



FONDAZIONE CASA NATALE
ENZO FERRARI



"The Great Challenges Ferrari – Maserati"

The cars exhibited

FERRARI 340 MM s/n 0280 AM, 1953

Collezione Camellini

The Ferrari 340 earned its place in racing history thanks to Giannino Marzotto's victory in the Mille Miglia on April 28, 1953. It was built as an answer to the endless search for victory through engine power rather than the refinement of the chassis, the efficiency of the suspensions, the innovation of the parts. Before the Mille Miglia, this car raced in the Tour of Sicily on April 12, driven by Gigi Villoresi with Pasquale Cassani. These were the only two races for the Ferrari factory team: two victories. The car on show here is the one driven by Giannino Marzotto in the 1953 Mille Miglia. The same car also won the Tour of Sicily. It has belonged to the present owner's family since 1964.

FERRARI 250 TOUR DE FRANCE s/n 0793 GT, 1958

Private Collection

It did not look like a racing car able to win on a circuit, hillclimb or open road, until the PF 704 bodywork was presented at the 1956 Geneva Motor Show. At Maranello they decided this was the right image for the 3 litre berlinetta they had created for the GT class races. In September 1956, the Tour de France Automobile saw Alfonso De Portago-Edmund Nelson's victory with the 250 GT. This victory is probably at the origin of the unofficial name, TDF, Tour de France. The car on show here, sold to Giuliano Giovanardi in 1958, carried the driver to numerous hillclimb victories and the Italian Mountain Championship in 1959. It has belonged to the present owner's family since late 1959.

FERRARI 500 TRC s/n 0658 MDTR, 1957

Collezione Caggiati

In 1955 the renewal was necessary because the 1954 500 Mondial was a loser against the 2 litre Maserati. They started with what already existed, simplifying and improving. The factory 500 TR contributed to Ferrari's third victory in the World Sports Championship. When FIA announced new rules for the 1957 World Sports Championship, Ferrari answered by updating the 500 TR and adding the suffix C to its name, just to underline the compliance with the new rules and renewing the bodywork, carried out by Sergio Scaglietti who created one of the most beautiful Ferrari Sports ever. The car on show here had a good racing career in the Usa. It was purchased by its present owner in 1992.

FERRARI DINO 156/246 s/n 0011

Private Collection

In 1956, Alfredino "Dino" Ferrari, Enzo's son, was an interested listener at the meetings where his father and Vittorio Jano were outlining the new single-seater. Jano designed a



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six-cylinder V 65° engine, double ignition, oversquared, fed by three Weber 38 DCN carburettors, optimised to go on commercial petrol. In the first bench tests, the power output was 180 bhp at 9,000 rpm. The new single-seater was used both in F2 (1.5 litre engine) and in F1 (2.4 litre engine). In 1958 it carried Mike Hawthorn to victory in the F1 World Drivers' Championship. It raced for the Ferrari factory team until 1960. The car on show here is the first Dino that was built. With the 156 engine it won in Syracuse and Reims and in 1958 it was driven in F1 by Luigi Musso, Olivier Gendebien, Wolfgang von Trips. At present, a 1.5 litre is mounted.

FERRARI 500 MONDIAL s/n 0410 MD, 1954

Collezione Righini

At the end of 1953, in Ferrari they knew they had a fantastic engine, the 4 cylinder 2 litre with a power output of 185-190 bhp that had dominated the World Driver Championship in 1952 and 1953, mounted on the F2 Tipo 500. Aurelio Lampredi, designer of the single-seater F2 engine, also designed the version for the Sports category for 1954. The compression ratio was reduced to adapt it to commercial fuel, all this was mounted onto a conventional chassis, taken from the earlier 250 MM, and the bodywork was initially the work of Pinin Farina and later of Scaglietti. The car on show here is unique as it has the second series front by Scaglietti and the rear part of the first series, work of Pininfarina.

FERRARI 750 MONZA s/n 0470 MD, 1954

Collezione Brevini

Today when a "classic" Ferrari is judged almost exclusively for its harmony and shape of the bodywork, the 750 Monza stands out among the best. There was nothing technically innovative about it, in fact it was an obsolete package with a good engine. It did not win many important races. But it is beautiful among the beautiful. One of the most beautiful. Another one of Sergio Scaglietti's strokes of artistic genius. The car exhibited here began with its participation in the 1954 Carrera Panamericana, driven by Giovanni Bracco, who had to withdraw in the first stage. Sold in Sweden, it was entered in several local races and was reconstructed in Great Britain at the beginning of the 1980's. It has belonged to its present owner since 1999.

