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CAVALLINO

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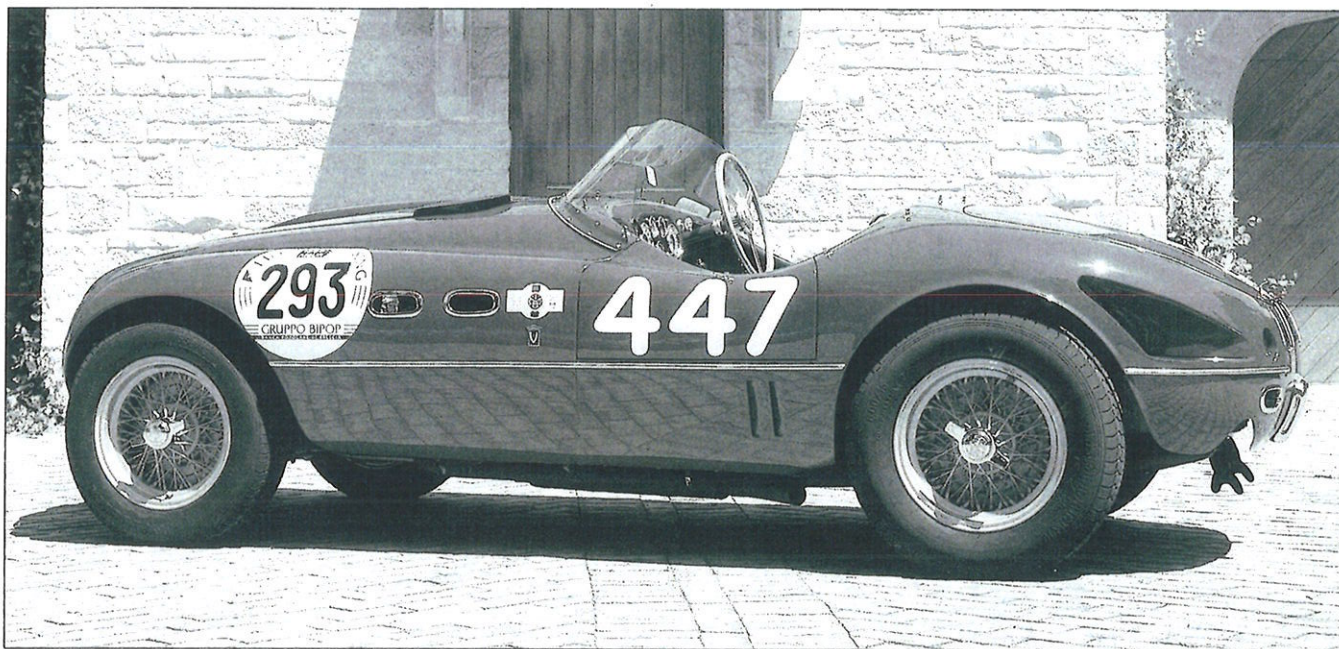
SQUALO AND SUPER SQUALO18
 In concept, design and execution, these Ferrari Grand Prix cars were state-of-the-art for 1952 and 1953. But in 1954 and 1955 when they raced, technology had already passed them by. But they were everything you wanted a G.P. car to be – good looking, noisy, with spectacular handling. A look at the series, and one in particular, s/n 555/1, all brought to you by Michael T. Lynch.

THE RHD 330 LM BERLINETTA26
 Only four were made, and for one year's worth of racing. If nothing else, it shows the versatility of the men at Maranello, making a small batch of cars to fit a quirk in the rules, just to go racing. Bravo. Of the four, there was one made for England only with right hand drive. Its history detailed by Keith Bluemel. Salon photography also from Mr. Bluemel.

360 MODENA UP CLOSE34
 Some observations and reflections on Ferrari's latest creation, this time on some of the technical aspects. This is the heart and soul of any Ferrari. Notes from your staff.

166 MM/53 REVIVAL36
 They were superb little machines that gave added life to the venerable 166 V-12 motor. One particular example, s/n 0290 M, was saved and given a new life. Report on its survival, and salon photographs, from Alan Boe.

COVER: Photograph of the 330 LM Berlinetta, s/n 4725 SA, in England by Keith Bluemel.



Alan Boe Photograph

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330 LM "B" AN LM BERLINETTA

FERRARI ENGINEERING AND PININFARINA DESIGN PRODUCED THESE FAST AND ELEGANT MACHINES – THE 330 LM BERLINETTAS.

WE CONCENTRATE ON ONE OF THE FOUR, S/N 4725 SA.

