



Maglioli in his works Ferrari 500 Mondial, Imola, 1955



642†

The ex-Fernando de Mascarenhas/Borge Barreto
1955 3-litre Ferrari 500/750 Mondial/Monza Spider Corsa
Sports-Racing Two-Seater
Chassis no. 0560MD
Engine no. (internal) 42 MZ

This quite remarkable Lot is the perhaps the most complete so-called 'restoration project' Ferrari sports-racing car that we have ever had the privilege to offer.

Fresh from the Lees Collection it comprises 3-litre 4-cylinder Ferrari 750 *Monza* specification, offered complete with a restored original rolling chassis, featuring ready-installed engine and transmission and accompanied by what is believed to be the original lightweight aluminium bodyshell in what might most charitably be described as 'tired' but (with skill and care) restorable condition...

The chassis offered here is associated with two varying versions of the competition history, one beginning life as a works 2-litre *Mondial* before conversion for customer sale into 3-litre *Monza* configuration, while the other – probably more compelling – has the car in private-customer 3-litre 750 *Monza* form right 'from birth'.

Fascinatingly, both feature the car as having become the strikingly two-tone liveried, special-bodied Mascarenhas/Barreto tail-finned machine of 1955-56 – easily one of the most startling-looking and futuristically distinctive of all front-engined Ferrari sports-racing cars of the 1950s.

Upon the tubular chassis frame's front cross-member are surviving very faint traces of a chassis serial number stamping which is believed to be that applied to chassis '0560MD'. Not only Mr Derek Lees and ourselves but also several Ferrari specialists who have closely examined the frame while it has been in our hands believe this to be probably the genuine marking on this structure.

Chassis serial '0560MD' is recorded as having been the identifying mark of the fifth of Ferrari's 500 *Mondial* Series II *Spider Corsa* models to have been manufactured, combining the *Tipo* 510 chassis with the *Tipo* 119 2-litre 4-cylinder twin-cam racing engine. If this received history is accurate, '0560' as originated at the height of the 1955 competition

season was taken onto the Ferrari works racing team inventory in the long factory halls at Maranello, where it was prepared initially for the great Biellese driver Umberto Maglioli to campaign in the Shell Cup sports car race at Imola, on June 19 that year.

Maglioli drove the car in question home into second place in that event, after which this historical thread suggests that it was then transported across to Portugal for the following weekend's Portuguese Grand Prix race for sports cars on the Boavista circuit in which it was driven by local Ferrari customer Fernando de Mascarenhas, who unfortunately failed to finish. However, the alternative version of this history has Mascarenhas driving a 3-litre – not 2-litre – car in that event which would have been '0560MD' running already with the larger engine installed.

If his car in that event was indeed the works-operated 2-litre – which had merely been loaned to Mascarenhas for the Portuguese GP event, perhaps due to late completion/delivery (or return) of a car which he had ordered, or was having factory-serviced – this 2-litre *Mondial* in question was then returned to works team duties for the national Italian mountain-climb event at Bolzano-Mendola on July 3.

There the car was entrusted to none other than the legendary Eugenio Castellotti, who promptly won that event overall, setting fastest time of the day and being photographed in the process, as depicted on page 96 of the 1956 "*Primavera Bresciana*" Mille Miglia yearbook. One week later that same car reappeared in the stylish and charismatic Castellotti's well-manicured hands in the major *Coppa d'Oro delle Dolomiti* event, in which he again won overall. This major success is recorded by photographs of the triumphant occasion published on page 168/169 of Gianni Cancellieri and Cesare de Agostini's book "*Polvere e Gloria - La Coppa d'Oro delle Dolomiti 1947-1956*" and on pages 59 and 108/109 of Cesare de Agostini's book "*Castellotti - A Stolen Heart*".



Fernando de Mascarenhas in his special bodied new Monza as pictured in the Ferrari Year Book 1955



Godofredo Viana, Buenos Aires 1000Kms, 1957

Photo: Fritz d'Orey



Fritz d'Orey, Barra da Tijuca, Brazil 1958



Photos: Fritz d'Orey

Seven days after the Dolomites Cup victory, Castellotti's team-mate – emergent Belgian star Olivier Gendebien – took over what this version of history has identified as '0560' to win his 2-litre Sport class and to set second fastest time overall at the Aosta-Gran San Bernardo mountain-climb, after which this highly successful sports-racing Ferrari was finally sold and delivered to Fernando de Mascarenhas in Portugal.

However, French Ferrari sports-racing car authority Antoine Prunet – energetic researcher on the subject and author of *'Ferrari Sports Racing and Prototype Competition Cars'* (EPA Paris and Foulis 1983) - has examined the chassis, engine, transmission and body offered in this Lot and he has expressed the opinion that '0560MD' as offered here truly began life as a 750 Monza, built for the Portuguese customer.

