

375 MM 0382 AM

OUT OF THE DARKNESS –
ONCE LOST & NOW FOUND
BY HISTORIAN ALAN BOE.





Alan Boe Images



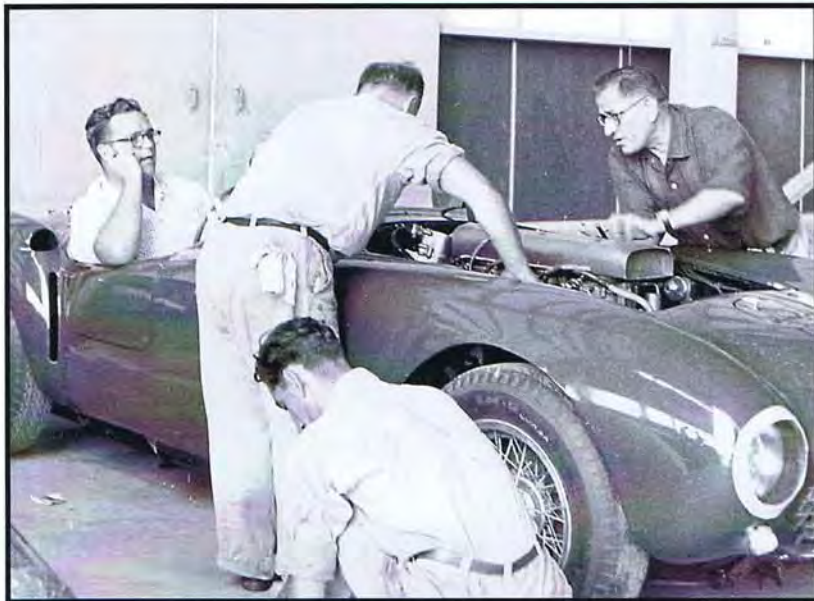


Image Courtesy Mark Kelcham

Bill Spear in the 375 MM, s/n 0382 AM, at Lockbourne AFB for the Buckeye Cup on August 8th, 1954.

backed cars and privateers. So, there was much at stake going into the new season. When all the 1954 dust had settled, the F1 laurels ended up with Juan Manuel Fangio and Mercedes, but Ferrari successfully defended its sports car title, defeating Lancia and Jaguar with its powerful 375 Mille Miglia and 375 Plus Pinin Farina spyders.

A True Racer...

There's no mistaking the 375 MM's singular mission – go fast and win races. It's a 100% pure, purpose built, spartan race car, nothing else. The tidy cockpit of our example is occupied by a pair of red and white vinyl clad bolstered seats, although the metal tonneau cover would have to go to get a passenger in. Plus, there's no door on that side so a leap of faith is required. Straight ahead, framed by the top of the thin wood rimmed steering wheel and just this side of the tiny Brooklands-style windscreen, are five tightly clustered and easily readable gauges, the two big ones reporting engine revolutions up to 8000 rpm and road speed up to 300 kph. Oil pressure, water temperature and fuel level data get smaller instruments. A minimum of knobbed switches for panel lights and the fuel pump complete the instrument panel. Located down on the transmission tunnel are the ignition switch, with parking and headlight controls, the starter button, the turn signal activator, and the magneto control switch.

Our 0382 AM...

The Ferrari seen here, s/n 0382 AM, was the ninth and last by serial number of the 4.5 liter V-12 375 MM spyders finished toward the end of 1953 for the 1954 racing season. In addition, Ferrari and Pinin Farina built five 375 Plus spyders early in 1954 to race as factory entries along with the privately entered 375 MM spyders. The 375 Plus spyders were powered by Ferrari's even bigger and stronger 4.9 liter V-12 engine. Ferrari and Pinin Farina also completed five more 375 MM spyders during 1954 for road work or amateur racing, two going to special customers such as Emperor Bao Dai of Indochina and Italian film director Roberto Rossellini.

A Good Season...

Maranello's sports car opposition in 1954 came from Lancia's D-24 and D-25 spyders, Jaguar's venerable C-Type and their new disc braked D-Type, Maserati's smaller displacement A6GCS, and Aston Martin's DB3S. Even so, Ferrari 375s won three of the six points races in 1954 starting with the Buenos Aires 1000 Kilometers, thanks to Umberto Maglioli and Nino Farina in a 375 MM, chassis s/n 0370 AM. Ferrari 375 Plus spyders went on to take the 1954 edition of the Le Mans 24 Hours (Froilán González and Maurice Trintignant in s/n 0396 AM) and the season-ending Carrera Panamericana (Umberto Maglioli again, this time in chassis s/n 0392 AM). The result was the 1954 Sports Car Manufacturers' Championship for Ferrari, 32 points to Lancia's 20 and Jaguar's 10.

Long Lost & Then Found...

Almost everyone enjoys a surprise and for lovers of great old cars, there's no better surprise than uncovering some long lost four wheeled jewel that's been squirreled away in a secret lock-up for decades – the classic barn find. But when it comes to barn finds and long lost, rare old Ferraris, there aren't many of these gems yet to be discovered.

Probably the most spectacular old Ferrari to have come out of hiding in the last year or two is the beast seen here. It's a mighty 375 Mille Miglia spyder from 1954, bodied by Pinin Farina, chassis number 0382 AM, that was raced all over the place during a period that spanned twenty years before going into seclusion for the next thirty-six years, holed up in a private workshop in rural Mt. Kisko, New York.

The Ferrari 375 MM...

It almost goes without saying that a 375 MM Ferrari is a quick ride. To get maximum performance out of one, it might be thought that its beastly nature would require pilots with Paul Bunyan shoulders, Popeye forearms, and Superman bravery whereas, in reality, 375 MM Ferraris are quite tractable and, properly set up, can be a pleasure to drive. But, heaven forbid, if you get into trouble at speed in one of these things, it could bite back badly. Running with drum brakes on hard, skinny tires with no downforce to stick it to the road, and a less than sophisticated chassis and suspension set-up, a Ferrari 375 MM is a fast, loud and potent machine that slides around corners and chews up straights leaving an almighty roar in its wake.

Championship Plans...

In the latter part of 1953 and with the 1954 racing season looming, Ferrari's decision was to again contest both the Formula One Grand Prix Championship and the World Sports Car Manufacturers' title, a plate full for the ambitious young Italian company. In 1953, Ferrari had captured both the F1 Drivers' crown, with Alberto Ascari winning everywhere, and the brand new World's Sports Car Championship, thanks to a combination of high placings by a variety of both factory



Bill Spear in the 375 MM, s/n 0382 AM, at Lockbourne AFB for the Buckeye Cup on August 8th, 1954.

