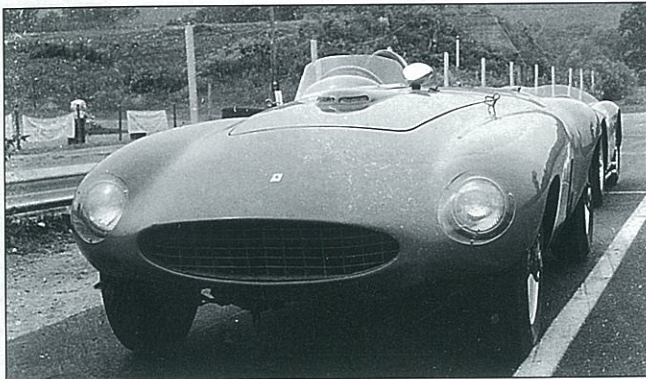
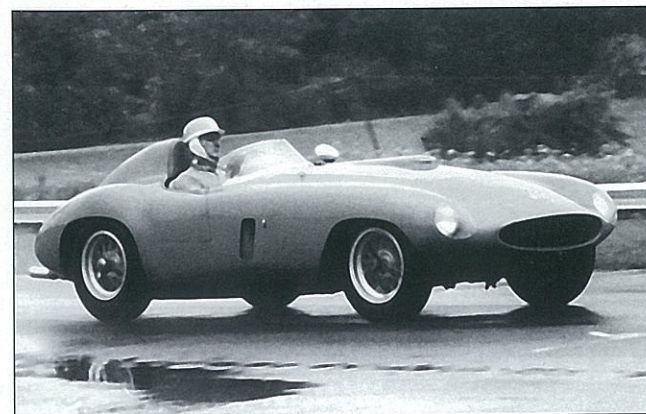


LETTERE

Below, the 340 MM Spyder, s/n 0294 AM, having fun at Lime Rock despite the weather.



Simon Moore Images



Editor of several important auto magazines in that time period. He still maintains one of the world's largest automotive photograph collections in existence. Dieter Holterbosch had several Ferraris, but was noted for having a preeminent Mercedes collection.

Dear Cavallino,

I refer to my previous letter; I enclose two more photos. I cannot find the negatives right now and the 41 year old prints are a bit faded. Nothing your modern technology can't cope with though, I'm sure.

The first photo is s/n 0790. It is there for practice for the August 1962 Guards Trophy at Brands Hatch. A Factory mechanic has just been warming the car up, and is sitting on it. Note the gravel tracks in the paddock, and the grass for the cars to park on. Also, notice how close you could get on a straightforward ticket, bought at the gate! Not many people either. Note the earlier nose compared to today.

The second photo is [of the Breadvan], s/n 2819 GT, at the same event. The note on the back of the photo, in Jess Pourret's writing, identified the GTO behind as s/n 3445 GT. No. 63 is a Cooper F1, also entered by Scuderia Serenissima. Part of the paddock area was paved (for the "star" cars), but it was quite a steep angle/slope. Again, notice the absence of people on that lovely August day.

Best wishes,
Simon Moore
London, England

Jess Pourret is a long time Ferrari expert, starting back in the 1960s, and he wrote the big book on the 250 GTs, including the TDFs, SWBs, and GTOs, with chassis numbers and individual histories, etc. He was the first to do so. The book has been through several printings in several languages, and the GTO portion was recently updated and co-authored with Keith Bluemel.

NASSAU NUGGETS...

Dear Cavallino,

At Nassau in 1962, the reason why George Constantine did not race at the December 1962 event was his heart attack in May of that same year. By June, it was reported in *Competition Press* for the June 30th issue that he was "improving", but by September he had put his 250 TR up for sale. (His final race event was at Daytona in February of 1962, in what was, I believe, a 1961 version of the 250 TR.)

Curiously, he did provide a new Cobra(?) for driver George Butler at the 1963 Nassau event, and by 1964 he was the announcer at either Lime Rock or Thompson in Connecticut. He lived in Southbridge, Massachusetts, and died on January 7, 1968 at age 50.

Sincerely,
Jim Sitz
Bonsall, CA

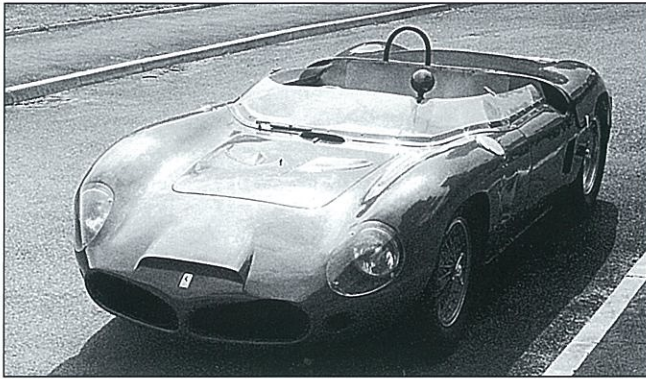
If you would like to comment, and we hope you do, please send to Cavallino, PO Box 810819, Boca Raton, FL 33481.

