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A REVIEW OF A SING

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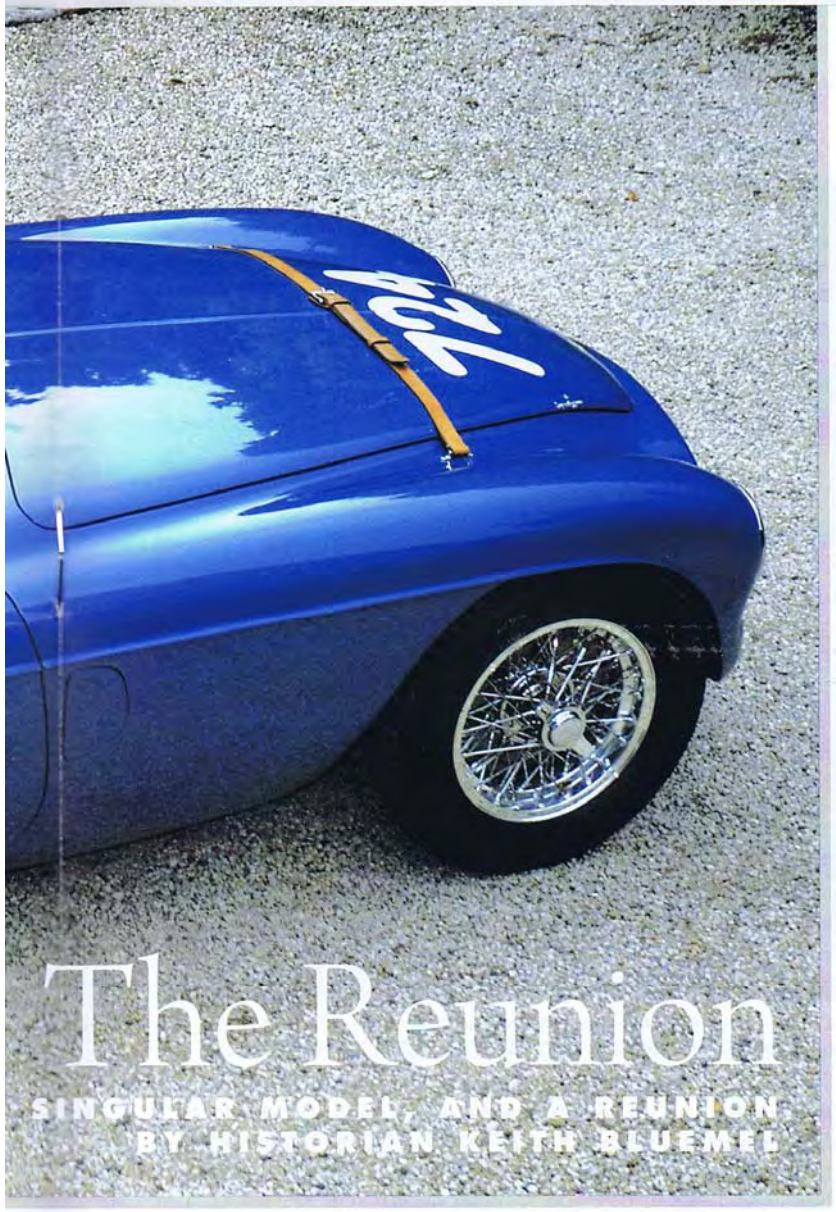
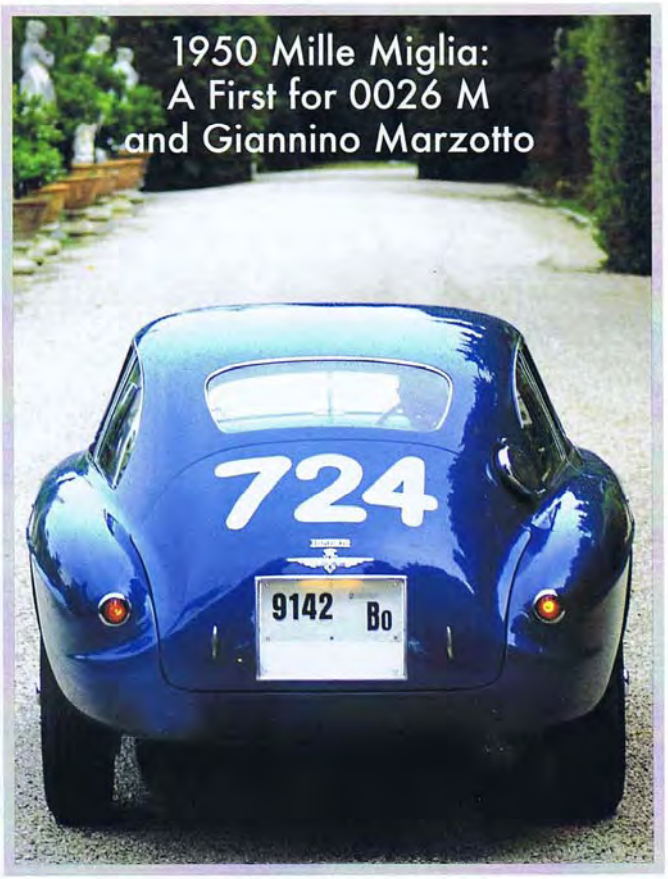