The President's Cup...

Spear's first win in his 375 occurred on May 2nd when he took the forty seven lap, 203 mile President's Cup event at the SCCA's National Capital Sports Car races at Andrews Air Force Base in Maryland. Spear stalled at the start and was the last of the forty runners to leave but, after one lap, he was up to thirteenth overall, and by lap two he was second to Kimberly. When Spear pitted for tires mid-race, Kimberly pulled out a significant lead only to lose it all on the last lap when the engine in his 375 threw a rod. Spear's winning average speed was 81.85 mph, with a best speed trap time of 138.02 mph. The winner's trophy was presented to Spear by newly elected President Dwight Eisenhower.

Bill Spear...

Completed in December, 1953, our barn find Ferrari had been pre-sold to semi-pro driver Bill Spear as chassis number 0382 AM. It was shipped from the factory to Luigi Chinetti Motors in New York City, arriving on New Year's Eve for delivery to Spear in early January. In order to keep the record straight, it should be noted that some serial number rearranging occurred with the 375 MM Spyderys while Spear's Ferrari was being built. Chassis numbers were changed between four of the cars, including this one, which originally was assigned chassis number 0374 AM, then briefly became 0362 AM, before ending up as 0382 AM in order to fulfill Spear's order.

Spear, who maintained homes in both Westport, Connecticut and Palm Beach, Florida, was the Sports Car Club of America National Driving Champion in 1953, piloting both a Ferrari 225 Vignale Spyder, s/n 0218 ET, and the only 340 Mexico Vignale spyder built by Ferrari, s/n 0228 AT. He also recorded a third overall at Le Mans in 1954 partnering Sherwood Johnston in a Briggs Cunningham C4-R. In addition, Spear owned and raced an impressive array of competition Ferraris in the early 1950s, including a 166 MM Touring Barchetta, s/n 0054 M, a 340 America Touring Barchetta, s/n 0118 A, and a 340 MM Vignale Spyder, s/n 0324 AM.

Off to the Races...

Spear's 375 MM received its baptism under fire on March 7, 1954, at the Sebring 12 Hours in Florida with co-driver Phil Hill but, after taking the lead with Spear driving, their race ended on lap sixty thanks to rear axle problems. A week later, Spear, averaging 97 mph and hitting 150 mph through the speed trap, finished second overall at the Savannah Grand Prix in Georgia, held on the grounds of Hunter Air Force Base. Spear led for twenty six of the thirty laps, only to be overtaken by Jim Kimberly in his 375 MM, s/n 0364 AM, at the end of the race.

A Fabulous Year...

The race at Andrews Air Force Base was the second of eight SCCA weekend races that Spear would run in 1954 in s/n 0382 AM, on tracks such as the old Watkins Glen 4.6 mile public road course, the dedicated track at Thompson, Connecticut and on other circuits laid out on Strategic Air Command bases. Spear and s/n 0382 AM won four of these races outright, finished second overall in two more, and DNFed in the other two. In addition, at Watkins Glen on September 17, Spear set the lap record for the old public road course at 3 minutes, 10.8 seconds, at 86.6 mph, which was never beaten.

Duncan Black...

By early 1955, Spear had taken delivery of, and had begun racing in, his ride for the new season, a Maserati 300 S and so, in February, s/n 0382 AM was turned over to Jack Rutherford for the Daytona Speed Week events where the car finished third in the flying mile for Class A sports cars posting a 153.724 mph blast across the beach. A week later, Rutherford took the 375 MM to an eighth overall finish in a preliminary race at the Fort Pierce, Florida, SCCA Nationals. However, by July of 1955, the Spear Ferrari had been sold to Duncan Black from Parkton, Maryland.

Black was quick to embark on an ambitious race and hill climb program with s/n 0382 AM in the second half of the year. He entered thirteen events, winning one, finishing second in another, and posting three third overall finishes. Black kept the car for five years, racing it multiple times, mainly in the eastern USA, including such noted events as the Road America 500 in 1956 and the Watkins Glen Grand Prix in 1956 and 1957.

George Burke...

After retiring s/n 0382 AM for the 1959 season, Black sold it in 1960 to Dr. George Burke of Baltimore, a faculty member at Johns Hopkins University. Now a six year old race car, Burke continued to compete in SCCA events with the Ferrari through 1966, primarily at his home track at Marlboro,

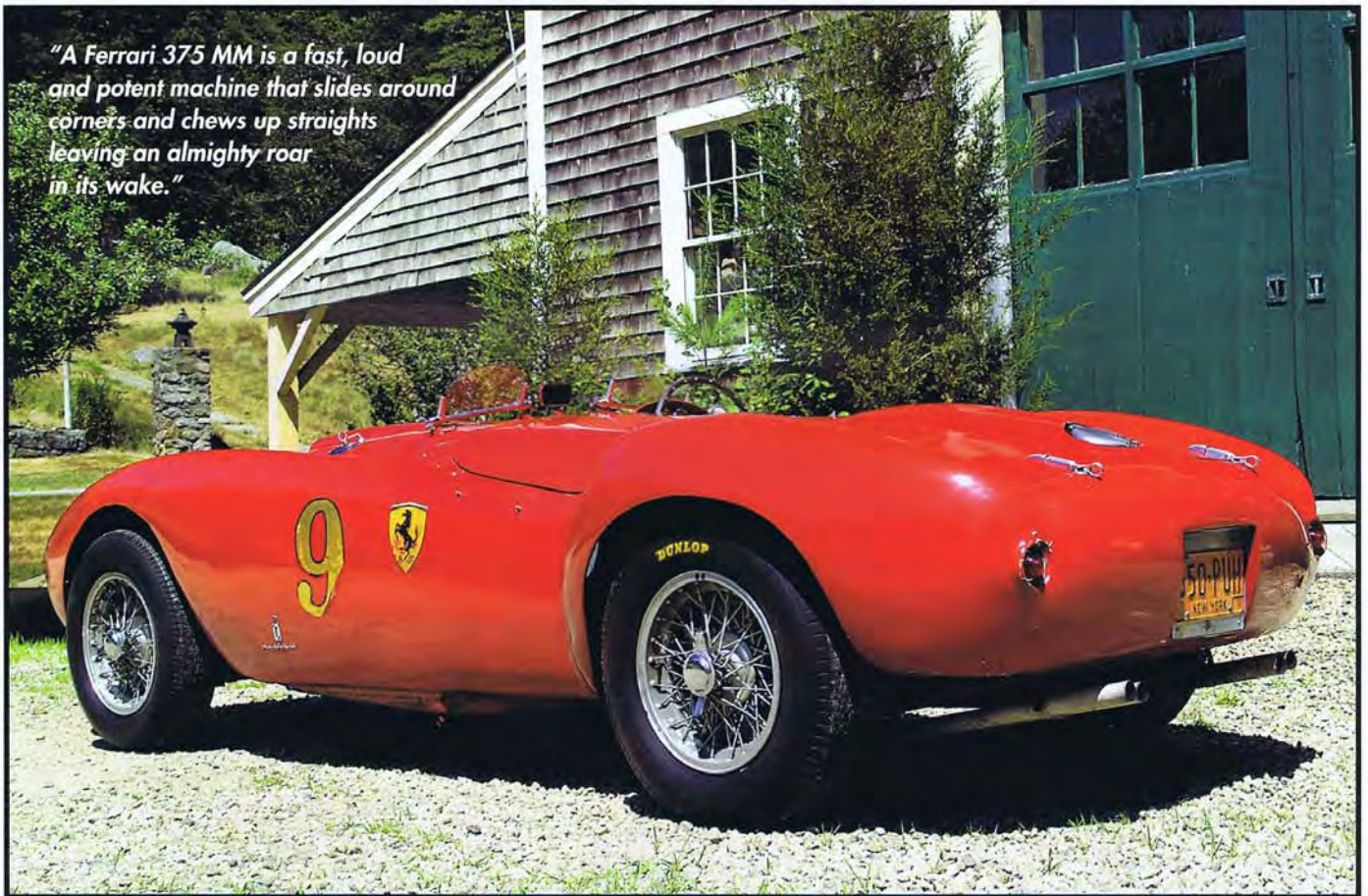
"Probably the most spectacular old Ferrari to have come out of hiding in the last year or two is the beast seen here."



