

SAAB

GASTON ANDREY OF FRAMINGHAM, INC.



Alfa Romeo

January 4, 1984



Thank you for your letter of December 12th.

Schedule permitting, I will be glad to drive the car at the Monterey Historical Races.

Sincerely,

Gaston Andrey

GA/ma

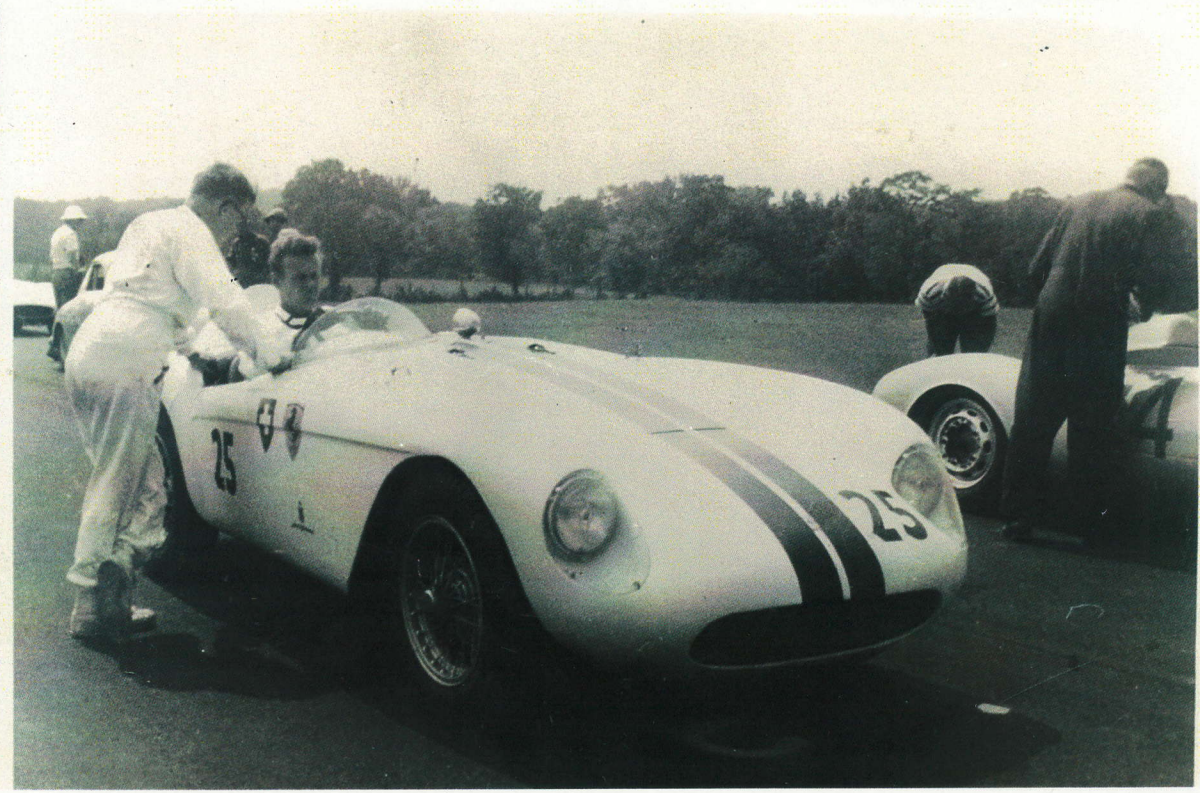
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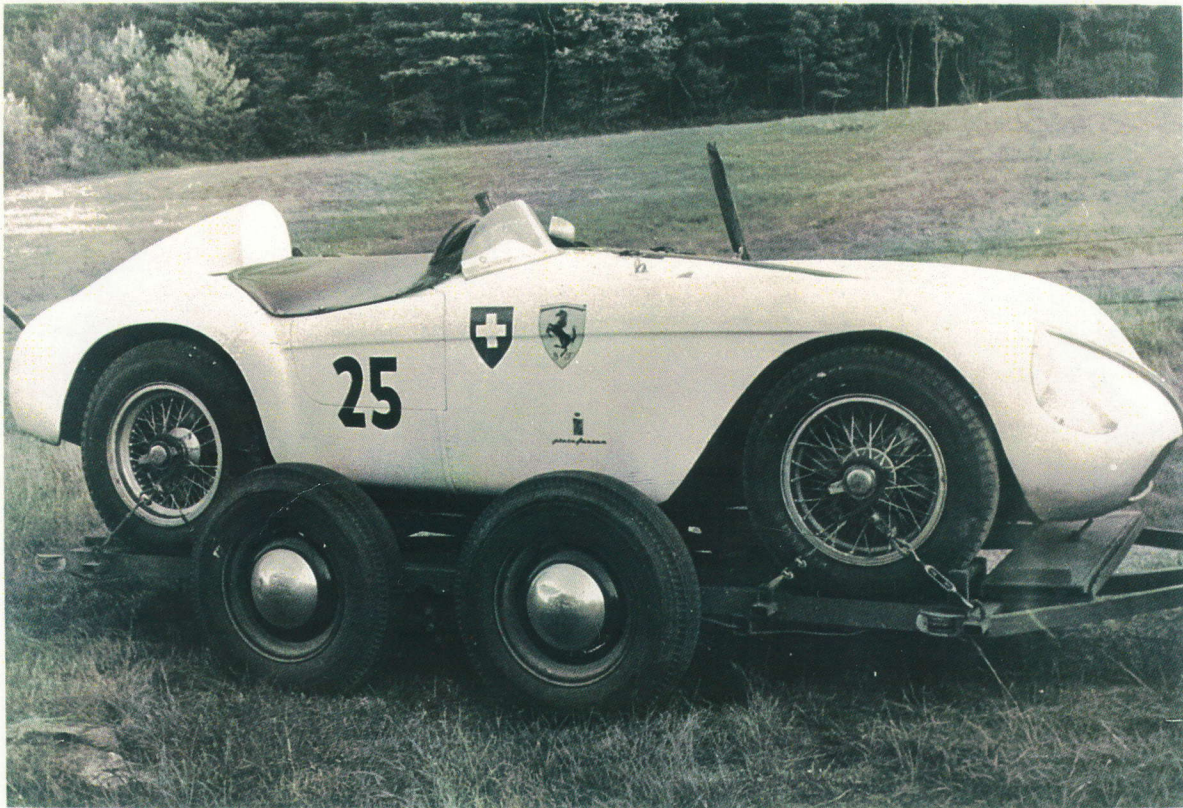
Two views of Gaston "Gus" Andrey at work in Ferraris belonging to his sponsor, Mike Garber. The first shows he Framingham, Mass. driver in the Mondial at Thompson, Conn. on September 1, 1957 where he was 4th overall and first in class. I believe the chassis number on this car is 0430MD. Gus won the 1957 SCCA Class E Modified Championship with it. The second shot is of Mike's 500 TRC (0706) at Lime Rock during a National held on



