

# Fédération Internationale de l'Automobile

FORM N° A-H.0221



## HISTORIC VEHICLE IDENTITY FORM

IN ACCORDANCE WITH APPENDIX "K" TO THE INTERNATIONAL SPORTING CODE, FOR HISTORICAL CARS COMPETING IN SPEED EVENTS, THIS FORM MUST BE SUBMITTED TO THE APPROPRIATE ASN FOR VERIFICATION AND STAMPING (SEE ART. 4.1). IT REMAINS THE PROPERTY OF THE ASN AND MUST BE RETURNED TO IT IF REPLACED BY A NEW FORM. ALL REFERENCES TO ARTICLES IN THIS DOCUMENT CONCERN ARTICLES OF APPENDIX "K".

CAUTION : THIS FORM IS INTENDED SOLELY FOR COMPETITION USE, IS NO GUARANTEE OF THE CAR'S AUTHENTICITY AND IS NOT TO BE USED FOR COMMERCIAL PURPOSES OR AS PROOF OF THE CAR'S HISTORY.

MAKE FERRARI..... MODEL 500 MONDIAL SERIES 1  
 TYPE TIPO 504..... REGISTRATION N° .....  
 CHASSIS N° 0408 MD..... ENGINE N° 0408 MD  
 ENGINE TYPE FERRARI 4 cyl. (F2)..... ENGINE CAPACITY 1285 cc  
 YEAR OF MANUFACTURE 1954..... YEAR OF RESTORATION 2001  
 FIA HOMOLOGATION FORM N° (if applicable).....



Photograph of car in present form; edge must be over stamped by ASN.

1500 SKOKIE BOULEVARD  
NORTHBROOK, IL 60062 This section to be completed by the ASN.

WE THE..... HAVE INSPECTED THE DETAILS ON THESE PAGES AND TO THE BEST OF OUR KNOWLEDGE CONSIDER THE CAR TO BE CORRECTLY DESCRIBED AND CATEGORISE IT AS BELOW :

PERIOD (Art. 1 ; 2) ..... "E"  
TYPE (Art. 3 : Original, Period Improved, etc., Sports, GT, etc.)..... SPORTS RACING

- 1) RACING CAR /SINGLE-SEATER
- 2) SPORTS, SPORTS/RACING CAR
- 3) STANDARD GRAND TOURING (GT)
- 4) SPECIAL GT (GTS)
- 5) PROTOTYPE GT (GTP)
- 6) TOURING CAR

SIGNED ..... DATE 18 MARCH 2002  
STATUS OF SIGNATORY ..... PRESIDENT

EACH PAGE OF THIS FORM MUST BEAR THE STAMP OF THE ISSUING ASN.

NOTE : Should a car entered for an event be found not to conform to its form the organiser will return it, stating the reason, to the ASN (Art. 4-2).

ORIGINALITY OF COMPONENTS  
AND/OR SPECIFICATIONS







SECTION 1 CHASSIS

1.1 CHASSIS FRAME (Art. 3.3.3.a)

- (a) HOW IS CHASSIS IDENTIFIED & WHERE..... *MFG PLATE ON FIRE WALL & STAMPED LFT FRONT SUSPENSION*
- (b) CONSTRUCTION & MATERIAL (Channel, Tubular, Monocoque etc.)..... *TUBULAR STEEL*
- (c) IS CHASSIS TO ORIGINAL SPECIFICATION.....  YES
- (d) IF NO STATE CHANGES.....
- (e) IF NEW CHASSIS CONSTRUCTED STATE WHEN, WHY AND BY WHOM.....
- (f) IS NEW CHASSIS TO ORIGINAL SPECIFICATIONS AND DIMENSIONS..... *N/A* YES/ NO
- (g) IF NO STATE DEVIATIONS FROM ORIGINAL.....
- (h) NOTE OTHER IDENTIFYING NUMBERS ON CHASSIS FRAME.....

1.2 FRONT SUSPENSION (Art. 3.3.3.c ; 3.5.5.l ; 3.6.1.d ; 3.8.4.d)

- (a) SUSPENSION TYPE (beam axle, w/bone, De Dion, etc.)..... *DOUBLE W/BONES WITH TRANSVERSE*
- (b) SPRING MEDIUM (coil, leaf, etc.)..... *LEAF SPRINGS & ANTI-ROLL BAR*
- (c) DAMPERS (friction, lever, telescopic, etc.)..... *LEVER*
- (d) IS SUSPENSION TO ORIGINAL SPEC. & DIMENSIONS.....  YES
- (e) IF NO IS SUSPENSION TO A CATALOGUED OPTION..... YES/ NO
- (f) IF NO STATE CHANGES.....
- (g) IS SUSPENSION ADJUSTABLE.....  NO
- (h) IF YES STATE METHOD (Rose joints, alternative mountings, etc.).....
- (i) IS ANTI-ROLL BAR FITTED .....  NO
- (j) IS ANTI-ROLL BAR ADJUSTABLE ..... YES/ NO