FERRARI 375 INDY s/n 2, 1952

Louwman Museum

At the end of 1951, Ferrari had a winning F1 single-seater, the 375 with the V12 atmospheric engine designed by Aurelio Lampredi, made useless overnight by the decision to open the World Drivers' Championship to the F2 racers. Four cars, two of which built at the beginning of 1952 and called 375 Indy, were sold in the Usa for the 500 Miles of Indianapolis. The venture was a complete failure, (the Ferrari were too slow, due to their weight, the unsatisfactory torque, the short range of maximum power)



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nevertheless it was a promotional success as regards to sales development in the Usa. The car on show here is the 375 Indy sold to Gerry Grant for Johnny Parsons who refused it for the race. It belongs to the Louwman Museum in the Hague, Holland.

FERRARI 857 S s/n 0578 M/0584 M/0203 M, 1955

Private Collection

In his search for greater power to contrast Mercedes and Jaguars, technically superior, and Maserati, inconsistent but very fast, Lampredi had found nothing better to do than return to increasing the displacement of the engine, like they did at the beginning of the century. However, without breaking away from the 4-cylinder architecture. Lampredi started from the Tipo 119 engine of the 750 Monza, he developed the Tipo 129 with displacement of 3.5 litres. Four 857 S were built for the factory team which later had an evolution in the 860 Monza model. The car exhibited here has a very complicated but well documented history. Driven by Alfonso De Portago it took fifth place in the 1956 1000 Km of Paris and, with Peter Collins, won the Tour of Sicily in that same year. Restored in Italy at the beginning of this century, it has belonged to its present owner since 2010.

FERRARI 330 P s/n 0818, 1964

Collezione Maranello Rosso

The architecture with central engine both for the single-seater and the Sport Prototypes was accepted by everyone by 1963. Enzo Ferrari gave the green light to the exploitation of the V12 engine also in the Prototypes. With the technical management entrusted to Mauro Forghieri, the Ferrari "P" era began. The new bodywork, designed by Pininfarina, was rational and efficient. At the beginning of the rivalry with Ford, Ferrari was once again the protagonist of the 1964 World Championship with victories at Sebring, Nürburgring, Le Mans, Tourist Trophy and Montlhéry. At the end of the season, the world title remained at Maranello. The car shown here has had a top level sporting career, lined up in races by the Maranello Concessionaires. It won the 1964 Tourist Trophy, driven by Graham Hill and the 1000 Km of Paris in that same year, with Graham Hill-Jo Bonnier. It belongs to the Collezione Maranello Rosso of San Marino, begun by Fabrizio Violati.

FERRARI 400 SUPERAMERICA COUPE' AERODINAMICO s/n 2809, 1961

Collezione Camellini

At the end of the 1950's, the Ferrari road cars were becoming known as the cars for kings and the super-rich who were searching for exciting performance with the most possible comfort, even better if "dressed" in an aesthetically memorable bodywork. The 400 Superamerica was designed with the intention of answering the needs of a market which was "daughter" of the 410, a racing car dressed up as a GT.

After some prototypes with bodywork by Pinin Farina, the 400 Superamerica, found its top aesthetic lines with the Coupé Aerodinamico, presented at the Geneva Motor Show



in 1961. Count Volpi di Misurata was the first owner of the car exhibited here. It has belonged to its present owner since 2002.

MASERATI A6G/54 BERLINETTA-ZAGATO, s/n 2189 (formerly 2118), 1956

Private Collection

Sixty units, 20 of which in the competition version with Zagato bodywork, indicate a commercial success which in the mid-1950's was quite rare. It scored a point for the company in viale Ciro Menotti in the ongoing challenge with Ferrari, in races and in the difficult market niche of high performance vehicles. The identification includes "54", the Maserati factory name, to distinguish it from the A6G 2000, the GT whose place it took from 1954. The power was not exceptional, but the light weight and the lines of the Zagato racing version generated a remarkable performance. The Italian drivers bought it for racing in the 2 litre GT Class on circuits and hillclimbs, marking up numerous victories over the Fiat 8V Zagato, the Lancia Aurelia B20 and the Alfa Romeo 1900 TI and Zagato. The first owner of the car shown here was Giuseppe Musso, Luigi's older brother. In 1957 it returned to Maserati where it was updated mechanically and had the body changed, still by Zagato, and it was renumbered 2189.