The Reunion

SINGULAR MODEL, AND A REUNION
BY HISTORIAN KEITH BLUEMEL



1950 Mille Miglia: A First for 0026 M and Giannino Marzotto

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PUBLIC FACE...

The 166 MM Barchetta with coachwork by Carrozzeria Touring of Milan is the model that established Ferrari on the world stage, at the same time giving the marque an identity, whilst the elegant yet purposeful lines have captivated enthusiasts since it first appeared at the Turin Salon in 1948. It projected the Ferrari name to an international audience through wins at the Le Mans 24 Hour Race and the Spa 24 Hour Race in 1949, and the egg crate grille first featured on this model provided a visual identity that continues to this day. In both of these races, part of the driving team was Luigi Chinetti, who apart from his driving skills, had sales skills, and was an important link in selling Ferraris commercially, particularly in the U.S. market which was recovering more quickly from the effects of World War II than its European cousins.

ALL IN A NAME...

The 166 MM Barchetta by Touring had a closed roof sibling, the 166 MM Berlinetta Le Mans, of which only six examples were produced by the Milanese carrozzeria, featuring a near identical body style below the waist line, but incorporating a full height split windscreen with wipers, and a roofline that flowed in a majestic sweeping curve into the lower tail section. Sliding windows were provided in the doors, and the rear fender line was raised so that there was a valley between them and the roof/trunk line. This swept in a graceful arc beneath the circular tail lights in the fender extremities, a feature also found on a number of late production 212 Touring Barchettas. The Le Mans appellation in the model title was a reference to the 1949 Le Mans win, in much the same way that the MM (Mille Miglia) part of the 166 MM model name was a reference to the 1948 Mille Miglia victory by a 166 Sport model.

SIX ONLY...

The six berlinettas were produced on chassis numbers 020 I, 0026 M, 0042 M, 0048 M, 0060 M and 0066 M. The feature car is chassis s/n 0026 M, by chassis number the first true 166 MM Touring Berlinetta, and probably the first one produced, as chassis number 020 I, although an earlier number, was originally a 166 Spyder Corsa chassis. From research undertaken by David Seielstad, he is of the opinion that chassis s/n 020 I was part of the 166 Spyder Corsa program, which was modified by grafting on the rear section of a 1950 type 166 chassis from the transmission location rearwards, possibly being the prototype for the 1950 chassis series. It was sold as a rolling chassis to Franco Cornacchia in 1949, who sent it to Carrozzeria Touring to have a berlinetta body fitted. It is a reasonable supposition to think that he saw what they were producing on s/n 0026 M, and decided to follow the same route.