1.3 REAR SUSPENSION (Art. 3.3.3.c ; 3.5.5.l ; 3.6.1.d ; 3.8.4.d)

- (a) SUSPENSION TYPE..... *DE DION WITH TRANSVERSE LEAF SPRINGS*
- (b) SPRING MEDIUM..... *LSAF*
- (c) DAMPERS..... *LEVER*
- (d) IS SUSPENSION TO ORIGINAL SPEC. & DIMENSIONS .....  YES
- (e) IF NO IS SUSPENSION TO A CATALOGUED OPTION..... YES/ NO
- (f) IF NO STATE CHANGES.....
- (g) IS SUSPENSION ADJUSTABLE.....  NO
- (h) IF YES STATE METHOD.....
- (i) IS ANTI-ROLL BAR FITTED .....  NO
- (j) IS ANTI-ROLL BAR ADJUSTABLE ..... YES/ NO

ORIGINALITY OF COMPONENTS  
 AND/OR SPECIFICATIONS  
 INCLUDING CHRONOLOGICAL DATA  
 NOT VERIFIED BY AOCUS

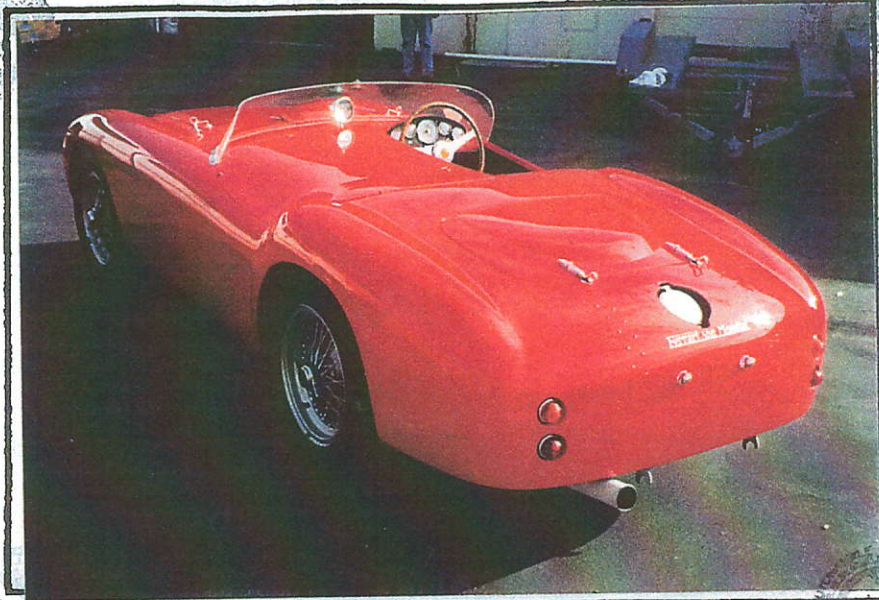




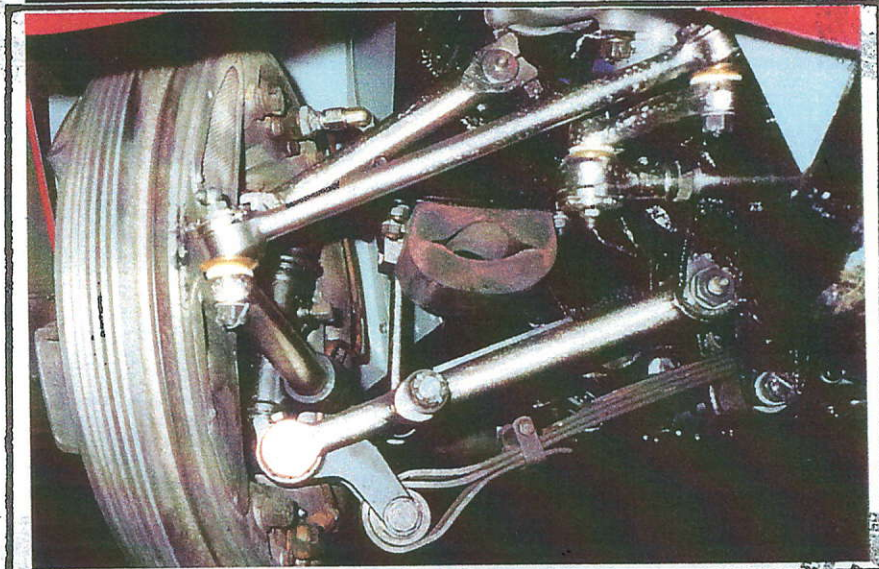


THIS PAGE IS FOR PHOTOGRAPHS OF CAR & SUSPENSION, 9cm x 13cm

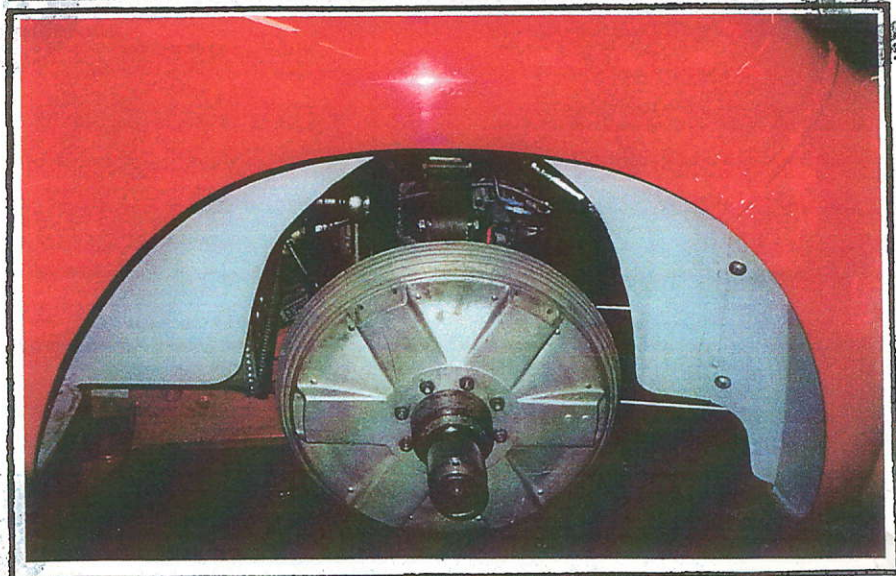
3/4 REAR



FRONT  
SUSPENSION



REAR  
SUSPENSION



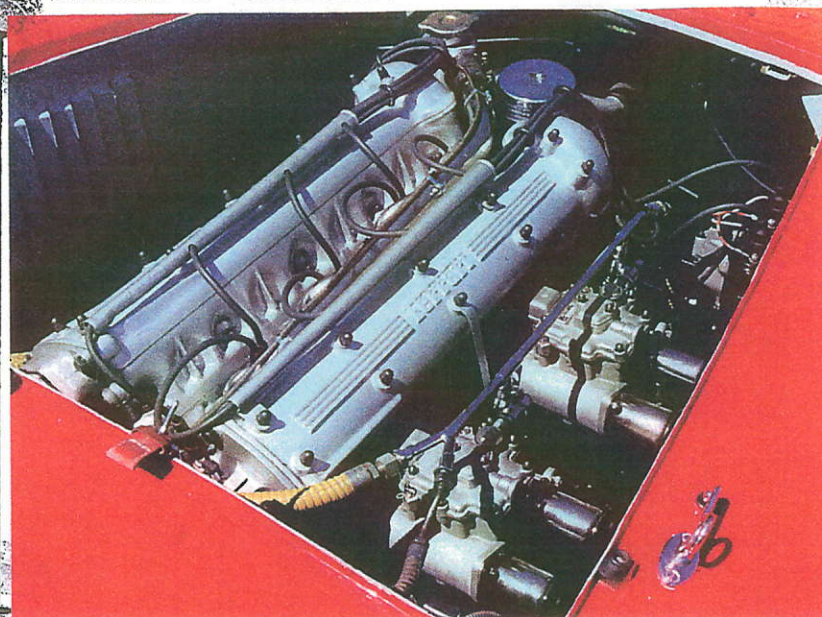
ORIGINALITY OF COMPONENTS  
AND/OR SPECIFICATIONS







THIS SPACE IS FOR A PHOTOGRAPH OF THE ENGINE, 9cm x 13cm WITH IN-LET MANIFOLD TO FOREGROUND.



2.4 LUBRICATION (Art. 3.3.3.n ; 3.6.1.e ; 3.8.4.k)

- (a) TYPE OF SYSTEM (Wet sump, Dry sump)..... DRY SUMP .....
- (b) IS SYSTEM TO STANDARD SPECIFICATION..... YES/ ~~NO~~ .....