Alan Boe Images

"There's no mistaking the 375 MM's singular mission – go fast and win races. It's a 100% pure, purpose built, spartan race car."

"A Ferrari 375 MM is a fast, loud and potent machine that slides around corners and chews up straights leaving an almighty roar in its wake."





Michael Gregg Images

"The 375 MM had simple interiors, raw, open and bare-boned, with just enough instruments and switches to get the job done."

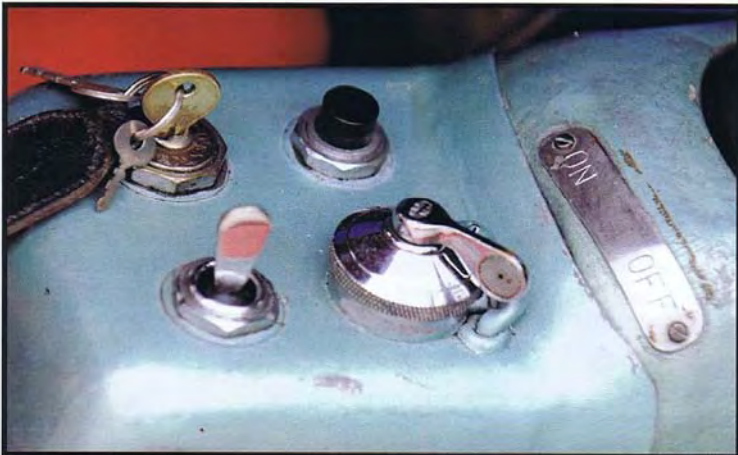




Image Courtesy Mark Ketcham

George Burke in the 375 MM, s/n 0382 AM, at one of the several Marlboro races in 1961.

Maryland. It was Burke who put the gold number 9 on the car which it still wears today. It was also Burke who gets credit for causing a change in U.S. road racing that is commonplace today, but wasn't in 1966. While practicing for the President's Cup race at Marlboro on April 12, Burke ran over a Formula Junior in the subway turn, thereby putting an end to the SCCA's policy of mixing open wheel formula cars and sports cars.

Colin Crabbe to Joel Finn to Ian Gunn...

Burke kept the Ferrari until 1971 when it was sold to Englishman Colin Crabbe, who quickly passed it on to Joel Finn of Poughkeepsie, New York, on May 5, 1971, for the princely sum of \$2,400. Finn then turned it over to John B. "Ian" Gunn of Mt. Kisko, New York, on April 21, 1972, for \$10,000.

In addition to his interest in fast cars in general and the 375 MM in particular, Gunn owned a 1750 Alfa and had a strong attraction to Datsun 240 Zs, classic motorcycles, and the equipment to maintain and restore them, and had built a well equipped machine shop at his home. A world renown physicist, in 1963 Gunn invented a new way to produce microwave oscillations. This led to the negative resistance Gunn diode which made radar detectors and microwave ovens feasible. So, the next time you get a speeding ticket timed with a radar gun, you can give a tip of the hat to Ian Gunn.

Watkins Glen, October, 1973...

Gunn raced his now eighteen year old Ferrari in vintage events in 1972 and 1973, most notably to a fourth overall at the Watkins Glen Löwenbräu Vintage Grand Prix on October 6, 1973. His best time through the speed trap that weekend was almost 114 mph, and his fastest lap was 2 minutes, 41.1 seconds, for an average speed of 75.31 mph. This was the final race in the long career of s/n 0382 AM.

Out To Pasture...

The car was tired, its brakes shot and its gearbox broken, so Gunn trailered it back to Mt. Kisko and put it up on blocks where it stayed until last March. Over those thirty six plus years, he resisted all efforts to buy the car, vowing that it would never be sold during his lifetime.

After Ian Gunn passed away on December 6, 2008, his

three daughters decided it was time to find a new home for the old Ferrari. It was west coast vintner and exotic car dealer, Mark Ketcham, who'd known Gunn since 1994, who facilitated the sale of the car earlier this year after deflecting a flurry of interested potential buyers from around the world who had homed in on the car once word spread of Gunn's death. The transaction was arranged through the good offices of Keith Duly, a long time friend of Ian Gunn.

Paul Russell and Company...

Next, the red warrior was delivered to Paul Russell and Company in Essex, Massachusetts, where it was sympathetically prepared so it could be safely used, with great effort taken to respect the irreplaceable originality and patina of the old race car. But the 375 needed a lot of work – its Rip Van Winkle years had taken a heavy toll. Then, no sooner had the car arrived in Essex than Ketcham's application to have it included in the Post-War Preservation Class at this year's Pebble Beach Concours d'Elegance was accepted, putting additional pressure on Russell and crew to get everything done in a little over four month's time. The shop was already under the gun and working weekends and evenings getting ready for Pebble Beach a rare Bugatti Type 57 S Atlantic that had been hit by a train years ago. That they succeeded with the 375 MM is evidenced by the third-in-class trophy the old Ferrari received at Pebble Beach.