MASERATI 350 S, s/n 3503, 1956

Private Collection

The 350 S was born from a rational and efficient project. It had become clear that the 245 bhp of the 300 S were not enough against Ferrari and Jaguar. It was therefore decided to develop an inline 6 cylinder 3.5 litre engine while waiting for the 450 S. The first two units, s/n 3501 and 3502, were the object of a frantic race against time to be readied for the Mille Miglia. One was to be driven by Piero Taruffi, who refused it, the other by Moss-Jenkinson. Moss decided to race the new car, well aware that it really was not race-ready and prepared for such a demanding task. He went spinning off the road at Antronoco. The car exhibited here is the last of the three that were built. It was given a V12 engine derived from the F1 250 F increased to 3.5 litres displacing 355 bhp at 9,000 rpm. It raced in the 1957 Mille Miglia driven by Hans Herrmann, DNF. Salvaged in Argentina in the 1990's, it underwent restoration-reconstruction between 2007 and 2009 receiving a V12 3.5 litre engine with parts in magnesium and original components. It has belonged to its present owner since 2006.

MASERATI 450 S PROTOTYPE, s/n 4501, 1956

Private Collection

The 450 S was supposed to be the ultimate weapon, the right car to win the 1957 Sport World Championship for Maserati. It had entailed the greatest financial commitment by the company in the decade including the project, production of 10 units, management of the factory team. Maserati arrived at the last race of the Championship, the GP of Venezuela, Caracas, on November 3, with three 450 S and a single 300 S. It was a



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catastrophe: all three of the 450 S were seriously damaged and the title remained with Ferrari. The 450 S was the highest expression of the great front engine Sports of unlimited capacity. The history of the car on show here is quite fascinating, it was born as a 350 S, s/n 3501 and was refitted out in Maserati as a 450 S and sent to Sweden in August 1956, it recorded the third fastest time in the qualifications, but did not take part in the race due to insufficient testing. As a 450 S it should be the car driven by Fangio-Moss in the 1957 1000 Km of Buenos Aires. Recovered in the Usa, the engine that has been installed is the 4519, originally a marine version of 6.4 litre displacement.

MASERATI V5 – REPLICA IZETA 001, 1934

Private Collection

With 4,905 cc, 320 bhp and a weight of 1,050 kg the Maserati V5 was the last of the two-seater giants in Grand Prix races in a very complex period for world economy and car-racing. However, it was a very agile giant: in fact, its power-weight ratio was the best of those years. It was quite close to the Alfa Romeo Tipo B-P3 of the following year, which is remembered for starting the new era of the "lightweight" Grand Prix single-seaters. The V5 represents the final evolution of the Tipo V4, designed in 1929 by Alfieri Maserati, where 5 indicated the capacity increased to 5 litres. The car shown here has been completed in the 1934 Tripoli GP version, where it was driven by Piero Taruffi who had the only serious accident of his long career there.

MASERATI A6GCS s/n 2086 (formerly 2057), 1954

Collezione Artom

A masterpiece. A two-seater Sport destined to remain among the most beautiful and successful racing cars. The bodywork presented a great personality: the engine, detuned from the F2 model, had oversquare dimensions with bore 76.5 mm and stroke 72 mm for a total capacity of 1,986 cc. The first success of the A6GCS Sport 2000 arrived during the race it had been created for: the Mille Miglia. In 1953, Emilio Giletti, together with Guerino Bertocchi, race number 525, won the Sport 2 litre Class and was sixth overall. In 1954 the Pinin Farina Berlinetta was built on this chassis. The car shown here came out from Maserati as s/n 2075 to receive Pinin Farina Berlinetta bodywork. It returned to Maserati at the beginning of 1955 and its original bodywork was removed and replaced with a "Barchetta" two-seater sports body by Fiandri receiving a more accentuated front part than usual, which makes it unique among the 52 units produced until 1955. It has belonged to the present owner's family since 1968.