Below is the Breadvan, s/n 2819 GT, at Brands Hatch in 1962.

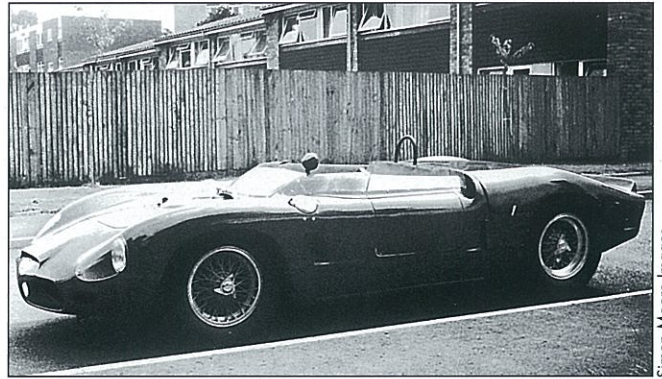


Simon Moore Images

LETTERE



Below, the first four photos are of the 196 SP Dino, s/n 0804, in 1969 in England, as just another old race car.



Simon Moore Images

UPDATES ON SEVERAL MATTERS...

Dear *Cavallino*,

Well, finally I'm back in the UK, after nearly nine years living in Asia! It's taken a while to get used to it, I can tell you. My wife has given me a subscription to *Cavallino*, and I thought that it was about time that I made contact. Hopefully, I will be able to contribute a few stories in due course.

In the past, I used to write you "letters" with photos. After the summer, I will dig out some period shots of the "Breadvan" for you (from *Cavallino* 135). In the meantime, I want to refer back to a couple of issues ago (*Cavallino* 132) – the Dino spiders, and also s/n 0294 AM.

I know how readers like to see shots from earlier in a car's history. The first three photos show s/n 0804 back in 1969. My notes say that this was the day Peter Giddings took delivery of the car from David Clarke, but Marcel has it the other way around. I have included three photos, despite the light getting in on the right, as it shows the (maybe first) Graypaul transporter! A covered trailer towed by a Land Rover! David Clarke is at left, Peter Giddings at right. The photos are outside Peter Giddings' house in Reigate, Surrey. The fourth photo shows the car in the courtyard of Peter's house (same era).

Now we come to the tragic bit. I separated from my files some color negatives and took them to the lab for processing.

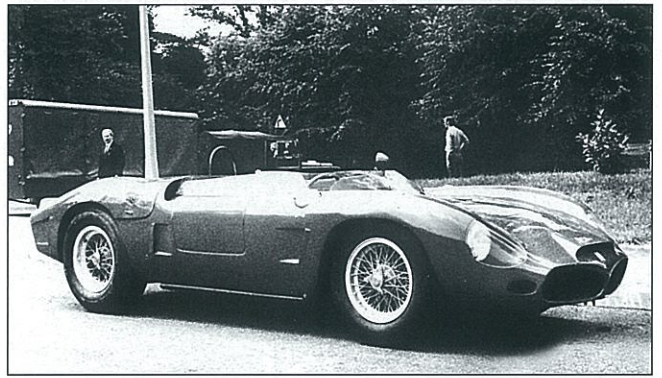
They show s/n 0294 AM at the USCCA Lime Rock meeting in late July or early August of 1968. I was lucky enough to be driven around by Karl Ludvigsen that day – lots of fun! Unfortunately, the lab has damaged the negatives – and the re-washed ones are not much better. Maybe you can recover one or two with "photoshop" or whatever software you use? I have included both copies just in case. Several photos show Karl Ludvigsen driving Dieter Holterbosch around in the wet. The last photo is actually very sharp and shows Dieter driving. I think it could be "worked over" on the computer.

Sorry to be so late in commenting on *Cavallino* 132, and especially for the foul up in the photo lab.

Look forward to working with you in the future.

Best wishes,
Simon Moore
London, England

Simon Moore is a long time Ferrari expert, but his real claim to fame is as an Alfa authority, and he has written two masterful books on the subject, on the 8C 2900 and the 8C 2300 Alfa race cars. View them at parksidepublications.com. Peter Giddings is a noted historic car collector and racer, still active today. The late David Clarke founded Graypaul Motors, the most important Ferrari shop in England for most of the post-war era. Karl Ludvigsen is a prolific automotive writer and consultant, still active today. He was



Below is the 246 SP, s/n 0790, at Brands Hatch in 1962.



Simon Moore Images