Rebuilding Required...

In order to make the car drivable and get the engine running again, a lengthy laundry list of jobs had to be completed. The magnetos, carbs, and water pump had to be rebuilt, and all fluids had to be flushed and replaced. Compression checks were required, and the cooling system and cranking oil pressures had to be tested. The ignition harness had to be restored and valve timing reset. The brake lines and master cylinder had to be replaced, slave cylinders re-sleeved, the pedal box rebuilt, and the brake backing plates and shoes cleaned.

The clutch was replaced, the pressure plate rebuilt, and the transmission disassembled to remove and replace the disintegrated old synchro rings. Other items that had to be rebuilt included the generator, voltage regulator, and the Autoflux electric fuel pump. The original exhaust system, which came separate from the car, was re-installed, the cockpit vinyl cleaned, and various storage damage dents ironed out.

Vintage Tires and Stickers...

Interestingly, the old non-date coded tires and tubes, which were installed sometime before 1973, still held air after all these years and were not replaced. Additionally, it was discovered that the Borrani wire wheel rims were stamped "4.5 W.S." for "4.5 liters, William Spear", something the shop had never seen before. The rear firewall in the cockpit still retained some of the old scrutineering stickers from the 1950s and 1960s, including those from the 1954 SCCA races at

Bought by Bill Spear

- 1954 Sebring 12 Hours, 36th, DNF (rear axle), Phil Hill/Bill Spear, #7 (7 March) (Photos when new *Prancing Horse*, #52, page 13)
- 1954 Hunter AFB, Savannah Grand Prix, 4th Race, 2nd OA, Bill Spear, #9 (14 March)
- 1954 Andrews AFB, Abe Lincoln Race, qualified 11th, DNS (CM), Bill Spear, #1c (2 May)
- 1954 Andrews AFB, Main, President's Cup, 1st OA/1st Class (CM), Bill Spear, #1c (2 May) (*Road & Track*, August 1954, pages 36-37)
- 1954 Thompson, Race 9, 1st OA/1st Class (CM), Bill Spear, #100 (30 May)
- 1954 Offut AFB, Omaha Centennial GP, 4th Race, 2nd OA/2nd Class (CM), Bill Spear, #1 (4 July) (*Road & Track*, September 1954)
- 1954 Lockbourne AFB, Buckeye Cup, DNF, Spear, #1 (8 August) (*Road & Track*, November 1954, pages 26-27)
- 1954 Thompson Races, 10th race, 1st OA/1st Class (CM), Bill Spear, #111 (5 September) (*Road & Track*, December 1954, pictured page 32)
- 1954 Watkins Glen GP, DNF on 10th Lap when leading (back axle), Bill Spear, #100 (17 September) (On lap 8 of the race, Spear set the course lap record for the 4.6 mile course (2nd course) which still stands today of 3:10:8 or 86.6 mph) (*Prancing Horse*, #52, page 18, pictured)
- 1954 March AFB, Orange Empire National Race, 1st OA/1st Class (CM), Bill Spear, #4 (November 7) (*Road & Track*, January 1955, pages 42-43)
- 1955 Daytona Speed Week, 3rd OA, Jack Rutherford, #? (21 February)
- 1955 Fort Pierce, 8th OA, Jack Rutherford, #14 (27 February)
- 1955 Fort Pierce, Main, 4th OA, Jack Rutherford, #14 (27 February)

Duncan Black (Parkton, MD near Baltimore, USA) buys the 375 MM from Bill Spear

- 1955 Baltimore, Main, 3rd OA, Duncan Black, #? (1 July)
- 1955 Beverly National Sports Car Races, 3rd Race, DNF Class (CM), Duncan Black, #14 (4 July)
- 1955 Beverly National Sports Car Races, Main, Race 7, 3rd OA/2nd Class (CM), Duncan Black, #14 (4 July)
- 1955 Giant's Despair Hillclimb (Wilkes Barre, PA), 1st OA, Duncan Black, #44 (22 July); fastest time of day: 1:02:04, Class C Mod. (*Road & Track*, Nov. 55. p. 26)
- 1955 Thompson, Prelim, Race 9, 2nd OA, Duncan Black, #4 (4 September)
- 1955 Thompson, Main, Race 10, 3rd OA, Duncan Black, #4 (4 September)
- 1955 Watkins Glen, 5th OA/2nd Class, Duncan Black, #44 (17 September) (*Prancing Horse*, #52, page 29)
- 1955 Fairchild National SCCA Races (Hagerstown, MD), President's Cup, Race 3, DNF (Brake problems), Duncan Black, #4 (16 October)
- 1955 Fairchild National SCCA Races (Hagerstown, MD), President's Cup, Race 7, DNF (Brake problems), Duncan Black, #4 (16 October)
- 1955 Nassau Governor's Trophy, 7th OA/4th Class, Duncan Black, #4 (9 December)
- 1955 Nassau Straightway Speed Trials, 145.1 mph, Duncan Black, #4 (10 December)
- 1955 Nassau Alberto Ascari Memorial Trophy, Ferrari Race, 8th OA, Duncan Black, #4 (10 December)
- 1955 Nassau Trophy, DNF (Crash), Duncan Black, #4 (11 December)
- 1956 Giants Despair Hillclimb, 4th Class, Duncan Black (20 July)
- 1956 Elkhart Lake 500, Duncan Black, #4
- 1956 Watkins Glen Grand Prix, 4th OA/3rd Class (CM), Duncan Black, #4 (15 September)
- 1957 Cumberland AFB, National Championship Races, 4th OA (CM), Duncan Black, #44 (19 May)
- 1957 Marlboro, Race 4, 2nd OA, Duncan Black, #144 (16 June)
- 1957 Marlboro, Race 11, DNF, Duncan Black, #144 (14 July) (*Prancing Horse* #52, page 16)
- 1957 Giants Despair Hillclimb (Wilkes-Barre, PA), 2nd OA/1st Class (C & F Sports), Duncan Black, #44 (19 July)
- 1957 Giants Despair Hillclimb (Wilkes-Barre, PA), 2nd OA/1st Class (C & F Sports), Duncan Black, #44 (20 July)
- 1957 1st OA, Bill Spear, #? (21 July)
- 1957 Watkins Glen Grand Prix, National Championship Races, 7th OA/4th Class (CS), Duncan Black, #44 (21 September)
- 1957 Virginia International Raceway, Virginia International Championship Races, President's Cup, 3rd OA (Grid 8), Duncan Black, #44 (27 October)
- 1958 Marlboro National, President's Cup, 5th OA/3rd class, Duncan Black, #4 (20 April)
- 1958 Virginia International Raceway, Presidents Cup Races, 3rd OA, Duncan Black, #4 (4 May)
- 1958 Watkins Glen GP, DNA, Duncan Black, #4 (20 September)



The 375 MM, s/n 0382 AM, at Thompson AFB, May 30, 1954.