INVESTIGATED IN DETAIL BY HISTORIAN KEITH BLUEMEL.

A Unique Quartet. . .

During early 1963 Ferrari produced a series of four front engined GT cars with four liter engines to contest the experimental GT category in the Manufacturer's World Championship, with an eye to Le Mans in particular. The model was the Pininfarina designed and Scaglietti built 330 LM berlinetta, that featured a nose section very similar to the 250 GTO, and with a cabin and tail profile almost identical to the 250 GT Lusso model that was first shown at the Paris Salon in October, 1962. The new model was presented to the press, along with the mid engined sports prototype 250 P, at Monza in April, 1963. The four cars were manufactured on a 2,500 mm wheelbase, chassis type 574, and carried chassis numbers 4381 SA, 4453 SA, 4619 SA, and 4725 SA, whilst a 250 GTO, chassis number 4713 GT, also received a similar body on the 2,400 mm wheelbase, normal 250 GTO type 539/62 chassis.

Each of the cars produced had slightly different features,

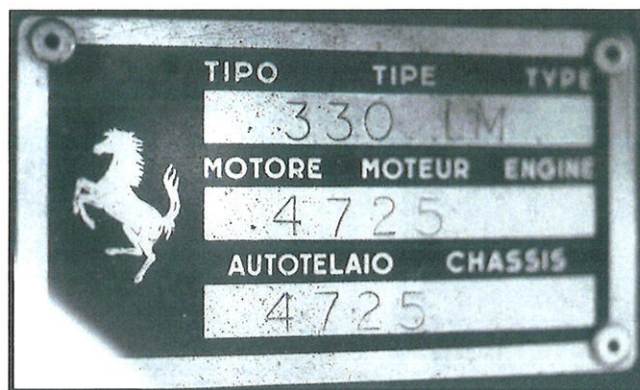
some of which are only apparent under close scrutiny. Initially all were built without any tail spoiler, but s/n 4381 SA and s/n 4453 SA received bolted on spoilers, and s/n 4725 SA a riveted one, with only s/n 4619 SA remaining without the addition of any spoiler. 4381 SA had the radiator filler cap accessible from under the bonnet, whereas the other examples had a "D" shaped hinged flap in the nose panel *a la* 250 GTO. All examples had a four speed gearbox, that of s/n 4619 SA being synchromesh, whilst the other three examples had non-synchromesh boxes. After the April, 1963, Le Mans test days, the nose of s/n 4619 SA was modified from the standard round driving lights with circular brake cooling ducts alongside, to vertical slot brake cooling ducts, as on the early 250 GTOs, without driving lights and the side lights repositioned to under the headlights. This example was then sold to a private owner, and is the only one in the series not to have any race history.

Impressive Power. . .

The four liter dry sump, single overhead camshaft per bank, 60 degree V-12 engine has type number 163/566, fitted with an impressive bank of six Weber 42 DCN downdraught carburetors surmounted by open intake trumpets. It is virtually identical to that used in the 1962 Le Mans winning 330 TRI, producing around 400 bhp at 7,000 rpm. Visually it is quite similar in appearance to the 250 GTO engine, but can be quickly identified by the location of the front engine mount points, which are virtually in line with the third cylinder from the front of the block, whereas they are in line with the second on the three liter engine, which has fourteen studs fixing the camshaft covers, as opposed to eighteen on the four liter engine. The four liter engine shares the same 77 mm bore with the 3.3 liter 275 GTB/S unit development of the three liter 250 GT engine (with a 73 mm bore), but has a longer stroke of 71 mm to provide a total displacement of 3,967 cc. It didn't rev as highly as the three and 3.3 liter units, the maximum recommended rpm being 7,500, but the longer stroke gave it more low end torque, and top end power; thus the Factory didn't deem it necessary to fit a five speed gearbox.

Special Development Granted. . .

Much of the development work on the model was carried out by the British Ferrari works driver and development engineer Michael Parkes, who was the first person to exceed 300 kph (187.5 mph) on the Mulsanne Straight at the Le Mans circuit, during the April, 1963 test days in a 330 LM berlinetta, s/n 4619 SA. For the race in June, the three examples entered would run in the prototype class along with their mid-engined sports racing sisters, whilst the similarly bodied 250 GTO, s/n 4713 GT, would run in the GT category. It was also Mike Parkes that gave the model its maiden competition outing at the Sebring 12 Hour Race in March, 1963, partnering Lorenzo Bandini in the works entered car, s/n 4381 SA. Here the debut was inauspicious, as Mike Parkes crashed into retirement after seventy two laps, both drivers having experienced a number of off road excursions prior to the terminal one.