- (c) IF NO IS SYSTEM A MANUFACTURER'S OPTION.....        YES/ NO .....
- (d) IF NO STATE CHANGES..... .....
- (e) IS OIL COOLER FITTED..... ~~YES~~ NO .....
- (f) IF YES IS IT TO STANDARD SPECIFICATION.....        YES/ NO .....
- (g) IF NO STATE CHANGES..... .....

2.5 FUEL SYSTEM (Art. 3.3.3.i ; 3.5.4. ; 3.5.5.h ; 3.8.4.j)

- (a) TYPE (Gravity, Mechanical, etc.)..... MECHANICAL .....
- (b) IS FUEL SYSTEM TO ORIGINAL SPECIFICATION..... YES/ ~~NO~~ .....
- (c) IF NO STATE CHANGES..... .....
- (d) IS FUEL TANK TO ORIGINAL SPECIFICATION & LOCATION.....        YES/ ~~NO~~ .....
- (e) IF NO STATE CHANGES..... .....

ORIGINALITY OF COMPONENTS AND/OR SPECIFICATIONS  
.....







SECTION 3 TRANSMISSION

3.1 GEARBOX (Art. 3.3.3.g ; 3.5.5.k ; 3.8.4.n)

- (a) MAKE FERRARI TYPE MANUAL TRANSAXLE
- (b) N° SPEEDS 4 YEAR OF MANUFACTURE 1954
- (c) IS GEAR BOX STANDARD TO THIS CAR..... YES
- (d) IF NO STATE CHANGES.....

3.2 FINAL DRIVE (Art. 3.3.3.e ; 3.8.4. o)

- (a) WHEELS DRIVEN (Rear, Front, all four)..... REAR
- (b) METHOD (Shaft, Chain)..... SHAFT
- (c) IS A STANDARD RATIO IN USE..... YES
- (d) LIST RATIO IN USE.....
- (e) LIST ALTERNATIVE RATIOS AVAILABLE AS CATALOGUED OPTION.....
- (f) IS A TORQUE BIASSING DIFFERENTIAL FITTED.....  NO
- (g) IF YES, WHAT SYSTEM, MAKE AND MODEL.....