Sold to George Burke

- 1960 Marlboro, ?, George Burke, #9 (10 July)
- 1961 Marlboro, ?, George Burke, #9 (8 January); not mentioned in report, shows in photo
- 1961 Marlboro, Governor's Cup, Race 8, 15th OA/4th Class (CM), George Burke, #9 (19 April)
- 1961 Marlboro, Race 10, DNF, George Burke, #9 (4 June)
- 1961 Marlboro Six Hour, George Burke/Van Valen, #9 (4 June) (Above was in a Devin-Crosley)
- 1961 Marlboro, Race 13, 6th OA/1st Class (CM), George Burke, #9 (23 July)
- 1961 Marlboro, Race 15, 12th OA/1st Class (CM), George Burke, #9 (1 October)
- 1962 Washington DC Sports Car Show Car. Exhibited at the U.S. National Guard Armory (8-11 February); owned by Dr. George Burke
- 1963 Marlboro, ?, George Burke, #9 (2 April)
- 1964 Marlboro, President's Cup Race, 14th OA/5th Class (CM), George Burke, #9 (12 April)
- 1964 Marlboro, 5th Class (CM), George Burke, #9 (12 April); Burke ran over a Formula Jr. in the subway turn during practice at Marlboro Raceway which ended SCCA racing of mixed open wheel and sports cars. *Competition Press*, May 23, 1964, page 2. However, Burke did run in the two events in 12 April successfully
- 1966 Les 6 Heures du Marlboro, George Burke. The above was in the notebook written by Ian Gunn in 1972

Purchased by Ian Gunn on 21 April 1972

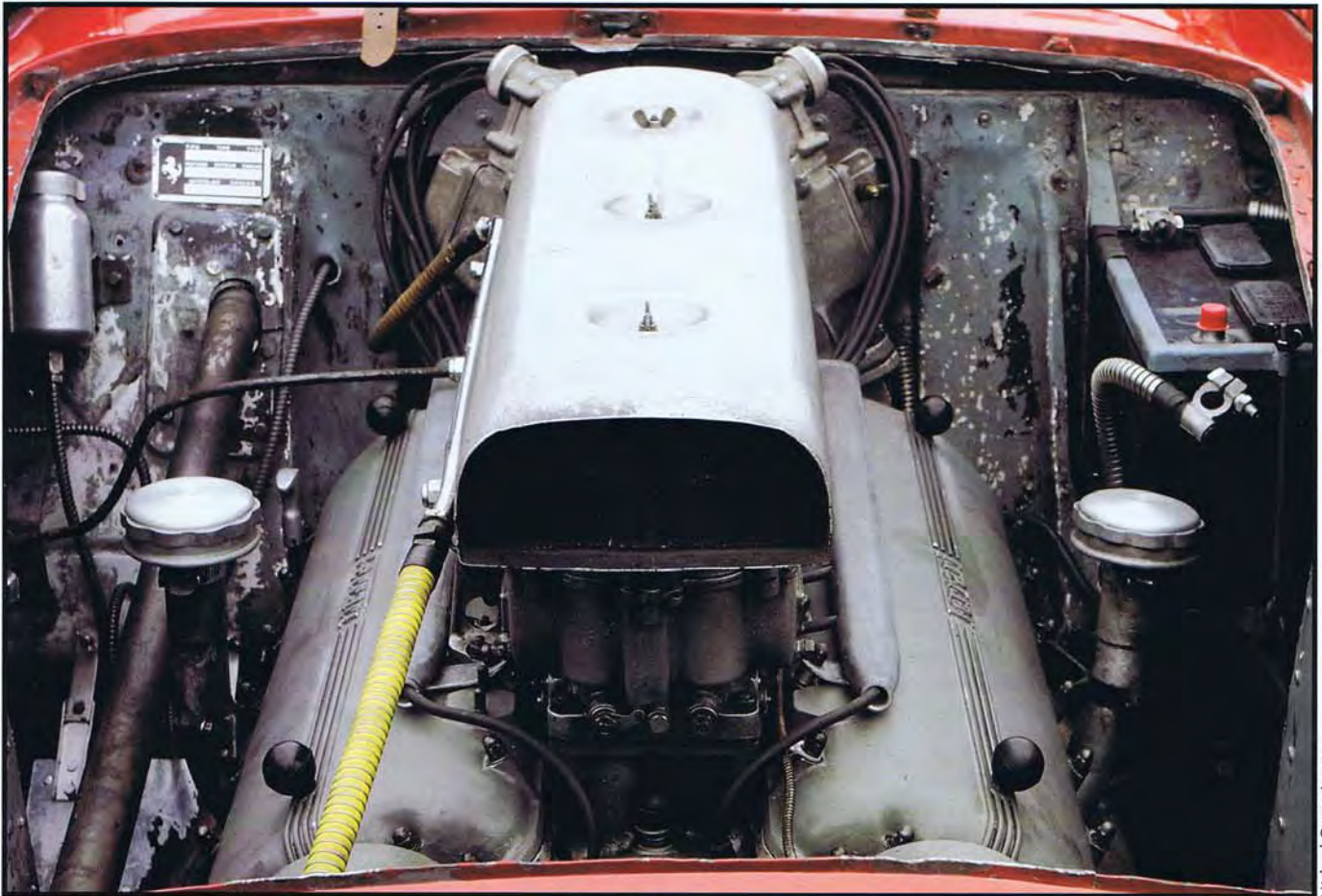
- Raced by Ian Gunn from 1972-1973
- Watkins Glen VSCCA Race:
 - 1973 Watkins Glen Löwenbräu Vintage GP, Friday Speed Traps, 113.9 mph (5 October)
 - 1973 Watkins Glen Löwenbräu Vintage GP, Prelim, 2 minutes, 41.1 seconds, 75.309 mph; Qualified 4th OA, J. B. Ian Gunn, #9 (6 October)
 - 1973 Watkins Glen Löwenbräu Vintage GP, 10 Laps, 4th OA, J. B. Ian Gunn, #9 (6 October); started 4th on the grid
- This was the last race run by the 375 MM Spyder. The brakes were too fatigued and Ian Gunn brought the car home, put it up on blocks, where it did not turn a wheel until 2009. Mr. Gunn, a world renowned physicist, passed away in 2009.