**Gaston Andrey of Framingham, Inc.**  
**1800 WORCESTER ROAD**  
**FRAMINGHAM, MASSACHUSETTS 01701**

TO *0430MD History*





## Alan C. Boe

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May 25, 2000

Thank you for your letter of May 6 to *Cavallino* magazine, and for your nice comments on my article in the magazine on the 500 Pinin Farina Mondial. I apologize for being so tardy in getting back to you, but I have been travelling and am just now getting caught up on correspondence.

Regarding Gaston Andrey, I believe he is still alive but I do not have an address for him. I think he lives somewhere on the east coast. You asked about the current location of the original engine from your Mondial (s/n 0430 MD). Unfortunately, I cannot tell you where your engine is today, or whether it is still even in existence, but it was for sale in 1995 in Bergamo, Italy, by Corrado Cupellini, a Ferrari dealer. However, I can give you a detailed run down on your car's history. By the way, I do not believe Gaston Andrey ever actually owned s/n 0430 MD. Rather, the car was owned at that time by Mike Gerber, Framingham, Mass., who had Andrey race the car for him in 1957. Here is the car's history as I have it.

- May 18, 1954 -- chassis (tipo 504) entered the Pinin Farina plant, job 12582, for bodywork. Engine is tipo 110, although factory listing says it is a tipo 700, identified as a "Motore Marino", i.e., a boat engine.
- sometime in 1954 -- sold to its first owner, William Carpenter from the U.S.
- Dec. 1955 -- Sold to Paul Noriar or Norair, Washington, D.C.
- Dec. 9, 1955 -- Raced in the Governor's Trophy (Nassau Speed Weeks, Bahamas, by Mr. Schmidt, race no. 92, placed 12th)
- Dec. 10, 1955 -- Raced in the Alberto Ascari Memorial Trophy (Nassau Speed Weeks, Bahamas, by Noriar, race no. 92)
- Dec. 11, 1955 -- Raced in the Nassau Trophy (Nassau Speed Weeks, Bahamas, by Noriar and co-driver Schmidt, race no. 92, placed 23rd overall and 2nd in the EM class)
- May 20, 1956 -- Raced at Cumberland, Md., SCCA race by Noriar, placed 7th overall and 3rd in EM class

July 7, 1956 -- Raced at Beverly SCCA race by Noriar, placed 12th overall, 3rd in EM class

Aug. 5, 1956 -- Raced at Breakneck Hillclimb by Noriar, placed 13th overall

Aug. 10, 1956 -- Advertised in SCCA newsletter, described as "raced only four times, four trophies".

Sept. 2, 1956 -- Raced at Thompson, Conn., SCCA race by Noriar, placed 3rd in race three.

Sept. 30, 1956 -- Raced at Marlboro, Md., by Noriar, placed 1st in race 4 and 4th in the main race (last event on the old course).

Jan. 31, 1957 -- Advertised in the SCCA newsletter, described as "raced seven times, six trophies, retiring, asking price \$4,950".

Feb. 1, 1957 -- Advertised in Sports Car magazine, "seven races, six trophies, excellent, retiring, \$4,950".

May 19, 1957 -- Raced by Cumberland, Md., by Noriar, placed 8th in race five

May 1957 -- Sold to Mike Gerber, Framingham, Mass -- raced extensively by Gaston (Gus) Andrey for Gerber, painted white with Swiss flags on the body flanks.

June 9, 1957 -- Raced at Lime Rock, Conn., by Andrey, placed 8th.

Aug. 4, 1957 -- Raced at Virginia International Raceway by Andrey, placed 4th in race two, and 10th in the main race.

Aug. 18, 1957 -- Raced at Montgomery, N.Y., by Andrey, placed 9th.

Sept. 1 & 2, 1957 -- Raced at Thompson, Conn., by Andrey, placed 4th in race, DNF due to black flag in one hour endurance race. Pictured on page 17, top, *Prancing Horse* magazine issue 52.

Sept. 29, 1957 -- Raced at Bridgehampton, N.Y., by Andrey, placed 10th.

Oct. 27, 1957 -- Raced at VIR by Andrey, placed 5th.

Dec. 1, 1957 -- Raced in the Nassau Tourist Trophy race, Bahamas, by Noriar ?, race no. 90.

Then -- Sold to Mr. Anderson, Atlanta, Ga.

Later -- Sold to Robert Norwood, Denton, Texas. Norwood purchased another Ferrari engine at the time from Bob Lloyd, Justin, Texas.

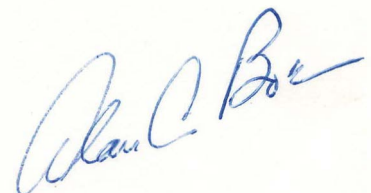
1970s -- Owned by Bob Taylor, Burlingame, Calif.

1980 -- Owned by private owner [name redacted], Berkeley, Calif. -- fitted with engine stamped 0464 MD.

1995 -- Original engine 0430 MD for sale in Bergamo, Italy, by Corrado Cupellini

I hope this helps and is of some interest to you. I don't know how much of this you already knew, but it is all I have on 0430 MD.

Sincerely,



SIGNORE CORRADO CUPPELLINI  
MERCANTE DI FERRARI  
BERGAMO, ITALIA

IL 8 GIUGNO, 2000

SR. CUPPELLINI:

SCUSA IL MIO ITALIANO, MA CERCO DI COMUNICARE IN ITALIANO, E POI IN INGLESE. CAPISCO CHE NEL ANNO 1995 LEI AVEVA MOTORE NUMERO 0430MD PER FERRARI MONDIALE A VENDERE. CHE COSA SUCCEDDE ADESSO CON QUESTO MOTORE? E ANCORA IL SUO? E STATO VENDITO?

MI PIACIAREBBE MOLTO SE LEI POTREBBE M'ASSISTARE A TROVARLO.

MILLE GRAZIE ANTICIPATAMENTE.