FAMILY MATTERS...

Chassis number 0026 M was sold new to Giannino Marzotto, the third of five sons of Count Gaetano Marzotto, four of whom, Vittorio, Umberto, Giannino and Paolo, were proficient gentleman racing drivers; only the youngest, Pietro, didn't follow his brothers down that road. Between them they owned a number of Ferraris in the early fifties, having raced predominantly in Lancia Aprilias in the late forties. However, their father disapproved of them racing those "red cars", so they frequently had them painted in other colors, and were not averse to changing bodies on occasion. Thus, s/n 0026 M was finished in blue. Some sources say that this was also in recognition of the win at Le Mans the previous year, and the French national racing color of blue. The Certificate of Origin for s/n 0026 M was issued by the factory on 02 February 1950, but according to the book "La Saga dei Marzotto" by Cesare de Agostini, published by Nada Editore in 2003, when Giannino tested the car for the first time around Maranello, he was disappointed with the performance and expressed his feelings to Enzo Ferrari. The car must have remained at the factory after this first encounter, as it was displayed at the Geneva Salon in March.

THE BIG WIN...

It is understood that unbeknownst to Giannino Marzotto the engine was changed for a larger capacity 195 unit (2.34 liters), prior to him driving it in the Mille Miglia in May of that year. According to the same source, the lack of power had disappeared by the time he came to drive it in the Mille Miglia, when he was advised that he was a "works" driver and that the car now sported a 2.3 liter engine. He used the additional power to good effect, as with navigator Marco Crosara he won the 1950 Mille Miglia in s/n 0026 M, with the 195 S Touring Barchetta, chassis s/n 0038 M, of Dorino Serafini/ Ettore Salami finishing second. The car was subsequently displayed, still with its grime just as it had finished the Mille Miglia, at the Turin Salon in May of 1950.

MORE POWER...

Thus, the 195 Sport models were born, which were essentially larger-engined versions of the equivalent 166 MM Touring barchettas and berlinettas. In fact, factory records show that the examples "produced" were all originally earlier 166 MM cars upgraded to 2.34 liter engine capacity, this work being carried out in 1950-51. The 166 MMs noted as having been converted to 195 specifications were barchetta chassis numbers 0016 M, 0038 M, 0040 M, 0044 M and 0052 M, whilst the berlinettas were 0026 M, 0060 M and 0066 M, although it is possible that other examples may have also been recipients of the upgrade. The V-12 engine was increased in capacity from 1995 cc to 2431 cc, by increasing the bore diameter from 60 mm to 65 mm, whilst retaining the 58.8 mm stroke of the 166 engine. The purpose of the capacity increase was, as noted earlier, to provide more power, thus helping them to remain competitive on the race track. As an aside, the 1950 factory sales brochure "30 Anni di Esperienze" shows an artist's rendition taken from a photograph of the Yvonne Simon/Michel Kasse 166 MM Berlinetta, chassis number 0042 M, raced by them at Le Mans that year (the first female pairing in the race), notated as a 195 Inter model.

PERIOD RACING...

On the subject of Le Mans, s/n 0026 M was another participant in 1950, appearing with a long intake scoop in the hood, driven by Sommer/Serafini, where it led for the first two hours, setting a new lap record, before spark plug problems and then a failed dynamo bracket saw it posted as a retirement ten hours into the race. Between the display at the Turin Salon and Le Mans, it had competed at the Coppa della Toscana, where in the hands of Franco Cornacchia it finished second, and then back in the hands of Giannino Marzotto it won the Tre Ore Notturna (Three Hour Night Race) at the Caracalla cir-