SECTION 4 BRAKES & STEERING

4.1 BRAKES (Art. 3.3.3.b ; 3.5.5.o ; 3.6.1.h ; 3.8.4.u)

- (a) MAKE/TYPE : FRONT DRUM REAR DRUM OTHER.....
- (b) METHOD OF OPERATION..... HYDRAULIC
- (c) DRUM DIAMETER & SHOE WIDTH : FRONT 15 IN. x 2 1/2 IN. REAR 15 IN. x 2 1/2 IN.
- (d) DISC DIAMETER & WIDTH : FRONT..... REAR.....  
DISC TYPE, SOLID OR VENTILATED .....
- (e) CALIPER TYPE (All, 2 Pot, etc.) : FRONT..... REAR.....
- (f) IS BRAKING SYSTEM TO ORIGINAL SPECIFICATION..... YES
- (g) IF NO STATE CHANGES.....

4.2 STEERING (Art. 3.8.4.w)

- (a) TYPE (Rack & Pinion, Worm & Peg)..... WORM & PEG
- (b) IS STEERING TO ORIGINAL SPECIFICATION..... YES
- (c) IF NO STATE CHANGES.....

ORIGINALITY OF COMPONENTS  
AND/OR SPECIFICATIONS  
INCLUDING CHRONOLOGICAL DATA  
NOT VERIFIED BY ACCUS





SECTION 5 WHEELS & TYRES

5.1 WHEELS (Art. 3.2.1. ; 3.3.3.l ; 3.5.5.m ; 3.6.1.a, 3.8.4.t)

- (a) TYPE (Wire, Pressed steel etc) FRONT..... WIRE ..... REAR..... WIRE .....
- (b) DIAMETER FRONT..... 16 IN. ..... REAR..... 16 IN. .....
- (c) RIM WIDTH FRONT..... 5 IN. ..... REAR..... 5 1/2 IN. .....
- (d) ARE WHEELS TO ORIGINAL SPECIFICATION..... YES
- (e) IF NO STATE CHANGES.....

5.2 TYRES (Art. 3.3.3.l ; 3.5.5.n ; 3.6.1.b ; 3.8.4.t)

- (a) NOMINAL SIZE FITTED FRONT..... 6.00/16 ..... REAR..... 6.00/16 .....
- (b) ARE TYRES TO ORIGINAL SIZE..... YES
- (c) IF NO STATE ORIGINAL SIZES : FRONT..... REAR.....

SECTION 6 MISCELLANEOUS

6.1 BODY (Art. 3.3.3.k ; 3.5.3. ; 3.5.5. p, r & s ; 3.6.1.k & m ; 3.8.4.e, f & w)

- (a) TYPE (Single seater, coupe, etc)..... SPORTS RACE SPYDER ..... MATERIAL..... ALUMINIUM .....
- (b) NUMBER OF SEATS..... 2 ..... NUMBER OF DOORS..... 1 .....
- (c) MATERIAL : IS ALL BODY MATERIAL TO ORIGINAL SPECIFICATION..... YES
- (d) IF NO STATE CHANGES.....
- (e) IS BODY ORIGINAL TO THAT CHASSIS..... YES
- (f) IF NO IS BODY TO ORIGINAL SPECIFICATION..... YES/NO
- (g) IF NO STATE CHANGES.....

6.2 AERODYNAMIC AIDS (CARS BUILT AFTER 1966 ONLY)

- (a) FRONT : HEIGHT FROM GROUND..... OVERALL WIDTH.....  
WIDTH, LEADING TO TRAILING EDGE.....
- (b) REAR : HEIGHT FROM GROUND..... OVERALL WIDTH.....  
WIDTH, LEADING TO TRAILING EDGE.....  
DISTANCE CENTRE LINE REAR WHEEL TO REAR OF WING..... N/A
- (c) ARE WINGS TO ORIGINAL SPECIFICATION..... YES/NO
- (d) IF NO STATE CHANGES.....

6.3 LIGHTING (Art. 3.2.2. ; 3.3.3.j ; 3.5.5.a & e ; 3.8.4. a & c)

- (a) IS LIGHTING SYSTEM TO STANDARD SPECIFICATION..... YES
- (b) IF NO STATE CHANGES.....
- (c) IF GENERATOR FITTED IS IT : DYNAMO..... YES   
ALTERNATOR..... NO

ORIGINALITY OF COMPONENTS AND/OR SPECIFICATIONS INCLUDING CHRONOLOGICAL DATA NOT VERIFIED BY ACCUS







SECTION 7 DIMENSIONS

(Art. 3.3.3.m ; 3.5.5.q ; 3.6.1.i)

- (a) WHEELBASE..... 88.6 IN.....
- (b) TRACK (Measured between centres of tyre treads)
  - ORIGINAL : FRONT..... 51.5 IN..... REAR 49.2 IN.
  - CURRENT : FRONT..... 51.5 IN..... REAR 49.2 IN.
- (c) WEIGHT : ORIGINAL CATALOGUED OR HOMOLOGATED MINIMUM WEIGHT..... 1400 LBS.....
- CURRENT WEIGHT.....
- IN WHAT CONDITION ( with or without fuel, oil, water, spare wheel, etc.).....

SECTION 8 HISTORY

8.1 PREVIOUS OWNERS (Art. 2.5) - Where known list car's previous owners : (Ensure you state date you acquired the car)

- March 1954 - Scuderia Ferrari, Maranello, Italy
- April 1954 - Tore Bjurstrom, Orebrol, Sweden
- Valdemar Stener, Favila, Sweden
- Late 1955 - Bjorn Markensson, Sweden
- Olle Persson, Sweden
- 1958 - Lars Erdin, Uppsalal, Sweden
- Late 50's-Early 60's - ?, ?
- 1965 - Christer Mellin, Lungskile, Sweden
- Fall 1973 - Gary D. Schmidt, Bitburg, Germany
- 1980 - Stefano Arborini, Ferrara, Italy
- Late 1986 - Mr. de Ghellinck, Belgium
- 1988 - Sig. Tonolli, Milan, Italy
- May 5, 1997 - ?, ?
- November 4, 1997 - Bruce R. McCaw, Bellevue, WA

8.2 DOCUMENTARY REFERENCES (IF CAR WAS NOT HOMOLOGATED) - List technical and descriptive references to the car in contemporary books or periodicals.