As early as May 29, 1955 Fernando Penalva de Mascarenhas - 9th Marques de Fronteira, Marques de Alorna, Conde da Torre, de Coculian & de Assumar - raced the car in the Tangiers Grand Prix. It is pictured in its special-bodied two-tone liveried, tail-finned form in *'Ferrari 1955'* – the factory's much celebrated and sought-after annual yearbook – making its third-place finish at Tangiers, in which completed a Ferrari 1-2-3 success headed by the standard-bodied cars of fellow Portuguese owner-drivers, Jose Arroyo Nogueira Pinto and Joaquim Felipe Nogueira.

On July 24, 1955, Mascarenhas ran the car in the Lisbon Grand Prix for sports cars, finishing in sixth place overall, and later that same season he reappeared in the car at Vila do Conde, finishing second. The car's uniquely modified body style with two-tone red and white paint scheme, bright-metal side-strips and engine air-vent trim, tyre-cooling intakes cut into the aluminium just ahead of the rear-wheel arches and – of course – those 'Flash Gordon' tail fins, was entirely distinctive.

Into 1956, Fernando de Mascarenhas sold the car to his compatriot Antonio Borges Barreto. He had two sister sports-racing Ferraris which he campaigned, driving one as a 2-litre 4-cylinder 500 *Mondial* in the Oporto Grand Prix for sports cars on June 17, 1956, finishing fourth overall. His second Ferrari sports-racing car – a 500TR *Testa Rossa* chassis serial '0694MD/TR' (we believe) - was the car in which this enthusiastic Portuguese owner-driver then lost his life in a head-on collision with Piero Carini's car during the Forez 6-Hour race in France, having crashed across the central median dividing strip on a section of dual carriageway being used for that race..

After his death Barreto's '0560' was lost to public gaze within Europe, and it was in fact sold to Portuguese-speaking Brazil. There it was owned and campaigned by Ico Ferreira, entered under the auspices of the Sao Paulo Automovil Club and was co-driven in the 1957 Buenos Aires 1,000 Kilometres World Championship-qualifying sports car race by Herminio Ferreira Filho and Godofredo Vianna, finishing in a worthy ninth place overall.

The distinctive bodywork was modified to more standard Monza appearance, by removal of the tail fins, it was repainted, and went on to achieve a number of minor successes in the hands of future TecMec Formula 1 racing driver Fritz d'Orey – amongst others. The car appears subsequently to have been converted from Ferrari 4-cylinder power to accept a cheap, readily available Chevrolet engine before it fell into disuse and dereliction.

The complete rolling chassis – we understand - subsequently re-emerged in the 1970s and was acquired by Mr Derek Lees – complete with the remaining original bodywork - from Antique Automobiles Ltd of Peterborough in November 1978. His purchase included an engine cylinder block and other components, all Customs duties and taxes paid.

