

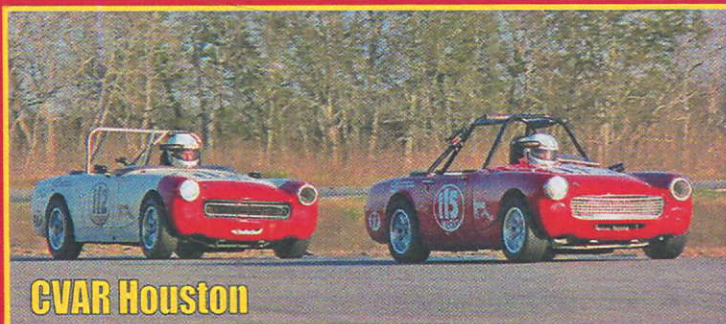
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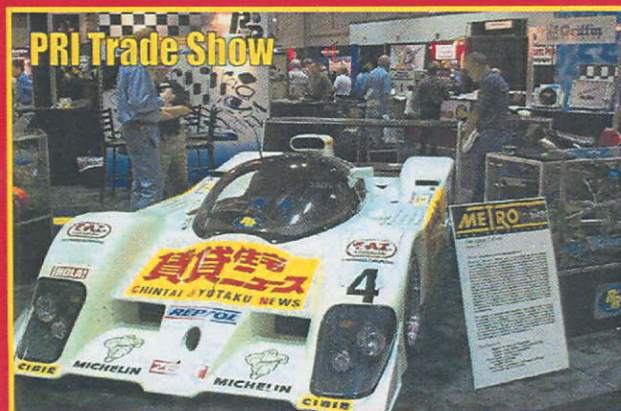
MARCH 2007 - VOLUME 22, NO. 3  
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**Cavallino Classic**



**CVAR Houston**

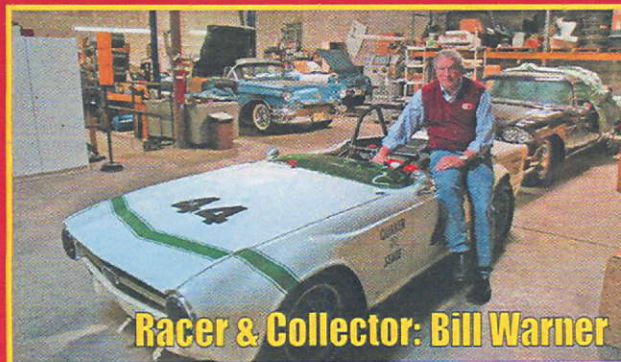


**PRI Trade Show**

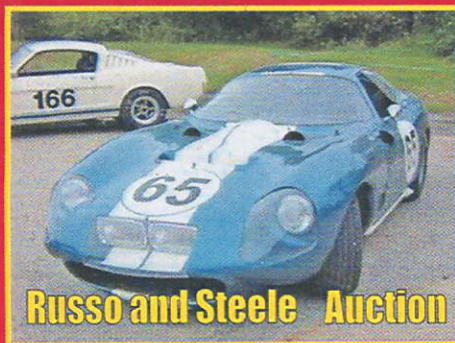


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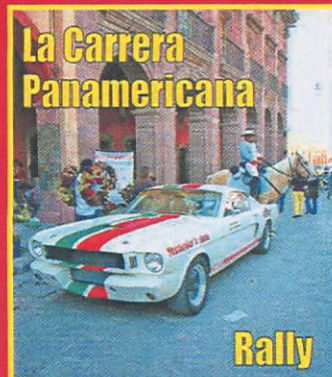
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## How to Get Started in Vintage Racing



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# 1954 Mille Miglia Ferrari 500 Mondial Spyder Chassis #0408MD

**"It's Just Plain Fun to Drive Fast...."**



*-story & lead photo by Peter Darnall  
-historic photos courtesy of Jeff Abramson*

**Jeff Abramson drives the 1954 Ferrari 500 Mondial Spyder at Thunderhill during the CSRG Fall Finale November 5, 2006.**