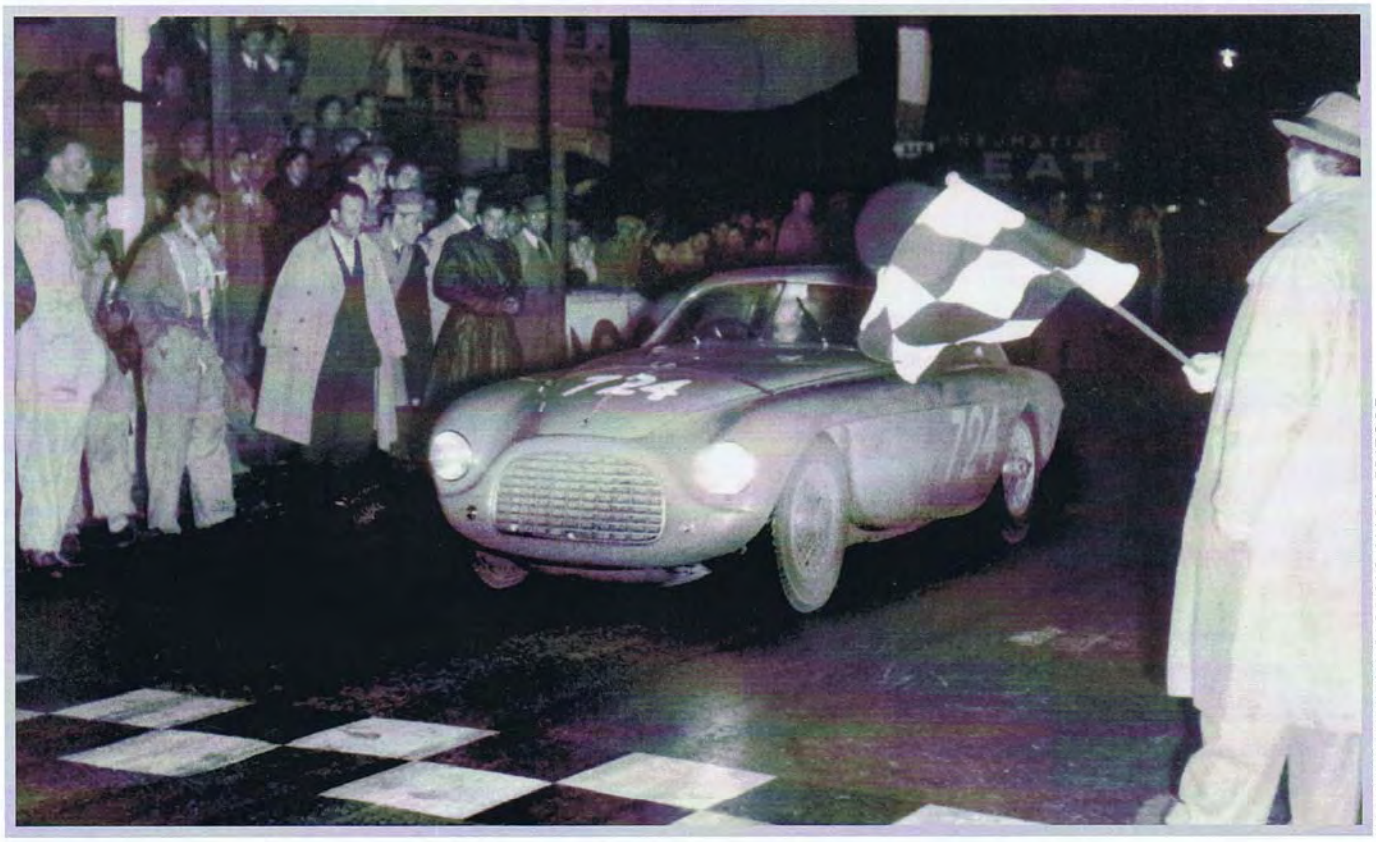

IMAGE COURTESY GIORGIO NADA EDITORE

Giannino Marzotto and navigator Marco Crosara crossing the line at Brescia and winning the 1950 Mille Miglia in s/n 0026 M.

cuit in Rome. He also removed the engine from s/n 0026 M and fitted it in the family's 166 MM Touring Barchetta, chassis number 0034 M, to win the 4th Coppa Internationale delle Dolomiti in July of 1950.