- TIME & TWO SEATS - JÁNOS L. WIMPFEN (SEVERAL REFERENCES)
- THE RACING SPORTS CAR - ANTHONY PRITCHARD (Pg. 136-137)
- FERRARI - ROGLIATTI, PININFARINA & MORETTI (Pg. 130-131, 250)
- FERRARI SPORTS & GT CARS - FITZGERALD & MERRITT (SEVERAL REFERENCES)

8.3 COMPETITION HISTORY (Art. 2.5) - as "contemporary" car, ie not modern results

- 1954 - Works team & development car.
  - Sold to Valdemar Stener
- May '54 - Ljungdalsbacken, 2nd
  - Hedemora, 2nd
  - Skaarpnack, 5th
- 1955 - Freden (ice racing), Stener
  - Varpen (ice racing); Stener
  - Hindas, 1st 2 litre Class
  - Swedish Sports Car World Championship, 5th 2 litre Class
  - Helsinki, Finland, 2nd 2 Litre Class
- 1956 - Sold to Bjorn Markenssan
  - '56 Swedish G.P., Fastest 2 Litre lap, 10th
  - Kariskoga-Kannonloppet, 1st 2 Litre Class
  - Copenhagen G.P., 1st 2 Litre Class
- 1957 - Kristeansstad, 13th
  - Kariskoga, DNF (Left the road)
- Sold to Ice-Race Specialist Olle Persson
  - Won '57 Nat'l Ice Racing Championship
- 1958 - Sold to Lars Edin
  - Kariskoga, 4th 2 Litre Class

SECTION 9 APPLICANT'S DECLARATION

I CERTIFY THAT THE ANSWERS GIVEN ARE CORRECT AND I UNDERTAKE TO NOTIFY THE AUTHORIZING CLUB SHOULD ANY CHANGES BE MADE. I ALSO CERTIFY THAT ANY ENTRY FORM FOR INTERNATIONAL COMPETITION PURPOSES WILL BE FILLED IN ACCORDING TO THE INFORMATION ON THE PRESENT FORM.

APPLICANT..... *[Signature]* ADDRESS : 9255 - 151st AVE. NE  
 LICENCE NUMBER IF APPLICABLE ..... REDMOND, WA 98052

APPLICANTS SIGNATURE : ..... DATE : 11 DEC 01

BUSINESS : VINTAGE RACING MOTORS, HOME : .....  
 FAX NO : ..... IDL

ORIGINALITY OF COMPONENTS AND/OR SPECIFICATIONS INCLUDING CHRONOLOGICAL DATA NOT VERIFIED BY ACCUS






SECTION 10 CHANGE OF OWNERS LIST

THIS PAGE TO BE FILLED IN BY THE ASN TO INCLUDE THE OWNER AT THE TIME OF INITIAL APPLICATION AND EACH NEW OWNER WHENEVER THE CAR'S OWNERSHIP CHANGES.

NAME	ADDRESS	DATE OF ACQUISITION
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VINTAGE RACING MOTORS, INC.	9255 151 st Avenue NE Redmond, WA 98052	4 November 1997
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ORIGINALITY OF COMPONENTS  
AND/OR SPECIFICATIONS  
INCLUDING CHRONOLOGICAL DATA  
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**SECTION 12 RECORD OF ELIGIBILITY CHECKS**

**THIS PAGE TO BE USED WHEN A RECORD IS NECESSARY OF ACTION TAKEN RESULTING FROM SCRUTINEERING AT INTERNATIONAL EVENTS FOR HISTORICAL CARS (FOR EVENT OFFICIALS ONLY).**

DATE	VENUE/EVENT	REMARKS	STATUS AND NAME OF OFFICIAL

ORIGINALITY OF COMPONENTS  
AND/OR SPECIFICATIONS  
INCLUDING CHRONOLOGICAL DATA  
NOT VERIFIED BY ACQUIS



## 500 Mondial



**0408MD 54/mar/23**  
**500 Mondial Spyder PF**  
 no headrest

Date.	Result	Event	Driver	#	Reference
54/mar/23 - completed					
<b>53/may - Valdemar Stener, Färila, S</b> via Tore Bjurström				<b>#1</b>	<b>FY54</b>
54/may/09	5th IC	Helsinki GP	Valdemar Stener	#2	??
54/may	2nd OA	Ljungsdalbacken	Valdemar Stener		
54/may/23	2nd OA	Hedemora	Valdemar Stener		
54/sep/05	5th OA	Skarpnäck	Valdemar Stener		
55/mar/02		Fredenloppet	Valrdemar Stener		
55/mar		Hindas Ice race	Valdemar Stener		
55/mar/07	Swedish speed record IC 1500-2000cc	Varpenloppet	Valdemar Stener		
55/may/08	dne	Helsinki GP	Valdemar Stener	#4	??
55/aug/07	8th	Kristianstad GP	Valdemar Stener	#31	