MASERATI TIPO 63 BIRDCAGE s/n 002, 1961

Collezione Artom

The midship engine location evolution of the front engined Tipo 61 Birdcage, this car was designed with the aim of winning at Le Mans. Maserati had finished direct participation in races a few years earlier and the Tipo 63 were sold to Count Volpi di Misurata's Scuderia



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Serenissima (two) and Team Camoradi (one). They had a 3 litre V12 engine, 320 bhp at 8,200 rpm. They raced at Le Mans showing their great potential but also their lack of reliability. They won twice in the Usa for Team Cunningham. The car exhibited here was completed by Maserati on March 10, 1961 in the "short nose" version, short wheelbase, 4 cylinder engine. In April the bodywork was modified at Maserati, becoming "long nose" with a V12 engine. It was entered at Le Mans by Team Cunningham for Richard Thompson-Augie Pabst, and was classified overall fourth, achieving the best result in the history of the Maserati presence in that race. It has belonged to the Collezione Artom since September 1991.

MASERATI 250 F "Interim" s/n 2518, 1954

Private Collection

The 250 F was quite rightly an icon of the front-engined single-seaters, the only F1 that lasted for the whole duration of the 2.5 litre formula: it took part in and won the first race in January 1954 (Argentinian GP), it was at the start in the last one in November 1960 (United States GP). Besides the unquestionable technical and performance values, the 250 F was the favourite of many drivers, also gentlemen drivers and represented an exceptional industrial result for those years. Having won the 1957 F1 World Championship with Juan Manuel Fangio, Maserati concluded its direct presence in F1, even though the "Small" version was driven by Juan Manuel Fangio in Reims, July 6, 1958, his last race in F1. The car on show here is important as it presents the transition between the previous single-seater A6GCM, s/n 2038, and the 250 F. When Maserati modified s/n 2038 to adapt it to the 2.5 litre engine of the new F1 (1954) it was given number 2510. In November 1956, property of Ottorino Volonterio, it received the engine from the 250 F Aerodinamica 2518 and also took its chassis number. From 1966 it was in Walter Grell's museum in Switzerland for 24 years. It has belonged to its present owner since 2000.

MASERATI 200 SI s/n 2428, 1957

Private Collection

It is anything but easy to design a car that is more modern and better than a winning car like the A6GCS, 6 cylinder engine. However, to beat the new Ferrari Testa Rossa in Sport 2 litre races, it was necessary to react both regarding design and performance. The result was the 200 S, the big sister of the 150 S. The first three units of the 200 S, with bodywork carried out in Modena by Celestino Fiandri on Medardo Fantuzzi's design, made their debut at Monza on June 24, 1956 in the fourth Trofeo Supercortemaggiore. The "mass" production (30 units) received the new identification 200 SI, an engine with 186 bhp at 7,200 rpm and raced in Europe and the Americas. The car exhibited here was completed on July 21, 1957 and sold in France to André Loens who won the Circuit of Cadours and had an accident at Monthl  ry. After changing various owners in France, it has belonged to its present owner since 1996.



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MASERATI ELDORADO "MONZANAPOLIS" s/n 4203, 1958

Collezione Panini

At the end of 1956, the management of the Automobile Club d'Italia and Milano decided to organise a challenge in Monza between the racers which were protagonists of the 500 Miles of Indianapolis and the top of European racing technology, concentrated, at that time, in Italy, in Modena at Ferrari and Maserati. For the 1958 edition of the "500 Miles of Monza – Two Worlds Trophy", Giulio Alfieri designed a chassis based on the 250 F to which he adapted stronger suspensions and the V8 engine from the 450 S, with capacity reduced to 4.2 litres. During the race, split into three heats adding up for the final classification, the engine of the Eldorado refused to pick up revs due to a lack of preparation (there had not been enough time). Moss, who was driving it, managed to finish fourth in the first heat and fifth in the second, yet always ahead of the Ferrari. He had a terrible accident in the third heat when, at full speed on a banked curve, the steering failed. Moss came away with a fright but unharmed. The car, still sponsored by Eldorado, took part in the trials for the 1959 500 Miles of Indianapolis, without qualifying for the race. It was salvaged during the early 1990's and brought back to the dynamic and aesthetic conditions of 1958 by the Collezione Panini.

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