AUGURI,

DEAR MR. CUPPELLINI:

I UNDERSTAND THAT IN 1995 YOU HAD ENGINE # 0430MD FOR A FERRARI MONDIAL FOR SALE. I WONDER WHATEVER HAPPENED TO THAT ENGINE AND WHETHER YOU STILL HAVE IT? HAS IT BEEN SOLD? CAN YOU HELP ME TO LOCATE IT?

I WILL BE GRATEFUL IF YOU COULD HELP ME LOCATE THIS ENGINE.

GRATEFULLY,

FRANCO LOMBARDI

Genova, October 19<sup>th</sup> 2006

You should probably recall – I hope – my visit in the Summer of 1985. I was at that time at the start of a long research about the 4 cylinders Ferrari sports cars.

Well, believe in or not, after more then 20 years I am now at the end of my research and working to produce a book with the detailed history of each car and model.

I would be very pleased to get in touch again to check a few data on your 0430 MD, if you still own the car and if this letter will reach you at the correct address.

I am wandering if the restoration has been completed and if the engine in the car might still be 0464 MD.

Some fresh professional photos of the completed car – if you are at that stage – might be published in the book and in general, I would be happy to refresh a few data and its racing history with you.

In case you might have sold it, I hope you might get me in touch with his new owner.

By the way, a friend of mine is in the market for a Mondial Ferrari and in case you might consider selling the car we could discuss the matter.

I am looking forward to getting in touch with you again after such a long time.

Kind regards,  
Franco Lombardi

Please, take a note of my E-mail: lombardi.franco@fastwebnet.it

Subj: 0430 MD  
Date: 11/3/06 9:30:03 AM Pacific Standard Time  
From: lombardi.franco@fastwebnet.it (Franco Lombardi)  
To: [REDACTED]

It is a pleasure to hear from you and to discover you still own your beautiful Pininfarina Mondial.

I am now working with Antoine Prunet in a joint project to publish a two volumes work dealing in detail with the history of the 4 cylinders sports cars.

I have nicely detailed the history of your car which is rather well documented in each step of its life.

We still have an area of uncertainty about its initial life. There is, for example, the possibility that the car might have been assigned to Frenchman Francois Picard for the Grand Prix of Porto in June '54, but DNA.

Its US life starting with William Carpenter is rather well-known, although it is not clear whether the car was with him at Lockbourne (N. 97) in August '54 (DNS) or not. Possibly he never got possession of the car and it was sold to someone else.

We know of an ad on R&T (January 1956) where the car was advertised by Bill Frick Motors of Long Island. Actually the car was sold before that being with its new owner, Paul Norair, in November '55 at Nassau for the Bahamas Speed Week.

After a racing season Norair advertised the car in Sports Car (January '57) but only sold it to Mike Garber in June '57. As you probably know, Gaston Andrey raced it in a white livery with a Swiss flag on its sides and had with 0430 an excellent season with several class victories and other good placements leading to win the 1957 title for class E mod. SCCA.

When Andrey moved to 0706 MDTR ( a 500 TRC) at the end of the season, the car was purchased by Charles Kolb, who raced it a few times in '58.

Its last race - to the best of my knowledge - is in September '58 with H. Anderson. He sold the car engineless to Bob Norwood (Texas). In 1969 he was trying to restore the car with engine 0464 MD, bought from Bob Lloyd. We know then that Bob Taylor advertised the car in 1980. In 1995 Corrado Cupellini advertised engine 0430 MD for sale. I do not know when exactly the car was bought by you and - in general - I will be happy to have your comments and further details on its history and the chain of ownership. I presume also that the engine in the car might still be 0464 MD, or not?

We plan not to mention the present owner of each car, unless you authorize us to do it.

I will be happy to publish one or two photos of the car as it is now fully restored. Of course this requires high quality scanning of a good professional print. If you plan to arrange a photographic session it will be ideal for us. We do not think we might need it at least until next Spring. No rush.

My friend has a serious interest for a Ferrari "four", but I guess that the sort of value you have in mind might be not realistic in view of recent transaction results. Even 3 litre Monza or 500 TRC with good history are sensibly less expensive. Moreover not having the original engine might be a problem for several collectors. In any case we might discuss again the matter later and - in any case - you are fully entitled to ask whatever you might think.

I would appreciate a note with your comments to your car's life and chain of ownership and some indication about a possible photo for our book.

Let me hear from you. I might be again in the States next year and I might end up paying you a visit. After more than 20 years it is probably time, before we get too old...

Best regards,  
Franco

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----- Headers -----

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