In March 2009 the 375 MM Spyder was sold to the current owner

- The car was then sent to Paul Russell & Company (Essex, MA) for the "Spa Treatment", whereby the car was to be mechanically restored and prepared, while maintaining its wonderful, original patina.

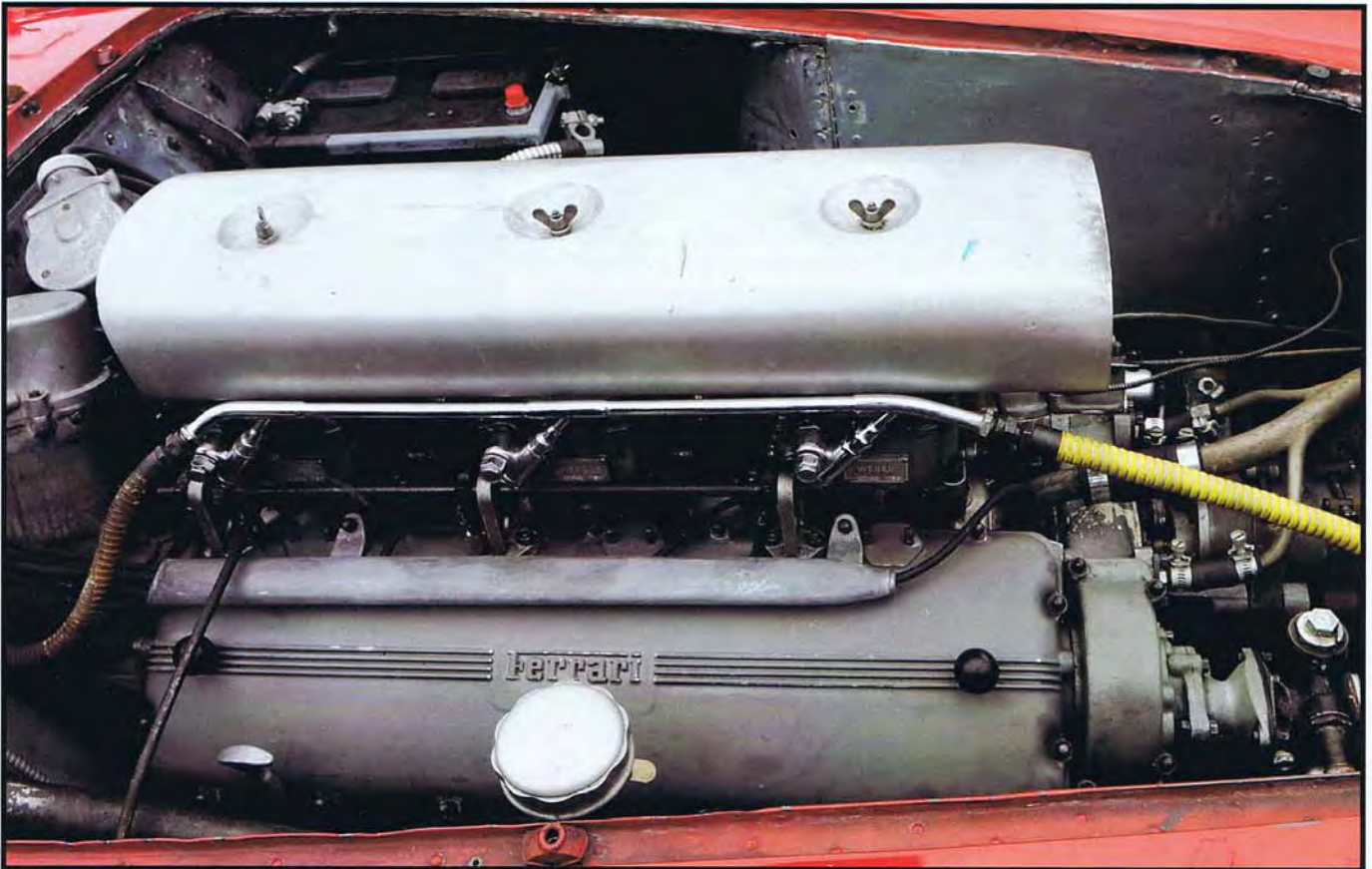


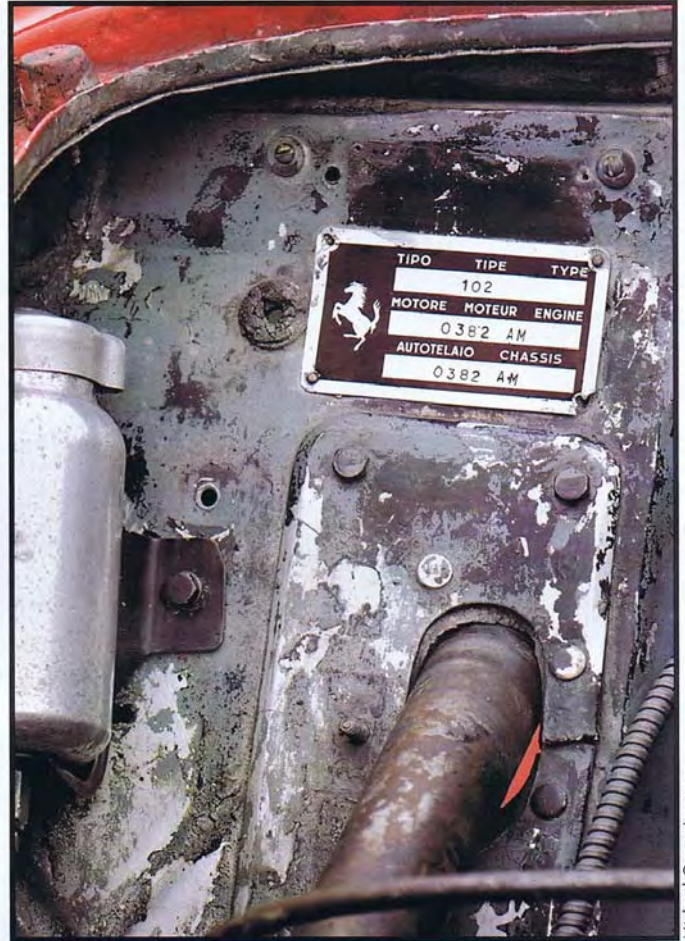
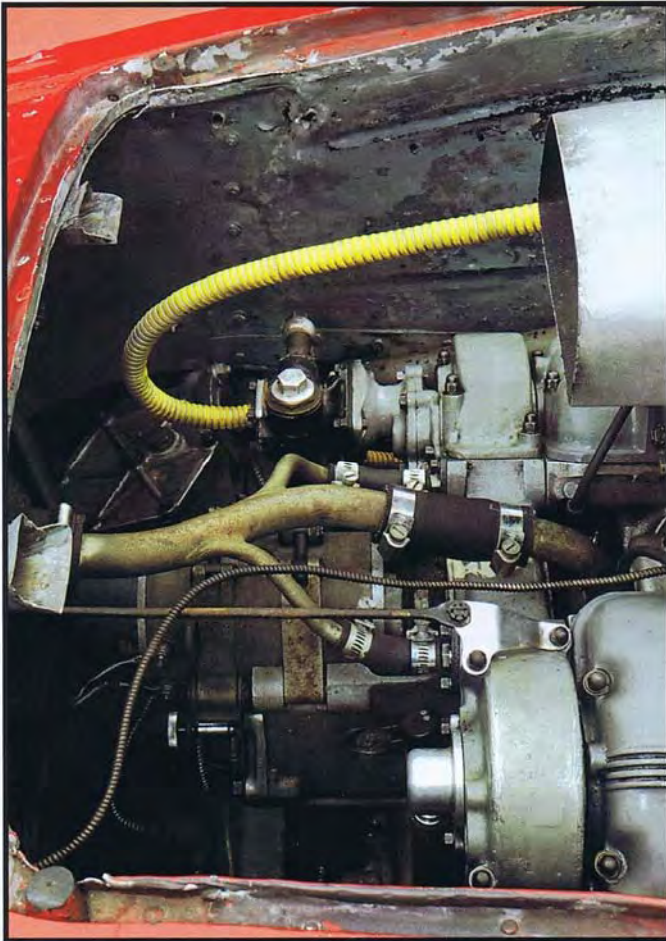
The 375 MM, s/n 0382 AM, at March AFB in 1954.



Michael Gregg Images

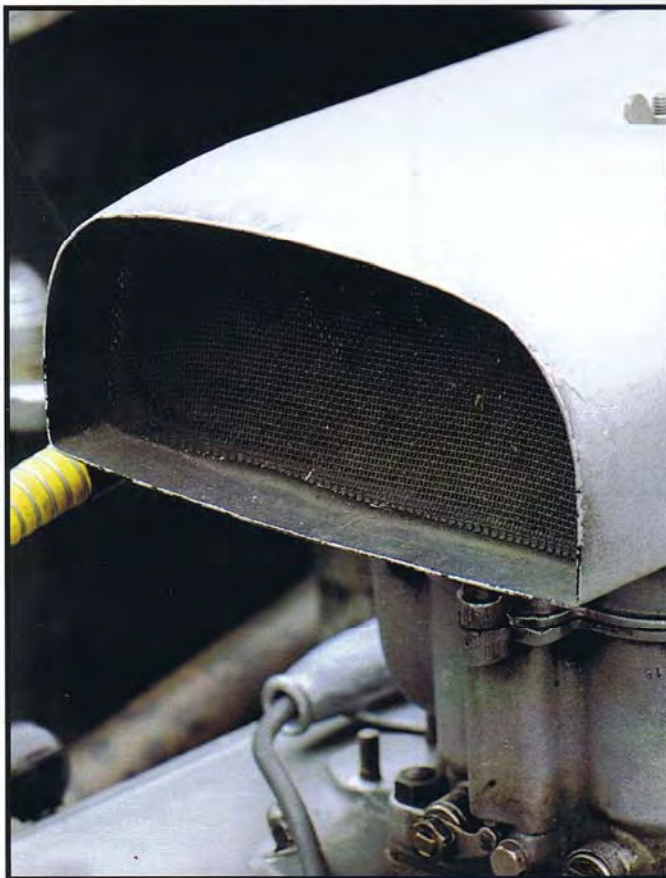
"The 375 MM's had large, brutish, untamed 4.5 liter V-12 engines, with three Weber 40 IF/4C carbs, producing 340 hp."



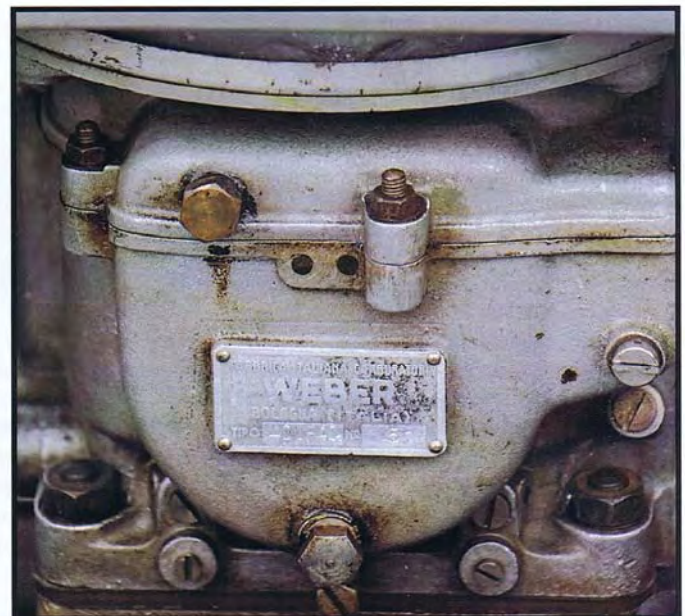


Michael Gregg Images

"This 375 MM, s/n 0382 AM, was cleaned up and had parts rebuilt but all the old racing scars have been preserved."



"In order to make the car drivable and get the engine running again, a lengthy laundry list of jobs had to be completed. The magnetos, carbs, and water pump had to be rebuilt, and all fluids had to be flushed and replaced. Compression checks were required, and the cooling system and cranking oil pressures had to be tested. The ignition harness had to be restored and valve timing reset."





Michael Gregg Image

Andreas Mohringer accepts a well-deserved Preservation Class Award at the 2010 Pebble Beach Concours d'Elegance.

Lockbourne Air Force Base and the Les Six Heures du Marlboro.

It's Public Presentation...

And then the 375 MM was shipped to California after a few Massachusetts test miles. Following Pebble Beach in August 2010, the red number 9, with its Preservation Award, was sent back to Paul Russell's shop for final work for new owner, Andreas Mohringer of Salzburg, Austria.