**56 - Björn Mårtensson, Gislaved, S** (traded in 250MM 0252MM)



56/mar/02	1st	Hindas Ice Race	Björn Mårtensson	
56/aug/26	2nd IC 10th OA	Kristianstad GP	Björn & Bengt Mårtensson	
56		Karlskoga Kanonloppet	Björn Martensson	
56		Copenhagen Cup, Roskilde Ring	Björn Martensson	
57/aug/11	13th (Gearbox trouble)	Kristianstad GP	Björn & Bengt Mårtensson	
57/aug/25	acc.	Karlskoga Kanonloppet	Björn Martensson	#8

**5. - Mas-Olle Persson, S** who became Swedish ice-racing champion

**58 - Lars Edin, Uppsala, S**

58/aug/10	4th IC 9th OA	Karlskoga Kanonloppet	Lars Edin	#20
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**58 - rebodied in fiberglass by Ockelbo Verkstad, Sweden (Copy from Scaglietti bodied 0580M) ? or**

**58 - rebodied in fiberglass by Franco Scaglietti ?**

TYL p132

59/jul/05	7th	Västkostloppet, Falkenberg	Lars Edin	
59/aug/09	6th IC 11th OA	Karlskoga Kanonloppet	Lars Edin	#20

60's - six different Swedish owners... [N 18173]

**73 - Christer Mellin, Ljungskile, S** (traded in for TdF 0879 from Germany)

**75 - Gary Schmidt, Bitburg, D (USA)**

"KL 1207"

76 - \$35,000 - Gary Schmidt, NY, NY, USA

**80 - Stefano Arborini, Ferrara, I**

82		Mille Miglia	Arborini/ Grazzi	#216
84		Mille Miglia	Arborini/ Teodori	#218 MM84 p180
86		Mille Miglia	Arborini/ Teodori	#173

86/oct - offered by CCA bv - Rudy Pas, Breda, NL

T&CC 11/86  
p35

86/oct - Sfr 350,000 - 2CV, CH

**86 - De Ghellinck, B**

87	dnf	Mille Miglia	De Ghellinck/ Falise	#252
88		Mille Miglia	De Ghellinck/ Gosselin	#213

88/aug - offered by Rudy Pas, NL

**89 - Carlo Tonolli, Milano, I**

"MI  
7R6013"

89		Mille Miglia	Tonolli/	#210
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91

Mille Miglia

Tonolli

Tonolli/  
Tonolli

#304 MM91 p114

**91 - glassfibre body removed; new bodywork to Pinin Farina Spyder configuration by Carrozzeria Bachelli & Villa of Bastaglia, Modena**

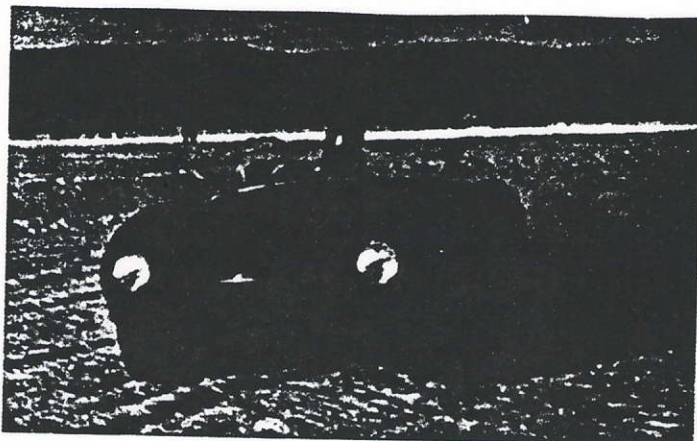
97/may/05 - S - Brooks Monaco auction - \$344k

97/may/05 - Cavallino Holdings, USA

01/aug/18 - NS - Brooks Auction at Quail Lodge, \$520K







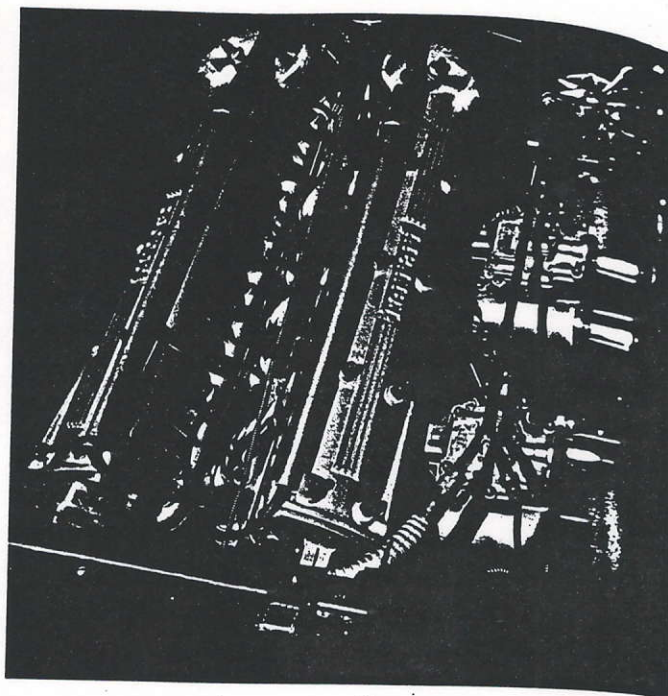
214  
The Ex-Valdemar Stener  
1954 2-litre FERRARI 500 MONDIAL  
SPIDER CORSA  
BODYWORK BY CARROZZERIA PININ FARINA  
Chassis no. 0408MD  
Engine no. 0408MD

This most attractive sports-racing Ferrari is actually the third made from a production run of only thirty-two 500 Mondial models – a design widely acknowledged to be one of the most economical, most easily maintained and yet most widely useable of all open-cockpit sports-racing machines from the world-famous Maranello factory.

