening race in Buenos Aires, but otherwise the season was dominated by the Mercedes-Benz 300 SLRs. Maranello finished the championship in second place behind Stuttgart.

Ferrari returned to its roots in 1956 with the advent of the 290 MM, powered by a 3.5-liter V12 that combined features of the existing Lampredi and Colombo engine lines. This new model, along with the highly evolved, four-cylinder 860 Monza, provided a nice one-two punch for the title fight. Maserati drew first blood, winning at Buenos Aires. Ferrari struck back with victories at Sebring and the Mille Miglia, but the Trident responded with a win at the 'Ring to square things up. It all came down to the final round in Sweden, where Hill and Trintignant won in a 290 MM, giving Ferrari the championship over Maserati.

For 1957, the Scuderia dropped its four-cylinder Monzas to focus on developing the 290 MM's 3.5-liter V12. The Tipo 130S single-cam engine gained a second cam per bank, resulting in the 290 Sport's 330-horsepower Tipo 136. This quickly climbed to 360 ponies when the engine was bored out to 3.6 liters for the Tipo 140 in the 315 Sport. Within a few months, Ferrari further increased displacement, this time to 4.0 liters to create the 335 Sport's 390-hp Tipo 141.

The '57 championship again looked to be decided between crosstown rivals Ferrari and Maserati, which had introduced the monstrous 4.5-liter 450S in an effort to stay competitive. A privately entered 290 MM won the season-opener in Buenos Aires, but a 450S snatched victory in Sebring. Ferrari retook the championship lead after Piero Taruffi piloted a 315S to a win the Mille Miglia, an event that also saw Alfonso de Portago, co-pilot Ed Nelson and 10 spectators killed when Portago's 335S careened off the road at high speed.

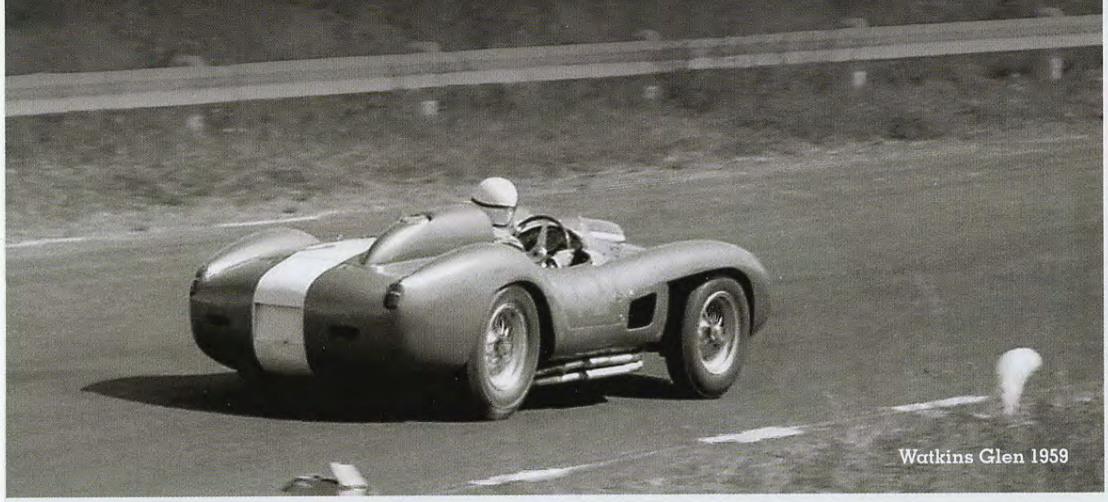
Aston Martin then won at the Nürburgring, Jaguar took its fourth victory in five years at Le Mans and Maserati was victorious in Sweden. The title came down to the final race in Caracas, Venezuela, where Ferrari and Maserati each entered four official cars in a clear, winner-take-all situation. The race turned into a total rout, as Ferraris swept the top four spots—335Ss finished one-two—and all four Maseratis crashed out of the race in dramatic fashion, handing Maranello its fourth World Sports Car Championship in five years.