RESTORED TO GLORY...

The car was eventually officially road registered in December of 1950, and then sold to a cousin, Baron Domenico Rossi, in January of 1951, going through a further two Italian owners, before being exported to France in the mid-fifties, from where it went to the USA with various owners over the years, before being sold to Switzerland in 2001, where it remained for only a short time, once again crossing the Atlantic to its current owner, Jack Croul, in 2003. He commissioned Paul Russell to undertake a complete restoration of the car back to its 1950 Mille Miglia winning configuration, which took three years, but the result, as can be seen from the photographs, is truly spectacular. Since its completion the car has appeared at numerous shows, and has been back to its old hunting ground, the Mille Miglia, to participate in retrospective runnings in the hands of its owner. In 2007, it won the Miglia Mille Trophy at the Pebble Beach Concours d'Elegance, and in 2008 it won Best of Show at both the Cavallino Classic and at Villa d'Este. It even was reunited with its first owner and Mille Miglia-winning driver Giannino Marzotto; please see following article.

GRAZIE!...

We wish to thank Giannino Marzotto, Jack Croul, David Seielstad, Marcel Massini and Gabriele Artom for their help with these two articles.

GENERAL TECHNICAL SPECIFICATION...

Engine:	60 deg V-12, longitudinal, alloy block & heads
Timing Gear:	2 valves per cylinder, single overhead camshaft per bank
Bore & Stroke:	65 mm x 58.8 mm
Unitary Displacement:	195.08 cc/11.90 cu in
Total Displacement:	2341 cc/142.83 cu in
Compression Ratio:	8.5:1
Maximum Power:	160–180 bhp @ 7000 rpm
Induction System:	1 or 3 Weber 36 DCF/1 carburetor(s) with mechanical Fispa fuel pump
Ignition System:	Twin coils and distributors
Electrical System:	12 Volt, with dynamo and Marelli battery
Transmission:	Dry single plate clutch, 5 speed + reverse
Chassis:	Elliptical-section steel tubes
Front Suspension:	Independent with transverse leaf spring and hydraulic shock absorbers
Rear Suspension:	Rigid axle, semi-elliptic leaf springs an Houdaille hydraulic shock absorbers
Steering:	RHD with worm and roller steering box
Wheelbase:	2250 mm/88.65 in
Front Track:	1278 mm/50.35 in
Rear Track:	1250 mm/49.25 in
Kerb Weight:	Approximately 850 kgs/1873.4 lb
Wheels & Tires:	Front: 72 spoke wire wheels, 15" x 4.00" with Rudge hubs & 15 x 5.50 tires Rear: 72 spoke wire wheels, 15" x 4.00" with Rudge hubs & 15 x 6.00 tires
Brakes:	400 mm dia. drum brakes front and rear, hydraulically operated, with cable handbrake to rear wheels
Fuel Tank:	85 liters/22.46 gal
Top Speed:	N/A

All the elements of the early signature Ferraris are here in s/n 0026 M – the simple, curvaceous and yet elegant body, the egg crate grill, the unpretentious head and tail lamps, the compact nose and rear end.

KEITH BLUEMEL IMAGES

AN AUDIENCE WITH THE COUNT

RECORDED BY KEITH BLUEMEL

It is not every day that one gets the opportunity to mix with the aristocracy when you live in a suburb of London, and even less so, someone with a motor sport heritage. Thus, it was a surprise to get a telephone call back in June of 2009 from a friend in Italy, Gabriele Artom (the owner of the 500 TRC featured in Cavallino 176), enquiring whether I would like to accompany him, and the 1950 Mille Miglia winning 195 Sport Touring Berlinetta, to visit the owner and winning driver, Count Giannino Marzotto, at his home to reunite him with a car that he hadn't seen for nearly sixty years.