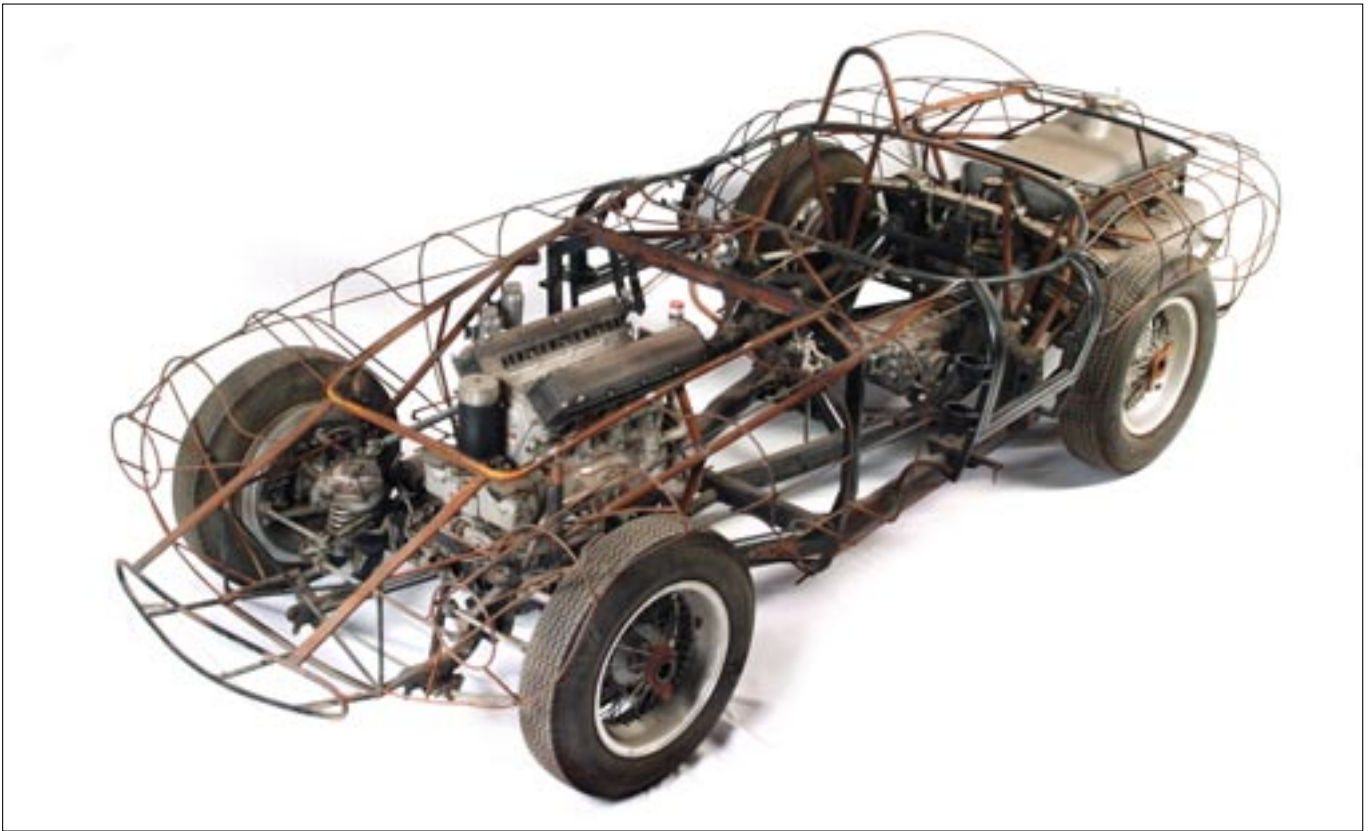
The 2-litre Ferrari 500 *Mondial* and 3-litre 750 Monza models shared virtually common chassis designs, and Mr Lees decided to make his freshly retrieved chassis the basis of a 750 *Monza* restoration – using another 3-litre 4-cylinder engine – internal number '42 MZ' – acquired from Richard Merritt.

The entire project was entrusted for many years - on an extremely low-priority basis - to the highly respected Hall & Fowler restoration company at Folkingham Aerodrome, Lincolnshire in England. Further work was later carried out on the project by Church Green Engineering, to the level seen today, complete with body shaping superstructure tubing welded into place, engine and transmission installed and the car standing on its wheels.

Most interestingly examination of the original body panelling offered with this Lot reveals repair panels riveted into place on the crown of the rear wings – perhaps significantly in the position which would have been occupied originally by the Mascarenhas/Barreto vertical tail fins. There is also evidence in this ultra-light, razor-thin original panelling of a cooling vent situated just ahead of a rear wheel-arch. Patches have also been riveted into the front wing crowns, so possibly the bodywork suffered damage in these areas from oversized wheels and tyres having been fitted at some juncture.

However one may regard this Ferrari 750 *Monza* restoration project, it is offered here in a relatively well advanced state, and with the attached potential of the Mascarenhas/Barreto identity it has the makings of an entirely unique sports-racing Ferrari which would prove utterly distinctive on circuit or public road in Vintage and historic racing or touring events, yet equally upon the Concours field.

This Lot is sold strictly as viewed.
£180,000 - 200,000





Through 1956-58 veteran Ferrari driver Franco Cortese campaigned '0640MD/TR', winning at Abbazia (Yugoslavia), Caserta, Reggio di Calabria and Sassari.

643†

The ex-Franco Cortese

1956 Ferrari 500 Testa Rossa Spider

Chassis no. 0640 MD/TR

Engine no. 0706MD/TR

This remarkable restoration project is based upon what there appears to be the surviving chassis of the 13th of the total of 17 Ferrari 500 *Testa Rossa Spider* cars which were constructed by the world-famous Maranello factory for the 1956 racing season. The chassis serial number stamping '0640' is clearly legible upon the now partially restored and repainted chassis frame. Before this remedial work was carried out, this frame had plainly led a hard life in private hands apparently in Brazil, and had had various tubes excised and replaced. However, it is plain from its provenance, and from some of the associated original components and body sections acquired with it by Mr Derek Lees, that this chassis identity attribution seems justified and the number stamping is considered to be probably the original.

Ferrari *Testa Rossa* '0640' began life in 1956 as a works team car which was provided to veteran driver Franco Cortese – the man who had driven the very first prototype Ferrari V12 upon the illustrious new marque's racing debut at Piacenza in 1947 – for his use in primarily national Italian sports car events.