This particular example – chassis serial '0408MD' – began life in the early spring of 1954. Its chassis frame was delivered to Pinin Farina for the bodywork to be built and attached on March 23 that year. *Carrozzeria* Pinin Farina's job number for the work was '12576' and once complete the car was earmarked for sale to Swedish Ferrari importer Tore Bjurstrom of Orebro. He found a buyer for the car in Valdemar Stener of Favila, Sweden and as early as May 1954 Stener made his debut in his brand-new sports Ferrari, finishing 2nd in a club level event at Ljungsdalbacken. He reappeared in the car to take another 2nd place on the challenging road circuit at Hedemora and was 5th overall in an airfield race at Skarpnack.

In Sweden it was common practice at that time to race on closed public road or airfield circuits during the brief summer and then to take to the frozen lakes for ice racing during the deep, dark winters. Valdemar Stener had no doubts about exposing his lightweight aluminium-bodied Ferrari to the rigours of tracer-bullet ice shards and shed studs from tyres, and he ice-raced '0408' enthusiastically on the lakes at Frieden, Vapen and Hindas through the winter of 1954-55.

The World Championship sports racing circus visited Sweden in 1955, to contest the Swedish Sports Car Grand Prix on the Rabelovsbana public road circuit outside Kristianstad. Valdemar Stener drove '0408' there against the all-conquering factory Mercedes-Benz 300SLRs and the works Ferrari team, and came home 5th in class.

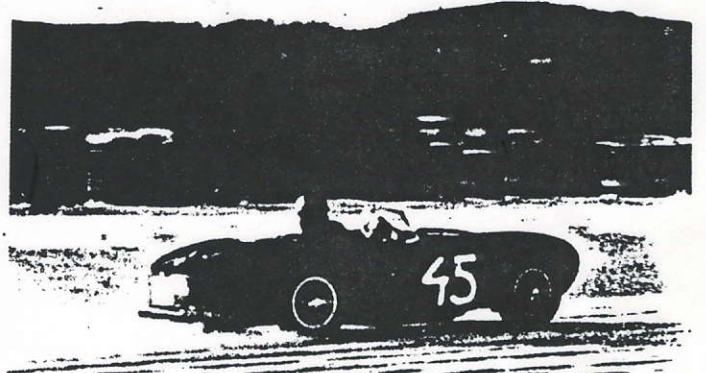
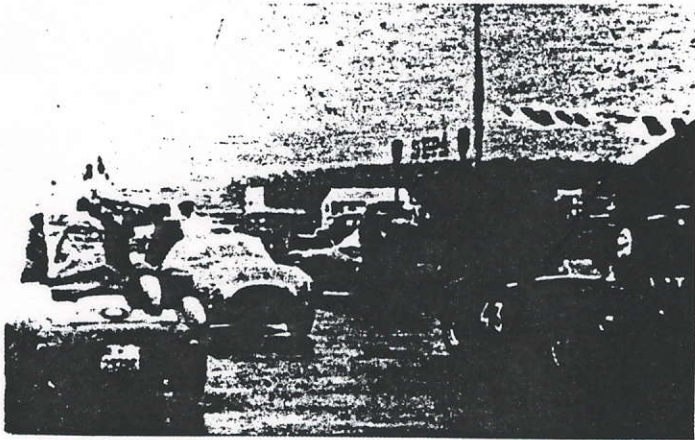
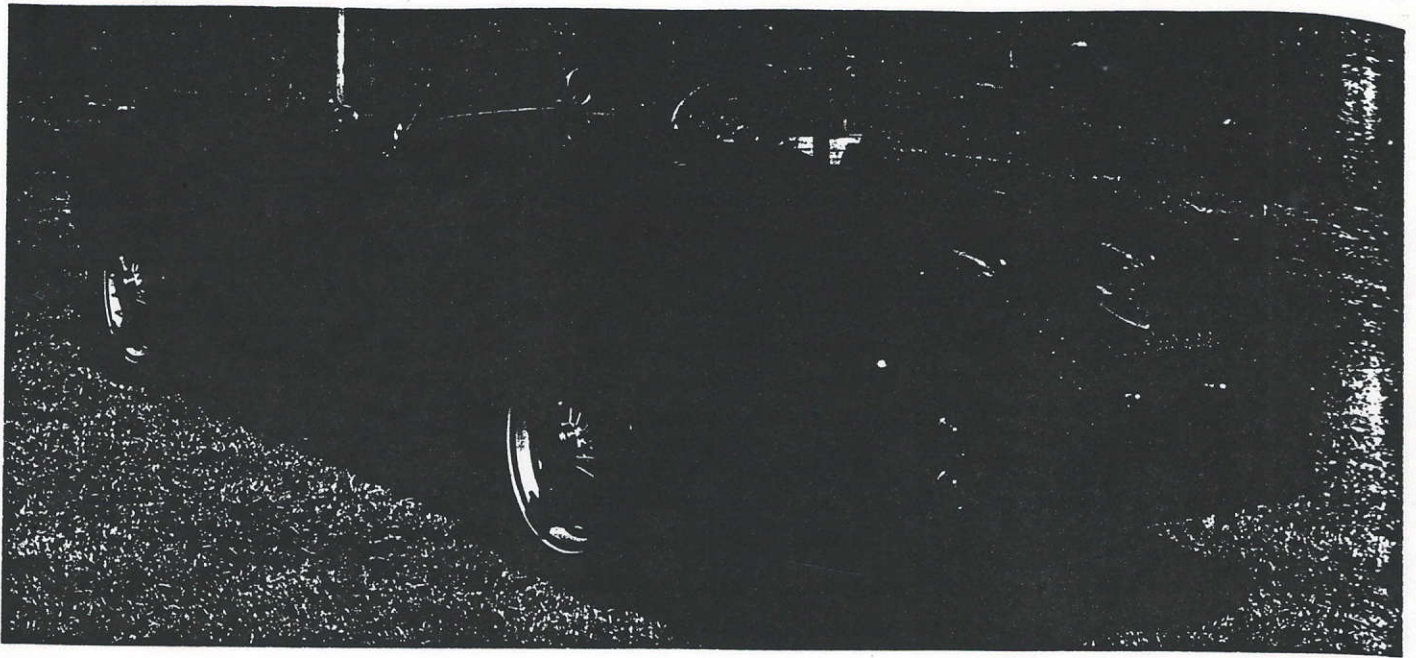