Keith Bluemel Photograph

Le Mans A Success. . .

Le Mans in 1963 was the major competition outing for the model, when three examples qualified. These were the Pierre Noblet-SEFAC Ferrari entered car, s/n 4381 SA, race number 9, for himself and Jean Guichet, the NART car, s/n 4453 SA, race number 11, for Dan Gurney and Jim Hall, and the Maranello Concessionaires car, s/n 4725 SA, race number 12, for Jack Sears and Mike Salmon. A further front engined four liter Ferrari was also present, this being the 1962 Le Mans winning 330 TRI, ▶

MICHAEL PARKES DID MUCH OF THE DEVELOPMENT WORK ON THE 330 LM BERLINETTAS, AND HERE HE IS IN OUR VERY CAR, THE RHD EXAMPLE, S/N 4725 SA. PHOTOGRAPHER PETER COLTRIN HAD THIS COMMENT: "HE IS DOING HIS SUMS AFTER A SHAKEDOWN CRUISE TO BOLOGNA AND BACK TO MODENA. IN SUNDAY MORNING TRAFFIC HE HAS TOUCHED 176.2 MPH!"



Peter Coltrin Photograph/The Klemantaski Collection



Keith Blumenthal Photographs

PININFARINA DID NOT DESIGN THE 250 GTO, WHICH IS A WHOLE OTHER STORY, BUT THEY WERE ASKED TO DO SEVERAL VARIATIONS ON THE GTO STYLE, THE GTO 64 BEING THE MOST OBVIOUS. BEFORE THAT, HOWEVER, CAME THESE VERY SLICK AERODYNAMIC COUPES IN 1963, AND WHILE THE MECHANICALS OF THE FOUR CARS IN QUESTION WERE NOT AS RELIABLE AS ONE WOULD EXPECT OF A FERRARI OF THE PERIOD, THESE THINGS WERE AMAZINGLY FAST, WITH ONE CAR BEING FASTER ON THE STRAIGHTS AT LE MANS THAN THE PROTOTYPE 250 P1

THE NOSE IS PURE GTO, AND WHILE PININFARINA DOES NOT TAKE CREDIT FOR THE GTO FRONT END DESIGN, THEY KNEW A GOOD THING WHEN THEY SAW IT, AND THEY WERE NOT SHY ABOUT GRAFTING IT ON TO THE LUSO FORMAT. NEVER HAVE SO MANY DIFFERENT CIRCULAR SHAPES BEEN SO SUCCESSFULLY INCORPORATED INTO ONE DESIGN CONCEPT, AND IT ALL HAD TO WORK, TOO. NOTHING WAS SUPERFLUOUS OR SIMPLY DECORATIVE.



"The body was simply a standard 250 GT Lusso with a 250 GTO nose grafted on. But it worked, both visually and in reality at the track."



Keith Bluemel Photographs

OTHER NICE STYLING TOUCHES ON THIS "250 GT LUSSO WITH A GTO NOSE" ARE THE INSET AND SLATTED REAR FENDER AIR OUTLETS (TO KEEP AIR FROM BUILDING UP IN THE WHEEL WELLS) AND THE RATHER TALL AND RIVETED REAR SPOILER. WE SUSPECT THAT KEEPING THESE THINGS GLUED TO THE ROAD WAS A CONSTANT PROBLEM IN THOSE DAYS SINCE THE SCIENCE OF GROUND EFFECTS WAS NOT YET APPLIED TO AUTOMOBILES.

THE MAIN DISTINGUISHING FEATURE OF THE 330 LM BERLINETTAS IS THAT SMALL RECTANGULAR PLATE(?) ON THE REAR FENDERS TO KEEP THE REAR TIRES FROM RUBBING THE INSIDE OF THE REAR FENDERS DURING RACING WHEN SUSPENSION TRAVEL WOULD BE MOST EXCESSIVE. IT WAS A SHORT TERM SOLUTION THAT SOMEHOW DID NOT LOOK ALL THAT BAD AND IT BECAME AN INTEGRAL PART OF THE CAR'S DEMEANOR.