The car was in fact pictured with Franco Cortese at the wheel in the 1956 edition of the well-known *Ferrari Year Book*, as in June that year his programme with the car had begun most successfully when he had "gone international" and had won with it in the little-known Gran Premio Adriatico event in Abbazia, Yugoslavia.

Franco Cortese went on to prove that he could also win in '0640' against more serious home opposition with victory at Reggio di Calabria, followed by third place in the 2-litre Sports class in the Giro di Calabria event, followed by a fourth place in the sports car race at Pescara on the *Ferragosto* national holiday weekend.

On June 24, 1956, Cortese had also co-driven the car with Pinzero in the Gran Premio Supercortemaggiore sports car classic at Monza Autodrome. They finished 11th, and in the extremely gruelling and dangerous Messina 10-Hours Night Race, Cortese then finished fourth overall, co-driving with the Sicilian Prince Gaetano Starrabba. Another race victory followed for Cortese in '0640' at Sassari, and in the Coppa Shell at Monza he then finished in '0640' again, in fourth place. On November 4, 1956, Cortese and his faithful Ferrari 500 *Testa Rossa* appeared in Caracas, Venezuela, where he placed sixth in class and 11th overall.

There is a possibility that the car was not brought back to Europe and was then sold in Venezuela or perhaps neighbouring Brazil as it does not appear to have resumed racing in Europe through 1957. In contradiction of this possibility, however - although Franco Comotti had by that time settled in partial retirement from motor racing - he re-emerged with what appears to have been this self-same car in 1958, competing in the Austrian *FlugplatzRennen* at Vienna-Aspern aerodrome and in August that year returning to the Messina *Dieci Ore Notturmo* race in which he co-drove for the second time with Prince Starrabba. What appears to be this car was again pictured in the relevant *Ferrari Year Book* but thereafter – as was common with so many of the more minor Ferrari sports-racing cars originally supplied in Europe – it effectively disappeared from public gaze...most probably being sold to a Brazilian private customer at that stage.





Engine no. 0706MD/TR of the type fitted in later 500 Series Ferrari cars

Derek Lees acquired the chassis frame offered here, plus many of the related 500 *Testa Rossa* components now also offered with this Lot, from Antique Automobiles Ltd of Peterborough in March 1979. We understand that these components had been located and acquired in Brazil not long before that time. The chassis frame and associated body and other parts were plainly very old, and had been – absolutely typically - quite hard used.

No engine was included with Mr Lees's purchase and it was plain that the chassis frame had been modified, with its major midships cross-member cut-out and replaced by what is described as a "less than craftsman quality" fabrication to support the rear end of some alternative power unit to the original 2-litre Ferrari 4-cylinder, probably a Chevrolet V8.

We understand that the components had been retrieved some time earlier from Brazil, and most significantly perhaps the original bonnet panel associated with this purchase matches that pictured on the original '0640' with its distinctive *Testa Rossa* model cambox clearance blisters.

In 1980 Mr Derek Lees purchased an original Ferrari 500 *Testa Rossa* 4-cylinder engine to return chassis '0640MD/TR' as far as practicably possible to its original configuration. This engine – offered here as part of this Lot – is serial number '0706MD/TR' which Mr Lees bought via Ferrari authority Stan Nowak from Grand Prix SSR & Co in New York – for \$15,500.

Between 1980 and 1985 considerable restoration work was carried out on this project, and many bills and records of work done on this 500TR – in common with all Lees Collection 'project' Lots in this Sale – are available for inspection.

Amongst Ferrari sports-racing models the mid-'50s 2-litre *Testa Rossa* was one of the most popular amongst private owner-drivers. Interest in 2-litre class racing had increased, and with the end of the 2-litre 4-cylinder 500 *Mondial* sports model's run in 1955, its place in the Ferrari catalogue had been taken by the new *Testa Rossa*. This model was of course so-named after the red crackle paint finish applied to the camboxes topping the engine which had been much improved and developed by former Maserati engineer Alberto Massimino, who had moved to the Maranello design office.

Such 4-cylinder 2-litre sports-racing cars were very easy and economical for private owner-drivers to maintain, prepare and race even in such gruelling events as the Le Mans 24-Hours and the Sebring and Reims 12-Hours, while the chassis proved sufficiently light, nimble and good handling to secure considerable success in twisty European mountain-climbs – precisely the kind of terrain on which such modern events as the Tour Auto and Classic Adelaide are run today. This restoration-project Ferrari 500 *Testa Rossa* – with the relatively simple and uncomplicated 4-cylinder 2-litre twin-cam engine - therefore offers a potentially ideal introduction to this kind of Historic racing or road/rally event – and promises a new owner/driver some tremendous Ferrari fun...for what promises to be minimal maintenance and running cost.

This Lot is sold strictly as viewed.
£140,000 - 160,000