Due to the many accidents and clearly increasing danger, 1957 proved to be the last year the Federation Internationale de l'Automobile allowed unlimited engine capacity for the World Championship. For 1958, the FIA instituted a 3-liter maximum displacement, instantly making the 315/335 Sport models obsolete at the international level (and allowing Mike

LEFT TO RIGHT **Scaglietti-bodied 335 Sport bears strong family resemblance to pontoon-fendered 250 Testa Rossa; 4-liter V12 features four cams, six carburetors, dual distributors and 390 hp; fuel tank sits in trunk; dry-sump oil tank resides ahead of passenger-side door.**

Alan Connell's Race Record with s/n 0764

DATE	EVENT	RACE NO.	RESULT
Sep. 1959	Elkhart Lake 500, Road America (with Skip Hudson)	12	2nd
Sep. 1959	Watkins Glen Grand Prix	12	5th OA, 3 IC
Oct. 1959	Midland Sports Car Races (Race 4)	12	1st
Oct. 1959	Midland Sports Car Races (Race 7)	12	1st
Nov. 1959	Daytona SCCA National Sports Car Races	12	1st
Dec. 1959	Governor's Trophy Prelim, Over 2 Liters, Nassau	26	8th OA, 5th IC
Dec. 1959	Governor's Trophy Race, Over 2 Liters, Nassau	26	DNF
Dec. 1959	Nassau Trophy Race	26	10th OA, 2nd IC
Apr. 1960	Examiner Grand Prix, Riverside	6	11th
May 1960	Virginia International Raceway	21	DNF



Watkins Glen 1959

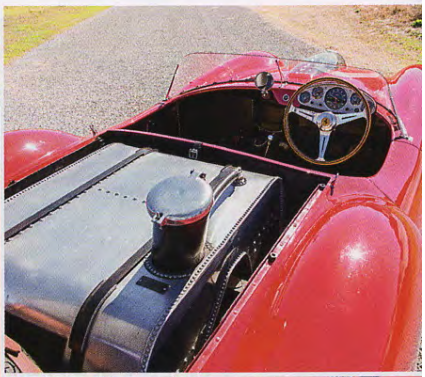
PHOTO BY DAVE NICHOLAS

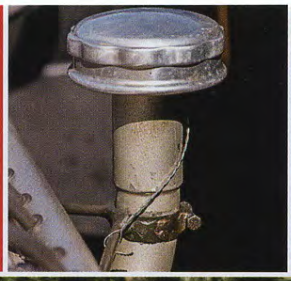
THE 335 SPORT IS ALL ABOUT THE ENGINE, WHICH CAN EASILY OUTDRIVE THE CHASSIS.

Hawthorn's lap record at Le Mans, set in '57 in a 335S, to stand until 1962). However, sports-car racing in the United States had yet to adopt such rules, so the factory's 3.8- and 4.0-liter cars were sent to U.S. importer Luigi Chinetti, who dispersed them to all four corners of America.

Our featured 335 Sport (s/n 0764) was not a member of the '57 factory team. In fact, it was not constructed until late '58. As the story goes, wealthy privateer Alan Connell asked Chinetti for one of the team cars, but Chinetti, concerned that the 335S's power might exceed the Texan's talent, convinced Connell to try a Testa Rossa first. Connell received his 250 TR in early 1959 (around the same time s/n 0764 appeared at the New York Auto Show), and by July had won the SCCA's D-Modified National Championship. In September, a convinced Chinetti handed over the 335S.

That same month, enthusiast Dave Nicholas photographed the 335S at Watkins Glen. It was Connell's second race in the car, and more than 50 years later Nicholas remembers the Ferrari well—both for its thunderous soundtrack under acceleration and for its massive power.





90
80
100
TERMOMETRO
OLIO
70
60
50
30
110
120
SAGMA MILANO

"It appeared to be a real handful, especially coming out of the last hairpin turn," Nicholas says. "At the original course, the last turn was very tight and slow; it was downhill and the braking area was actually a slight left, making it more difficult to stop and then switch direction to the right. That car had so much power, it was constantly spinning the rear tires and sliding coming out."

Oversteer or not, Connell had a handful of successful outings in s/n 0764. These included first-overall finishes in October's Midland Sports Car Races and November's Daytona SCCA National Sports Car Races. He also raced the car at Nassau that December, finishing second in class in the Nassau Trophy Race. But then, at Virginia International Raceway in May 1960, Connell overheated the engine, an issue that ended up permanently sidelining the old racer.

S/n 0764 was by that time a little long in the tooth as a race car, but Chinetti still had it shipped back to the factory for repairs in April 1961. Upon its return a year later, neither Chinetti nor Connell was interested in the car, so it sat at the docks, accumulating storage charges, before it was eventually acquired by Maryland dealer Gordon Tatum for the princely sum of $1,000. Tatum had the Ferrari towed back to his garage, where he removed the complicated four-cam engine. The empty chassis was eventually sold in 1967, and it bounced between a couple of East Coast buyers before going to England in '69.