"It was faster on the straight at Le Mans than the 250 P prototype race car that was supposed to be the very latest in Ferrari technology. All it took was a big engine, a slippery body, and a brave driver."

s/n 0808, this time driven by Pedro Rodriguez and Roger Penske, which set the fastest practice time and was running third in the eighth hour before the engine blew in a big way with Roger Penske at the wheel, flat out between the Mulsanne and Indianapolis corners during the ninth hour. Of the 330 LM berlinettas, s/n 4381 SA was the first to cry enough, with an unhealthy thirst for oil in the fifth hour, after having run as high as fourth; then s/n 4453 SA broke a driveshaft shortly after Jim Hall had taken over from Dan Gurney during the night; thus we were down to one four liter example left in the race. This was, of course, the Maranello Concessionaires entry, s/n 4725 SA, whose drivers were under strict instructions from Colonel Ronnie Hoare to treat the brand new car sympathetically, and to "run it in carefully." So, despite some relatively minor problems, including overheating which dictated a further reduction in pace for the last half of the race, the Sears/Salmon duo soldiered on gallantly, climbing steadily through a field that was rapidly being depleted by retirements, to keep the car running to the end, finishing in fifth position overall, behind a pair of Ferrari 250 P sports prototypes that were first and third, and a pair of 250 GTOs, second and fourth, whilst the similarly bodied 250 GTO, s/n 4713 GT, of Piper/Gregory, rounded out an all Ferrari top six.

The Only RHD. . .

It is the Maranello Concessionaires example, s/n 4725 SA, supplied against their order number 77 in early 1963, that we feature here as the most successful 330 LM berlinetta in a short competition career for the model, and unique in that it was the only right hand drive example produced. After its Le Mans competition debut, it made only one further race appearance, at

Brands Hatch in August, 1963, when it was driven by Ferrari works driver Lorenzo Bandini, on loan to Maranello Concessionaires, to a class win and eighth overall in the Guards Trophy Race. Between Le Mans and Brands Hatch the bonnet mounted bug deflector had been removed, although the red identification light on the roof was retained, and it is in this form that it appears today. Soon after its last race at Brands Hatch, it was sold by Maranello Concessionaires to the first of a chain of owners in France that included Baron de Rothschild and the famed collector

OWNERSHIP HISTORY OF 330 LM "B", S/N 4725 SA. . . COMPILED BY KEITH BLUEMEL

1963: Maranello Concessionaires, Ltd., Great Britain
Registration 499 FX
1963-65: Foussier, France.
1965-66: Martin, France.
1966-67: Abdi, France.
1967-68: Baron de Rothschild, France.
1968-90: Bardinon, Mas du Clos, France. Registration
331 DL 23; later 330 LM 23.
1990-92: Kato, Japan.
1992-93: Baron Meyr-Melnhof, Austria.
1993-98: Baron Meyr-Melnhof estate, Austria.
1998-99: Collins, Talacrest, Ltd., Great Britain. Registration
499 FX
1999: Hamilton, Duncan Hamilton & Co. Ltd.

COMPETITION HISTORY. . .

1963: Le Mans 24 Hours, June 15-16. Fifth overall, third in prototype class.
Jack Sears/Mike Salmon.
Guards Trophy, Brands Hatch, August 3. Eighth overall, first in class.
Lorenzo Bandini.

MEMORIES OF LE MANS, 1963, WITH 330 LM BERLINETTA, S/N 4725 SA. . . BY JACK SEARS

"I remember that we were driving one of three 330 LM berlinettas that started the race, and the Colonel (Ronnie Hoare) was determined that his car should finish. He told us that he didn't want any heroics, just a fast steady drive that wouldn't overstress the car; respecting his instructions, we did just that. He also kept the "plombeurs" (the officials who fixed the lead seals to stop any rule infringement) happy with food and wine, as he rightly reasoned that if you were on good terms with them, then the pit stop turnaround time would be quicker, as they would be more speedy in their given task.

"The car itself was easy to drive in an event like Le Mans, where it provided a comfortable ride. The handling was not as crisp and sharp as that of the 250 GTO, which showed on tighter circuits, like its only other contemporary race appearance at Brands Hatch in August of the same year. At that meeting I was driving the John Coombs' 250 GTO, s/n 3729 GT, whilst the Ferrari Factory had loaned works driver Lorenzo Bandini to the Colonel to drive the 330 LM, s/n 4725 SA. In practice I was quicker in the GTO, and the Colonel was disappointed in the performance of the 330 LM, so he asked me to try it to see what I thought. However hard I tried, I couldn't match the times that I had achieved in the GTO, although I must admit that I was rather proud to have lapped the 330 LM slightly quicker than Lorenzo Bandini's best time. The superior handling of the GTO showed in the race, as I finished fifth behind four sports prototypes and won the GT category, whilst Lorenzo Bandini in the 330 LM could only manage eighth overall, but still won the over three liter GT class.

