

Ferrari 121 LM (446 S) Spider Scaglietti 1955, Chassis# 0484 LM

The first of five 118/121 LM Spiders built, experimental Scuderia Ferrari car

Chassis type 509

Engine type 121, internal #03

Gearbox type 509, internal # 46/SN

0484 and 0546 have chassis which have been lengthened (from 2260 mm), and in both cases the actual wheelbase of these cars is 2350 mm. Build sheet claims 2400 mm.

January 23, 1955	Raced at the Buenos Aires 1000 kms in Argentina by Maurice Trintignant and co-driver José Gonzales, race #10, disqualified • <i>(pictured page 125 of Automobiles Classiques magazine, issue 109 of October 2000)</i>
January 1955	Raced in the Formula Libre race, heat one, of the Gran Premio Ciudad de Buenos Aires, by Umberto Maglioli on race #36, DNF
February 20, 1955	Raced at the IV Circuito do Maracana by Phil Lanat, placed 6th OA
February 1955	Car airfreighted back to Italy
April 3, 1955	Raced at the XV Giro di Sicilia by Piero Taruffi on race #438, placed 1st OA
April 30, 1955	Raced at the XXII Mille Miglia in Italy by Piero Taruffi on race #728, DNF due to oil pump failure
May 15, 1955	Raced at the Gran Premio di Bari in Italy by Piero Taruffi on race #38, DNF again due to oil pump failure
May 28, 1955	Raced at the Eifelrennen at the Nürburgring in Germany by Giuseppe Farina on race #4, placed 5th OA
June/July 1955	REBODIED by Carrozzeria Scaglietti in Modena to the order of Tony Parravano, Inglewood, CA/USA Painted red with blue and white central stripes and "Scuderia Parravano" script written on the front fenders in yellow
July 16, 1955	Gearbox assembly date by mechanics Solmi and Salvarani, supervised by foreman Amos Franchini
July 21, 1955	Engine tested by mechanics Oscar Gnoli and Giulio Cavazzuti, supervised by foreman Amos Franchini
July 22/23, 1955	Engine tested again by mechanics Rossi and Turchi, supervised by engineer Taddei
August 13, 1955	Chassis frame completion date on build sheets
August 19, 1955	Tested by factory test driver Sergio Sighinolfi and Carroll Shelby at the Modena Aerautodrome • <i>(pictured page 15 of "Cavallino" magazine, issue# 93)</i> • <i>(pictured page 125 of "Automobiles Classiques" magazine, issue #109 of October 2000)</i>
August 27, 1955	Raced at the Daily Herald International Trophy race at Oulton Park, England, by Carroll Shelby, race #50, DNF, after having been towed by Shelby to England with a sedan, entered by Tony Parravano • <i>(color pictured page 72 of the Ferrari Owners Club of Great Britain magazine, issue #72 of Autumn 2012)</i>
September 1955	Car shipped to California, there it underwent body modifications in search of better cooling, also included the removal of the fin on top of the headrest

November 6, 1955 Raced at the Grand Prix of Venezuela at Los Proceres, Caracas, by Umberto Maglioli, race# 4, DNF due to overheating engine

January 14, 1956 Raced at Torrey Pines, CA/USA, by Lou Brero but failed to fire in the Le Mans start and Brero was disqualified for a push start, race# 285

1956-1957 Parked in Tony Parravano's shop for more than one year

April 7, 1957 Raced at the Palm Springs road races, CA/USA, by Phil Hill, placed 1st, race #2

- (pictured page 46 of "Vintage Motorsport" magazine, issue 2004/1)
- (pictured page 78 of "Forza" magazine, issue #54 of June 2004)

June 1957 Parravano's shop was seized by the IRS

1957 Impounded at the Mexican border, then auctioned by the Customs Service in a sealed bid mail auction to Roland Grandmaison of Corona Island, CA/USA, who soon re-sold it to Bob Sorrell (Parravano's mechanic).

1958 Car at Jack Brumby's and Dr. Rey Martinez' Italia Motors shop in CA/USA

August 31, 1958 Raced at Santa Barbara, CA/USA by Ken Miles on race #53, placed 4th OA and 1st in CM

January 31, 1959 Entered for the Pomona Grand Prix to be driven by Brumby but the car wasn't ready and DNA

1959 Car dismantled and stored at Parravano's mechanic Bob Sorrell, Long Beach, CA/USA

March 7/8, 1959 Raced at the Los Angeles Examiner Grand Prix at Pomona, CA/USA, by Tony Bettenhausen on race #38, DNF due to clutch failure, car is now painted white

- (pictured page 8 of Prancing Horse magazine, issue #124)

July 1959 Raced at Pomona by Troy Ruttman on race #38

October 10/11, 1959 Raced at the Los Angeles Times Grand Prix at Riverside, CA/USA by Roger Ward on race #163, DNF due to an accident, painted grey/unpainted

- (pictured page 8 of the Ferrari Club of America "Prancing Horse" magazine, issue #124)

Ward won the qualifying race. On the start of the main event Gurney stalled. Ward was coming up from behind and hit Gurney's car exploding the gas tank. Neither Gurney nor Ward made the restart. Jack Breskovich was entrant and practiced car, but Sorrell was the owner.

1985 Sold by Sorrell through David Cottingham's DK Engineering and broker Chris Renwick to Peter G. Sachs, resident in Stamford, CT/USA, who apparently paid US\$ 200'000

1988-1992 Totally restored by Pasquale

August 26-28, 1994 Shown by Sachs during the 20th Annual Rolex Monterey historic automobile races in Laguna Seca, CA/USA

June 24/25, 1995 Driven by Peter Sachs at the Festival of Speed in Goodwood, England, race# 85

September 27-29, 1996 Shown by Sachs during the Louis Vuitton Classic Concours held in New York, NY/USA

July 1998 Color featured in the French car magazine "Auto Passion", issue# 122

2000	Cover car and featured in Gianni Rogliatti's magazine „Ferrari Story“
January 18/19, 2001	Driven by Sachs during the X Palm Beach Cavallino Classic track event at Moroso Motorsports Park in FL/USA, race #73, placed 2nd in the drum brake race
January 20, 2001	Shown by Sachs during the X Palm Beach Cavallino Classic Concours held at The Breakers hotel in Palm Beach, FL/USA, class 11, winner of a silver award and winner of the Coppa per 6 Cilindri
August 14, 2004	Driven by Sachs during the 30th Annual Rolex Monterey Historic Automobile races held at Laguna Seca, CA/USA
August 15, 2004	Shown by Sachs during the 54th Annual Pebble Beach Concours d'Elégance, placed 3rd in Class M-3 for Competition Ferraris
March 11, 2007	Shown by Sachs at the 12th Annual Amelia Island Concours d'Elégance held at The Ritz-Carlton hotel in Amelia Island, FL/USA, winner of the Mille Miglia class
June 22, 2007	Driven by Sachs during the Goodwood Festival of Speed in England, race #121
Late 2014	Sold by Sachs to Leslie H. Wexner, resident in New Albany, OH/USA
2020-2021	Undergoing complete ground-up restoration by MPI Motion Products Inc., Neenah, WI/USA
January 22, 2022	Shown by Wexner and Stu Carpenter of Copley Motorcars at the 31st Annual Palm Beach Cavallino Classic held at The Breakers hotel in Palm Beach, FL/USA
January 23, 2022	Shown by Wexner during the Classic & Sports Sunday held at Donald Trump's estate Mar-a-Lago, FL/USA
2024	For sale by Wexner through Stu Carpenter's Copley Motorcars

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