Ferrari Lineage...

Ferrari's 375 MM and 375 Plus spyders were road racing's giant killers in 1954. They followed on the heels of Ferrari's 340 America, 340 Mexico and 340 MM sports competition cars from the early 1950s and, across the remainder of the decade, heralded in a remarkable line-up of ever faster and more powerful twelve cylinder competition machines from Maranello.

In 1955, it was the 410 Sport, then the 290 MMs from 1956, and the 315 and 335 Sport spyders from 1957. They were followed by 250 Testa Rossas in 1958 and the TR59s and TR60s at the end of the decade. This amazing assortment of front engine V-12 competition spyders proved capable of taking on and dispatching the best of the rest. But there's no other 375 MM spyder quite like s/n 0382 AM – still unrestored and retaining its originality after all these years. And, until recently, it surely was one of the last of the great undiscovered, barn find, time warp machines from Maranello.

Acknowledgments...

The author would like to thank Mark Ketcham and Paul Russell for making the Ferrari available, and David Seielstad, Terry O'Neil and Andreas Mohringer for their racing history research and help.

TECHNICAL DETAILS OF THE 375 MM, S/N 0382 AM... COMPILED BY ALAN BOE

Chassis Type:	102, welded tubular steel
Wheelbase:	2600 mm or 102.3 inches
Front Track:	1325 mm or 52.2 inches
Rear Track:	1320 mm or 52 inches
Length:	4200 mm or 165.5 inches
Width:	1595 mm or 62.75 inches
Height:	1120 mm or 44 inches
Wheels:	Borrani center lock knock-off, 16 x 5.00 all around, dated October 1953
Tires:	6.00 x 16 (front); 7.00 x 16 (rear), Pirelli
Brakes:	Hydraulic, aluminum drums, iron liners
Steering:	RHD, worm and sector
Fuel Tank Capacity:	180 liters
Exhaust System:	Six into one header pipe, two single pipe exhaust, dual only at tailpipe
Rear Axle Ratio:	9 x 32 or 3.56 to 1
Clutch:	Multi-disc
Instruments:	Metric
Weight:	Approximately 900 kilograms
Motor Type:	102, 60° V-12 single overhead cam, rocker arms and roller followers, hairpin valve springs
Displacement:	4522 cc
Bore:	84 mm or 3.3 inches
Stroke:	68 mm or 2.68 inches
Carburetion:	Three Weber 40 IF/4C, serial numbers 58, 51, and 57 (front to rear)
Ignition:	Two Marelli magnetos
Maximum HP:	340 at 7000 rpm
Compression Ratio:	9.2 to 1
Gearbox:	Four forward speeds, all synchromesh, plus reverse, internal no. 21/D
Suspension, Front:	Independent, unequal length A-arms, transverse leaf spring, Houdaille lever action shock absorbers
Suspension, Rear:	Live axle, semi-elliptic leaf springs, parallel trailing arms, two Houdaille lever action shock absorbers per side
Top Speed:	Approximately 170 mph at 7000 rpm in fourth gear on 7.00 x 16 tires

**WHERE ARE THEY TODAY?
THE NINE 375 MM PININ
FARINA SPYDERS...
COMPILED BY ALAN BOE**

S/N	Present Location
1. 0360 AM	Italy
2. 0362 AM	California
3. 0364 AM	Michigan
4. 0366 AM	Florida
5. 0370 AM	Virginia
6. 0372 AM	Florida
7. 0374 AM	California
8. 0376 AM	Germany
9. 0382 AM	Austria

375 MM PININFARINA SPYDER

Delais	Delais	Scocca
0360/AM	0364/AM	12560
0362/AM	0366/AM	12561
0364/AM	0368/AM	12562
0366/AM	0370/AM	12563
0368/AM	0372/AM	12564
0370/AM	0374/AM	12565
0372/AM	0376/AM	12566
0374/AM	0378/AM	12567
0376/AM	0380/AM	12568
0378/AM	0382/AM	12569
0380/AM	0384/AM	12570
0382/AM	0400/AM	12571
0384/AM	0386/AM	12572
0402/AM	0404/AM	12573
0406/AM	0414/AM	12575
0450/AM	0460/AM	12576



Above right: 375 and 375+ original PF Job Numbers hand written by someone way back when.

o "375 MILLEMIGLIA - Spyder competizione, completa di cinque ruote gon-
ole Pirelli Corsa, accessori normali e speciali, dotazione ricambi
so esportazione (vedere nota caratteristiche a parte);...Ital.Lire 7.500000.

tipo "735 Millemiglia " spyder competizione, 4 cilindri, cilindrata
3000.cc. completa di accessori come sopra..... Ital. Lire 4.000000-

Per le suddette vetture NUOVE s'intende prezzo FOB Genova- imballo al costo.

Vetture d'occasione:

tipo " 250 Millemiglia spyder competizione, completa di accessori come per le sopradette vetture nuove;:::..... Ital. Lire 4.300.000.-
" "250 Millemiglia spyder competizione, completa come s. " " " 4.500.000.- berlinetta
" "166 Millemiglia " Spyder competizione, " " " " " 2.800.000.-
" "166 Millemiglia berlinetta, competizione " " " " " 3.000.000.-

Anche tutte le vetture sopradescritte, d'occasione, s'intende completa di
cinque ruote gonmate corsa nuove, attrezzi normali e speciali e dotazione
ricambi uso e esportazione.

Le macchine d'occasione si intendono completamente revisionate e
rimesse a punto dalla Casa e vendute con garanzia tanto per il motore
come per la carrozzeria.

Vendita con impegno per iscritto; Base FOB Genova- imballo al costo.

Alan Boe is one of the foremost Ferrari researchers and historians of our time, and he writes extensively, with authority, on the older Ferraris for many prestigious publications. He is also Chief Judge of the Ferrari Class at the important Pebble Beach Concours d'Élegance.

Above: An actual Ferrari Price List from the 1950s, giving the cost of a 375 MM, a rare 735 MM, both a 250 MM Spyder and Berlinetta, and both a 166 MM Spyder and Berlinetta. The Berlinettas are a bit more than the Spyderys, but the 375 is the most expensive of all.



Above: Pages from an extensive notebook, with detailed remarks on how the car operated, what had to be fixed, sketches of the parts that had to be ordered or made, hand drawn schematics of how parts were to be assembled, race results, etc. It is a mother lode of material on the operational life of this 375 MM when it raced, and it shows the care and attention needed to keep these beasts running out in the field far from home.