"I always enjoyed the challenge of endurance races, and Le Mans in particular, this race being my second visit there, as one has to strike a balance to optimize speed and mechanical sympathy, to try and achieve a finish, without which there is no recognition of the efforts made. The fifth place in the 330 LM berlinetta in 1963 with Mike Salmon was my personal best result of my four visits to the Sarthe circuit, so it holds a special place in my memory."

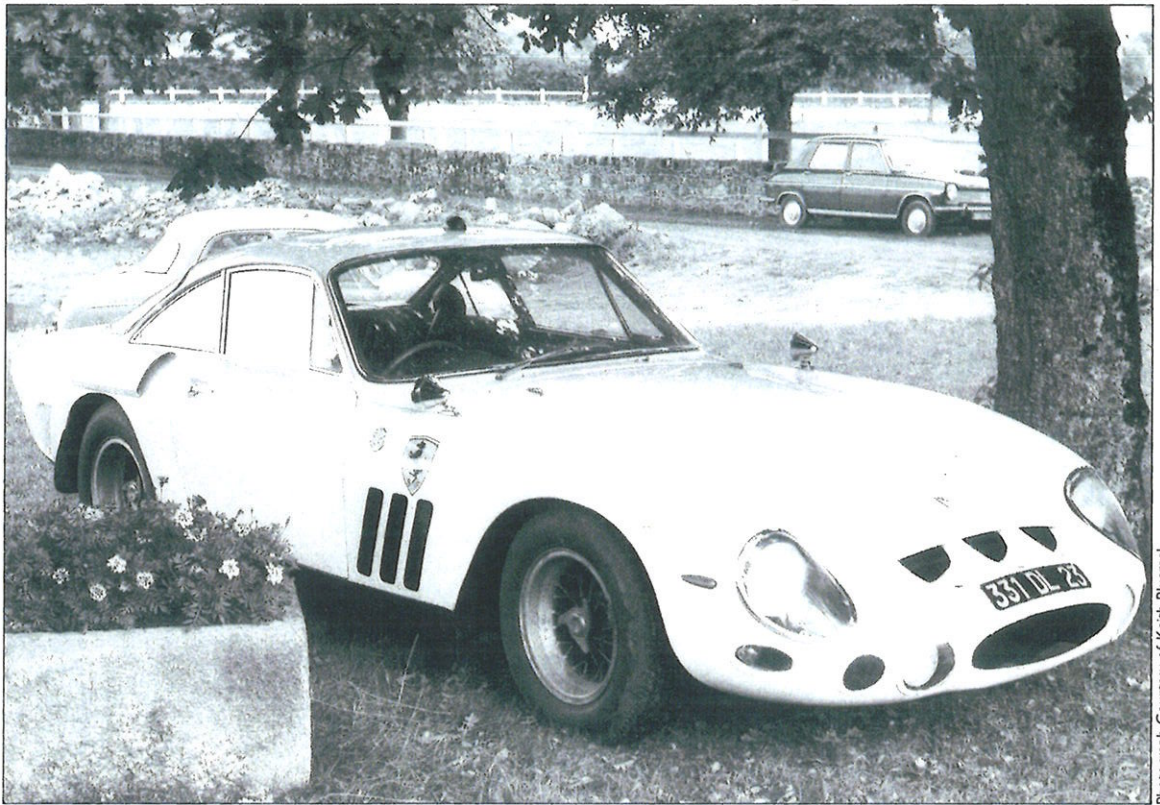
MEMORIES OF LE MANS, 1963, WITH 330 LM BERLINETTA, S/N 4725 SA. . . BY MIKE SALMON

"My initial impressions of the car was that it needed a five speed gearbox, the brakes were rather poor, and that the handling didn't compare to a GTO, which had the ultimate handling of any GT car ever made. However, as with most Ferraris, the engine was strong and delivered constant power throughout the race. With the Aston Martins of the period, you would start the race with plenty of power, but it would gradually diminish as time went on; not so the Ferraris, they remained with a constant output, and either ran for the duration or broke.

"I recall that we had a leak from the water pump from very early in the race, which prevented us from maximizing the reduction in fuel load to increase speed, as if we did, then the water temperature would also rise. A further problem occurred at about eleven o'clock on the Sunday morning, when during a routine pit stop it was found that a rear wheel had turned on the hub splines, making it difficult to remove and replace. The Colonel was concerned more for our safety than the car finishing the race, and wouldn't allow it to leave the pits until he was satisfied that it was safe to continue. This was typical of him, as being his first visit to Le Mans, it was very important for the team to do well, but his drivers security and well being were even more important.