In 1974, British collector Robert Lamplough acquired the Ferrari, which at the time was fitted with a 250 GT SWB engine; s/n 0764's original V12 was still sitting in Tatum's shop. Tatum sold the engine to collector Paul Pappalardo in 1975, and in '78 Pappalardo sold it to Lamplough. In 1985, car and engine were sent to Giuliano Michelotto's shop in Padua, Italy, to be reunited and restored.

S/n 0764 briefly came back to the U.S. in 1993 before being sold to Japanese collector Kentaro Kato in '95. The car stayed in Japan for three years before being acquired by collector John McCaw, who eventually sold it to his brother Bruce. Bruce McCaw drove the Ferrari in a handful of Monterey Historic Race events until deciding to part with it in December 2013.

S/n 0764's current owner prefers to remain anonymous, but he hasn't been shy about showing his prize. So far in 2014, the 335S has appeared at the Cavallino Classic, where it won the Spirit Cup (for Best Representing the Spirit of Track and Concorso), and at the Amelia Island Concours d'Elegance, where it earned the McIntosh Trophy for Best Sound on the Field.

"I was attracted to the historical significance of the model, as well as its design and rarity," the owner says. "And, of course, that masterpiece of an engine. It's a gem, and the car is very driveable. On the downside, you have to live with the drum brakes—Ferrari was late in seeing the advantages of discs—and the driving position is not ideal for tall people like me."

The Ferrari is cared for by Paul Russell and Company of Essex, Massachusetts. Russell first saw the car in late 2013, when he was asked to prepare it for Cavallino and track time at Palm Beach International Raceway (née Moroso Motorsports Park).

"We've since come up with a longer-term game plan," says Russell. "We're not going to jump in and do a nut-and-bolt restoration, because it doesn't need it. We're going to do some service work on it before the owner takes it to Europe and runs some events. Later, when it comes back, we'll do a body-shell restoration and repaint it in the original color, NART blue with a white stripe, the way it was when Connell received it. This car was built for the U.S., and the owner is very sensitive to that and the car's history."

That pre-Europe service will include items such as renewing the steering system and trailing arms, along with some brake work. More challenging will be digging into the car's transaxle.

"There are some noises we need to investigate coming from the transaxle, which has a unique layout similar to the 500 MD and 750 M," says Russell. "The transmission lays down with side-by-side main and countershafts, then is connected to the pinion shaft through a vertical drive shaft. We don't want to say, 'It's been like that for a while,' and send it over to Europe, because if something happens it could come apart and do real damage. Our ultimate goal is to do no harm."

That philosophy also applies to s/n 0764's engine. "It runs phenomenally and is incredibly docile at lower revs," Russell says. "That's a credit to its tuning and how the car's been maintained. David Lewontin, the former owner's mechanic, did a lot of the setup. When it comes to body and paint, we'll remove the engine and set it aside; we might replace or replate a few things on it, but we're not going to blow it apart."

To Russell, the four-cam, twin-plug, dual-distributor 4-liter V12 defines the 335S driving experience. "We were very fortunate to have this car around when we were restoring a 250 TR," he says, "and the differences between those two cars were very, very interesting. The 335 feels much faster—although I'm not sure if it would lap faster—with its 400 hp and, more important, seamless and endless torque [roughly 300 lb-ft]. When you're driving the car in third gear and step on it, you can break the tires loose.

"The 335 is all about the engine, which can easily outdrive the chassis," Russell concludes. "It's harder to drive than the 250, and perhaps it feels a little less developed and refined, but it's very satisfying to drive. Where the TR feels like a welterweight, the 335 is a real heavyweight." O

TOP LEFT **Spare tire tucks in vertically behind gas tank.** LEFT **Tacked-on side panel conceals oil tank; fuel filler peeks through rear-deck fairing.** BELOW LEFT **Spartan cockpit is sized for smaller drivers.**

335 Sport

GENERAL

Vehicle type:
Front-engine 2-door spyder

Structure:
Steel chassis with aluminum bodywork

Dry weight:
1,940 pounds

ENGINE

Type:
60° V12

Displacement:
4,023cc

Bore x stroke:
77 x 72mm

Compression ratio:
9.2:1

Horsepower:
390 @ 7,400 rpm

Torque:
na

Induction:
Six Weber carburetors

Valvetrain:
DOHC, 2 valves/cylinder

CHASSIS

Transmission:
4-speed transaxle

Suspension:
Dual wishbones, coil springs, hydraulic shock absorbers front; De Dion axle, transverse leaf spring, hydraulic shock absorbers rear

Brakes:
Drum

Tires:
6.00 x 16 front; 7.00 x 16 rear

STATS

Years of Production:
1957-58

Number Produced:
4

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F12 photo by Les Bidrawn,
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