This is the story of a very special Ferrari: Mondial Spyder, chassis number 0408MD. According to Ferrari Historian Marcel Massini's superbly detailed history, #0408 was the third Mondial produced. Like its two predecessors, #0408 was originally built as a Spyder with coachwork by Pinin Farina. These three Mondials faced a very daunting task: before being sold to private owners, they were to contest the legendary Mille Miglia as works entries for Scuderia Ferrari. The Mille Miglia, 1000 thousand miles of flat-out racing over unimproved roads with the fastest sports racing cars in the world. More than an endurance race, the Mille Miglia was the heart and the soul of the Italian people. The 24<sup>th</sup> running of this classic endurance contest took place on May 1<sup>st</sup> and 2<sup>nd</sup>, 1954.

A few years earlier, Aurelio Lampredi had been commissioned by Enzo Ferrari to design a new engine that would address the inherent problems of the complex V-12 engine that had been Ferrari's standard configuration in postwar

racing. The goal was a smaller, lighter engine that would produce comparable torque and horsepower ratings. The engine he produced was an inline four cylinder 2 liter engine that originally produced 165 horsepower. This light alloy mechanical jewel would now give Ferrari a competitive engine for the increasingly popular Formula 2 arena. When the FIA made the decision to abandon the existing Formula 1 and to run all events as Formula 2 for the 1952 and 1953 Grand Prix seasons, Ferrari was sitting in the catbird seat with the fastest car. Alberto Ascari, Ferrari's number one driver, totally dominated the Grand Prix scene both years, winning the World Championship in both 1952 and 1953. Lampredi's engine in the Tipo 500 chassis was a world beater.

In 1954 Ferrari unveiled a revolutionary new sports car named the Mondial. The Mondial was a light sports car powered by the proven Lampredi engine. The new design represented a dramatic downsizing from the traditional Ferrari V-12 powered sports racers. Though it was simpler and lighter, the Mondial gave away very little, if any, real world performance to its larger siblings. The name Mondial is derived from the Italian "Mondiale" meaning "World Champion". The name celebrated Alberto Ascari's two consecutive World Championships.

The final work on Chassis number 0408 was completed shortly before the start of the 1954 Mille Miglia. Enzo Ferrari's passion for this race was legendary. His cars had been contesting the Mille Miglia since his Pre-War days as manager of Alfa Romeo's racing division. Scuderia Ferrari was going to be well represented in 1954 with a lineup that included both the venerable V-12 engined machines and the new four cylinder Mondial design. The dramatic photograph on the

cover of Giannino Marzotto's book *Red Arrows - Ferraris at the Mille Miglia* shows the works Ferrari entries winding their way through the huge crowd to the starting line. Shown following the 375 MM cars are the three Mondials. The second Mondial carries number 459 and, as documented in Marcel Massini's report, is believed to be Mondial 0408 MD driven by Paulo Pineschi (using the alias "Pegaso") with co-driver Mirko Landini.

The 1954 race was as tough a contest as anyone could remember. Stormy weather plagued the competitors from the very start. Farina's heavily favored five liter Ferrari crashed just a few miles after the start trying to avoid a spectator. The first leg of the race from Brescia to Pescara (390 miles) featured long, straight stretches that many believed should have favored the V-12 engined Ferraris. At Pescara, however, the smaller Lancias were ahead of the Ferraris. It looked like an upset might be in the making and the odds makers hastened to hedge their bets. At the end



**Valdemar Stener driving the 500 Mondial at the Helsinki Grand Prix in Finland May 9, 1954.**

*Ferrari 500 Mondial Spider  
Pinin Farina S I, 1954*

*Pinin Farina Body # 12576*

*The 3rd of only 22 Series One 500 Mondial built*

*Wheelbase 2250 mm*

*Chassis type 501*

*Engine type 110, internal engine # 5 MD*

*Gearbox type 501, internal # 10/MD*

*Originally fitted with two Weber carburetors type 42 DOE (90)*