"At around two on the Sunday afternoon, the Colonel suddenly went into panic mode, as he thought that the Piper/Gregory GTO was on the same lap as us and catching. As "Gentleman Jack" had started the race, I was taking the final stint to the flag at four o'clock, and I was instructed to speed up, although my wife Jean was also timekeeping, and she told me that they were still a lap down on her figures. I let the Colonel think that he was right, as it allowed me to drive a bit faster and have a go, rather than just cruising to the flag.

"Of the thirteen Le Mans races that I drove in, 1963 with the 330 LM was my second, after my 1962 debut in the Aston Martin DB4 GT Zagato, and was my highest finishing position, so perhaps the car wasn't as bad as I first thought!"



Photograph Courtesy of Keith Bluemel

Pierre Bardinon, the car having been repainted white at the time of his acquisition. It didn't take long for Bardinon to return it to its original *Rosso Cina* hue. Apart from being right hand drive, it has a further small distinguishing feature that differentiates it from the other cars in the series, this being the location of the recessed side lights. On the other three cars they were all originally in recesses alongside and on a centerline with the lower edge of the headlight cover rim, whereas on s/n 4725 SA they are set lower and farther forward in the fender sides.

Interior Appointments. . .

The interior of this example has the traditional blue cloth covered seats of the period, elegant Nardi wood rimmed aluminum steering wheel, with a crackle black paint finish to the dashboard, diamond quilt black vinyl covering to the transmission tunnel and rear shelf, plain black vinyl to the door panels, and a perforated ivory roof lining. The instrument nacelle is virtually pure Series I 250 GTO in shape and instrument content, as is the switch layout on the dash face. The left rear quarter window has a small hinged panel at its trailing edge retained by a Dzus fastener with finger grip, for access to the dry sump oil tank filler cap behind it. On the subject of windows, apart from the laminated glass windscreen, all other windows are clear perspex, including the openable quarter windows in the doors. Looking forward when seated in the driver's seat, the view is little different to that in a 250 GTO. It is only when you look to the side or rear, or down to the gear lever, that you notice any perceptible difference; to the sides and rear it is the larger glass area, and when you look down to the gear lever, you find that the gear lever turret doesn't have the slotted gate found on the 250 GTO, but an open gate with reverse lock-out lever.

A Successful Collaboration. . .

The body of the 330 LM berlinetta has a number of styling cues from other Ferrari models that all blend harmoniously to create a car with great visual impact and sensuality of line, perhaps not as overtly so as on a 250 GTO, due to the less competition



THE 330 LM BERLINETTA, S/N 4725 SA, SEEN IN WHITE PAINT JUST BEFORE, OR AT THE TIME OF, ITS SALE FROM BARON DE ROTHSCHILD TO PIERRE BARDINON IN FRANCE, CIRCA 1968.