Of course, the answer was in the affirmative, the Marzotto brothers being legendary gentleman Ferrari drivers in the company's early years. The car had been away from its current California home, in Italy for the retrospective Mille Miglia that May, and Gabriele was "babysitting" for the owner, Jack Croul, prior to getting it shipped home, and thought that it would be nice for the Count to meet up with his Mille Miglia winning car again. Gabriele's father, Franco Artom, initiated the introduction, as he was a long time friend of the Count, both from his youth, and in later years through business and sporting pursuits, like hunting. All I had to do was arrange a flight to Milan to meet up with Gabriele, and he would organize everything from there – job done!

The flight, and the train journey into Milan, was the relaxing part of the trip, as anybody who has driven with Gabriele will confirm, whether it be in a classic car or a modern one. He only has one speed – flat out, a real Italian trait! Fortunately for the 195, it was being transported by truck, and we were in a modern BMW, where at least I had seat belts and airbags, should the worst come to the worst. Almost unbelievably we made it to the Villa Marzotto in Trissino without mishap, and as far as I am aware, without a speeding ticket.

We arrived just as s/n 0026 M was being disgorged from the truck in the street at the entrance to the Villa's grounds, so Gabriele's manic driving proved to provide perfect time keeping! A quick cell phone call to the Count's PA to advise of arrival, and we took the car up the driveway to the palatial imposing Villa, where she greeted us, and said that we were free to use any locations that we wished to take pictures, until the Count came up from the "small house" on the estate down the hill on the other side of the town.

The date had been arranged to coincide with a party that he hosts annually for locals in colonnades around a courtyard adjacent to the "small house", so that we were invited to sample his hospitality for the evening. She mentioned that he had initially appeared ambivalent to the idea of the reunion, but seemed more hospitable to it as the date approached, and confided that he normally took a nap after lunch, but hadn't done so today, so it seemed that the prospect was giving him a degree of excitement.

After taking a multitude of photographs, we had to decide where to place the car for his arrival, and here the weather came into play, as it started to rain steadily, which wasn't the best scenario for the presentation. Another call to the PA, and she suggested an outbuilding attached to the Villa where there was space to house the car in the dry, which would also give us the opportunity to dry it off before he arrived. A further suggestion was that maybe we would like to have the winner's cup from the Mille Miglia with the car for the presentation, which she duly arranged to be brought from the Villa. She showed us the way to a pair of large grey metal doors, which appeared not to have been opened for years, as they creaked on their hinges upon opening them. There was a large clear area just inside the cavernous unlit space, the only light coming from the door opening, where in a corner in the gloom, lay forlornly a sixties Iso Rivolta on axle stands, covered in a thick layer of dust, obviously forgotten and untouched for years.

As we finished drying off the Ferrari, she received a phone call to say that he was on his way up from the "small house", so we hurriedly closed the doors to hide the car from view, and stood in the, now fortunately light, rain awaiting his arrival.

A silver Mercedes-Benz estate car swept up the driveway to the building, and out stepped the Count, cigarette in hand, a tall imposing figure, not at all like the jockey size race drivers of today. One immediately had the feeling that this was a man of substance and power, even though he was in his eighties, and had been in poor health shortly prior to our visit. He had an indefinable presence, and exuded an air of grace and dignity as he greeted us graciously with a firm handshake and a warm welcoming smile. After the general introductions, Gabriele cheekily commented on the large ashtray sitting atop the regular ashtray in his car (the Benz), brimmed with cigarette butts. We asked him whether he smoked when driving in the Mille Miglia, to which he replied in the affirmative, adding

This page: Count Giannino Marzotto becomes reacquainted with his 195 Sport Touring Berlinetta, with which he won the 1950 Mille Miglia.
Opposite above: Giannino Marzotto stands with the 1950 Mille Miglia winner's trophy.
Opposite below: In his office recounting old stories and forever young memories.

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