He also ran the car in the Elaintarharnajodjurgardsloppet – the barely pronounceable race in Djurgards Park, Helsinki, Finland, where the Olympic Games were held. He finished 2nd on that occasion, then sold the Ferrari through Tore Bjurstrom to Bjorn Martensson and his brother Bengt. They co-drove the car in the 1956 Swedish Sports Car Grand Prix, finishing 10th overall, and it reappeared in the Karlskoga Kannonloppet races that same season. A trip to Denmark for the Copenhagen Grand Prix around the tight little Roskildering sandpit circuit followed, and in preparation for the 1957 season '0408' was then shipped to Italy for a factory overhaul and rebuild.

During the Swedish summer season of 1957 the Martenssons reappeared in the refurbished car at Kristianstad and at Karlskoga, where Bjorn Martensson had the misfortune to crash the car quite heavily. It was sold in damaged condition to Ole Persson, who rebuilt '0408' to such resounding effect that he was able to win the Swedish National Ice Racing Championship in it, back on those punishing iron-hard frozen lakes.

In 1958 Lars Erdin of Uppsala acquired the car, and at Karlskoga he took a very respectable 4th place in the 2-litre class, against much more modern machinery. But the car's original Pinin Farina bodywork had deteriorated very badly by that time, and Erdin then sent the car back to Italy where *Carrozzeria* Scaglietti made a similar-style body in moulded glassfibre – an extremely unusual development and departure for the Modenese masters of metalwork to make.





The car returned to Sweden with its uniquely Italian-made glassfibre panelling in place, but it remained virtually unused and in storage for seven years before being sold to Christer Mellin, of Ljungskile, in 1965 who began to use it on high days and holidays in local historic events.

In the Autumn of 1975 the car was sold by Christer Mellin to Gary D. Schmidt of Bitburg, Germany, who registered it on American plates 'KL 1207'. He drove it in the May, 1975, Belgian Ferrari Club meeting at Spa-Francorchamps and in 1977 '0408' appeared in the trend-setting Mille Miglia Retro in Italy. In May 1978 Gary Schmidt ran the car in another Belgian Ferrari Club event in Luxembourg, on US plates 'JA 1191' before selling it – in 1980 – to Stefano Arborini of Ferrara, Italy.

The car had been maintained throughout this period in decent running order. Signor Arborini ran it in the Raid Ferrari d'Epoca in Modena in 1981, and on 'Prova FE 125' test plates he reappeared in the car in the 1982 Mille Miglia Retro, an outing repeated by him in both 1984 and 1986.

A Belgian owner, Mr de Ghellinck, then acquired the car from Stefano Arborini late in 1986 and he ran the car in two further Mille Miglia Retro events through 1987-88, before selling it to a Signor Tonolli of Milan, Italy, who then ran it in yet further Mille Miglie in both 1989 and 1991...ultimately on Milan plates 'MI 7R 6013'.

The intriguing old Scaglietti moulded glassfibre body was then removed through the later part of 1991 by renowned specialists *Carrozzeria Bachelli e Villa* of Bastiglia, Modena, and a Pinin Farina Spider body matched to the original shape was made and fitted as part of a ground up restoration.

The car was then sold through us in our 1997 Grandes Marques a Monaco auction sale to an anonymous major historic car collector, in whose hands this fascinating and demonstrably immensely useable and enjoyable car has been completely restored mechanically by in-house race team engineers, the engine, being sent to Colorado based expert Mike Dopudjo for a complete rebuild.

Its record includes almost every conceivable form of competition in the European spectrum, from airfield racing to genuine road racing, competition on such artificial contemporary circuits as the Roskildering and Karlskoga, loose-road racing and then the ultimate in sideways motoring – Swedish wintertime ice-racing... Since its revival as an Historic car in the mid-1960s this wonderfully resilient Ferrari has been in virtually constant use when not benefiting from its comprehensive restoration by Bachelli e Villa in 1991-92. It is a lovely car, with a wonderfully well-detailed provenance.  
Estimate \$550,000 - 630,000