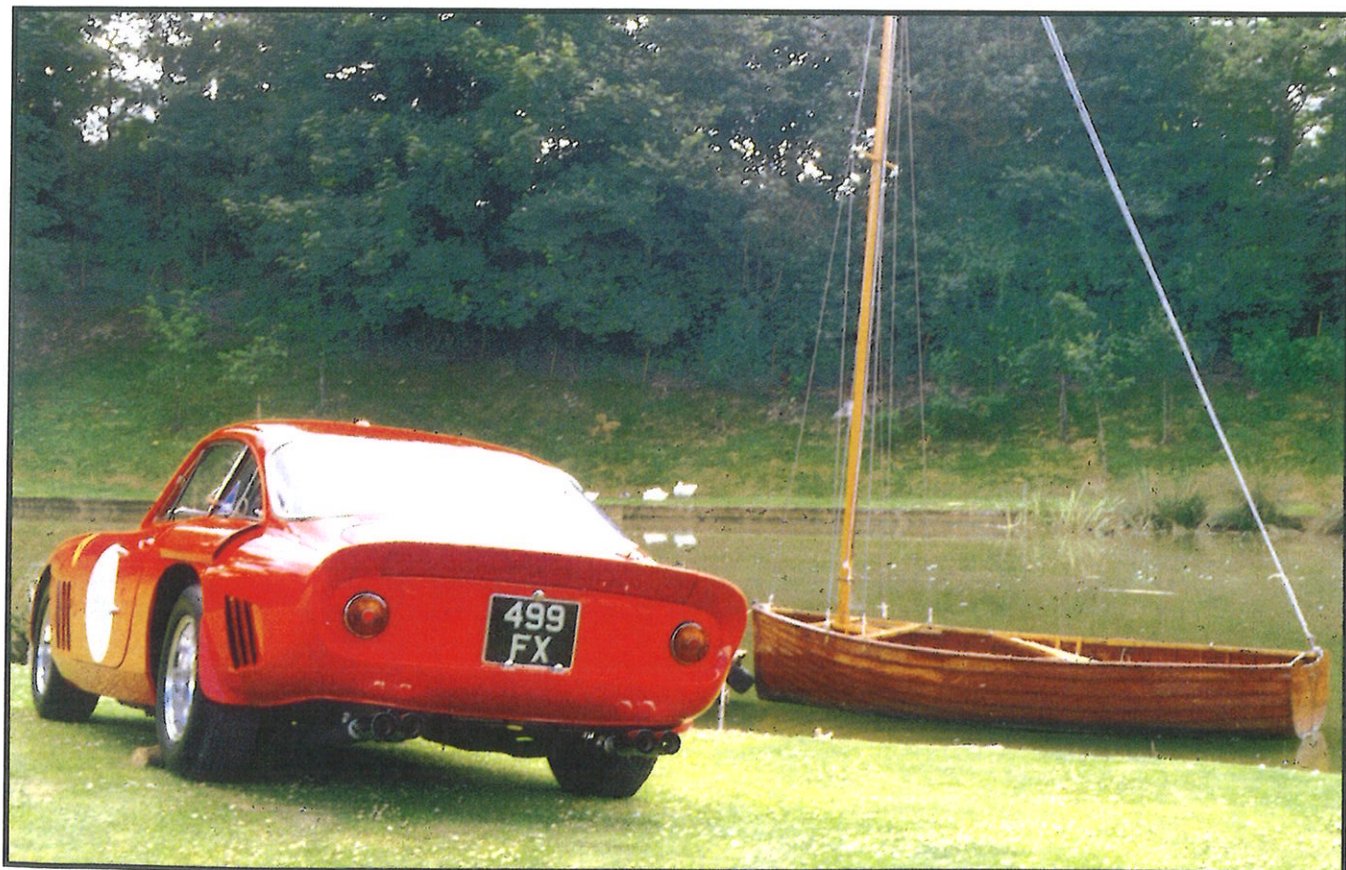
orientated cabin glass area, and less bulbous rear fenders, but certainly lines with great balance and beauty. Apart from the GTO-like nose configuration and front fender engine bay exhaust air slots, plus 250 GT Lusso cabin glass area, there is the retro touch from the early fifties 250 MM and 375 MM models with the rectangular rear fender tire clearance extensions, whilst the rear fender "D" shaped air outlets with vertical strakes were a styling detail carried forward into the 1964 bodied 250 GTO. A visually satisfying model with poise and balance of line, much rarer than its revered 250 GTO stablemate, the 330 LM berlinetta is another successful collaboration of Pininfarina design and Ferrari engineering. ▶

For more on the 330 LM berlinettas and related specials, please see *Cavallinos* 5, 94, and 98.

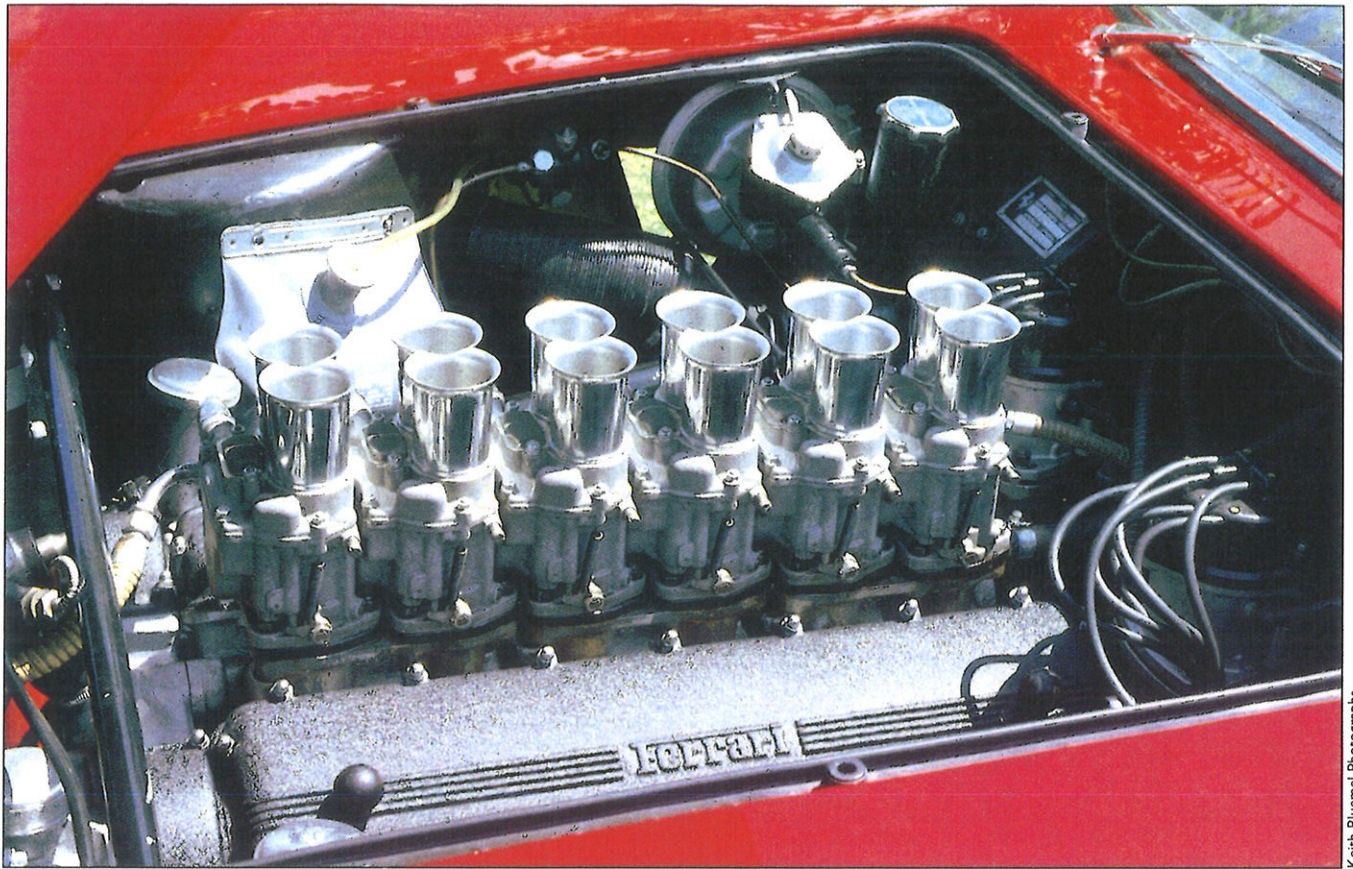


FROM THE FRONT WHEELS TO THE BACK OF THE CAR, THE 330 LM BODY STYLE IS VERY CLOSELY RELATED TO THE 250 GT LUSSO, WHICH WAS ALSO CURRENT IN 1963. PININFARINA WAS VERY PROUD OF THIS "STYLE TRANSFER FROM A PRODUCTION CAR TO A COMPETITION BERLINETTA," AND ALSO THE FACT THAT THE RESULTS WERE SO IMPRESSIVELY QUICK.

THE CHASSIS HAD A WHEELBASE OF 2,500 MM AND IT TOO WAS SPECIAL, WITH A TYPE NUMBER OF 574/539. BASICALLY, HOWEVER, IT WAS A TYPICAL HARD WORKING FERRARI CHASSIS OF STRONG METAL TUBES ONTO WHICH EVERYTHING WAS ATTACHED. IT MIGHT BEND AND FLEX, AND MOAN AND GROAN, BUT IT NEVER BROKE.



Keith Bluemel Photographs



Keith Bluemel Photographs

THESE WERE BIG ENGINES, FOUR LITERS IN FACT, AND THEY PRODUCED ABOUT 400 BHP WHICH WAS QUITE HEALTHY FOR THE DAY, ESPECIALLY IN BASICALLY A GT CAR. THOSE LOVELY REGIMENTAL AIR INTAKE TRUMPETS SIT ATOP SIX WEBER 42 DCN CARBURETORS. THESE ENGINES WERE SPECIAL BUILT AND SO THEY HAVE AN ESPECIALLY LONG AND DESCRIPTIVE TYPE NUMBER - 163/566 - AND THE MOTOR IN THIS PARTICULAR CHASSIS WAS ACTUALLY MOTOR NUMBER "3".

THE INTERIOR FOLLOWED THE PATTERN ESTABLISHED BY THE GTO - SERIOUS AND FOR RACING ONLY BUT IT WAS NOT SPARTAN TO THE EXTREME. IT HAD A CERTAIN COMFORT TO IT, ESPECIALLY IMPORTANT FOR LONG DISTANCE RACES, AS HAS BEEN POINTED OUT IN THESE PAGES BEFORE, AND IT WAS VISUALLY APPEALING IN A HANDSOME SORT OF WAY.

