

The ex-Vasco Sameiro
1952 Ferrari 225 Export

Chassis no. 0198ET

Engine no. 0198ET (see text)

Brief History

Ferrari 225 Sport Spider
Vignale 1952,
Chassis#0198 ET

- Three ovoid portholes
- Three air intakes on the hood (3 horizontal nostrils)
- Tuboscocca chassis
- Engine type 225, internal #23
- Gearbox type 212, internal #182 E
- Rear axle type 340, internal #67 A

• **April 26, 1952**
Rear axle assembly completed by mechanic Walter Sghedoni, supervised by foreman Amos Franchini

• **May 4, 1952**
Engine assembly completed by mechanics Baldi and Pinelli, supervised by foreman Amos

• **Franchini**
Engine dyno tested by mechanic Manfredini

• **May 9, 1952**
Gearbox assembly completed by mechanics Bellentani and Beltrami, supervised by foreman Amos Franchini

• **May 12, 1952**
Chassis frame completion date, supervised by foreman Amos Franchini

• **May 28, 1952**
Factory road tested

• **June 1952**
Sold to official Ferrari importer Joao A. Gaspar, Oporto/Portugal.
Registered on Portuguese license plates "GD-18-48"

• **June 1952**
Sold by Gaspar to first private owner Vasco Sameiro, Lisbon, Portugal.
Painted light yellow



This most attractive high performance, open cockpit Ferrari Sport Spider completed its initial factory road test in the Appenine foothills around Maranello on 28th May 1952, before being shipped to its first owner, the Portuguese Ferrari agent Joao A. Gaspar of Oporto. He had the car registered on Portuguese license plates – 'GD -18-48' – and sold it to his fellow countryman and motor sports enthusiast Vasco Sameiro, of Lisbon. The Ferrari was painted yellow and on 22nd June 1952, it made its motor racing debut – driven by Vasco Sameiro in the Portuguese Grand Prix for sports cars, run around the streets of Oporto. The car ran race number '18' there and is pictured during this event in the 1952 edition of the official

Ferrari Yearbook. On 6th July Sameiro reappeared in the car, this time competing on the magnificent and, in part, tortuous city circuit at Vila Real in the Portuguese interior. On the occasion the car wore race number '22' but Sameiro was forced to retire.

On 31st August he raced '0198ET' on the Vila do Conde circuit, where he finished in fifth place. Back at the same venue on 27th September, Vasco Sameiro and the car both went well – securing their first race victory. Portugal, of course, has extremely close links with Brazil, and Vasco Sameiro then shipped his bright-yellow Ferrari across the mid-Atlantic to Rio de Janeiro for the local race at Maracana, in April 1953. Sameiro seems to have been seeking an enthusiastic local buyer for the car, and after winning at Maracana he was, indeed, successful, '0198ET' being acquired from him by Mario Valentim of Rio.

1952 Ferrari 225 Export

•June 22, 1952

Raced at the Grand Prix of Portugal, Boavista, Oporto, by Vasco Sameiro, race #18 (pictured in the 1952 Ferrari Yearbook) (pictured pages 67 and 70 of José Barros Rodrigues book "Circuito da Boavista – Velocidade na Invicta")

•July 6, 1952

Raced at Vila Real in Portugal by Vasco Sameiro, race #22, DNF (pictured page 61 of Carlos M. Guerra's book Circuito de Vila Real 1931-1973")

•August 31, 1952

Raced at Vila do Condé by Vasco Sameiro, race #20, placed 5th

•September 27, 1952

Raced at the IV Circuito Automovel de Vila do Condé by Vasco Sameiro, race #3, placed 1st

•April 1953

Raced at Maracana, Rio de Janeiro/Brazil, by Vasco Sameiro, placed 1st

•Then

Sold to Mario Valentim, Rio de Janeiro/Brazil

•June 21, 1953

Raced at the Grand Prix Portugal, Boavista, by Mario Valentim, race #1, placed 3rd

•July 26, 1953

Raced at the ACP Jubilee Grand Prix Monsanto, Portugal, by Mario Valentim, race #28, now painted black

•1954

Sold to Sergio Bernardes, Rio de Janeiro/Brazil

•June 27, 1954

Entered for the Grand Prix do Porto, Boavista, Portugal, by Bernardes, race #14, but DNS

•July 25, 1954

Raced at the Grand Prix of Portugal, Monsanto, by Sergio Bernardes, race #2, DNF



Top: '0198ET' lines up on the front row at Boavista, June 1952, with race number '18', for its maiden race.

Bottom: Sameiro roars down the straight at the Grand Prix of Portugal.

This Brazilian enthusiast then spent that northern hemisphere summer in Europe, and on 21st June 1953, he drove this car in its second consecutive Portuguese Grand Prix event, on the Boavista circuit, competing as number '1' and bringing the car home in a most commendable third place.

On 26th June Valentim appeared in the car once again, this time in the Automovil Club Portugues Grand Prix at Monsanto Park, Lisbon, in which he ran race number '28' and the car appeared painted black. Mario Valentim then sold chassis '0198ET' to fellow Brazilian Sergio Bernardes, also from Rio de Janeiro, but the car appears to have remained in Europe and was entered in the Oporto Grand Prix on 27th June 1954, to be driven by Bernardes – race number '14' – although it did not start in that event on race day.

One month later, however, on 25th July, Bernardes did indeed appear in the car in the Portuguese Grand Prix at Monsanto Park, Lisbon – race number '2' – but failed to finish.

Later in the 1950s the car was shipped back to Brazil, where it appeared on the Interlagos circuit at Sao Paulo in February, 1957 – being pictured for the second time in the official Ferrari Yearbook. It then survived little used in Brazil until discovered there by prominent British classic car specialist Colin Crabbe in the late 1960s.

1952 Ferrari 225 Export

- February 24, 1957
Raced at Interlagos, Brazil
- 1957
Pictured in the Ferrari Yearbook
- Late 1960s
Found by Colin Crabbe in Brazil
- Then
Fitted with inside plug type 250 GT engine #1091 GT
- 1970s
Sold to Alain Spitz, Mulhouse/France
- 1970s
Sold to Jean-François Dumontant, Eymoutiers/France
- 1987
Sold through Alain Moitier to Hiroshi Yamazaki, Tokyo/Japan. Registered on British license plates "PHO 56" (pictured pages 127 and 128 of Marcel Massini's book "Frerari by Vignale")
- 1988
Fully restored by Middlebridge Engineering, England.
- May 5-8, 1988
Driven at the Mille Miglia by Yamazaki-Kazuhiko, race #162
- May 1994
Sold to current owner
- 1994-1996
Restored by DK Engineering who fitted a type 225 engine
- 1996
Driven in the Tour of South Africa
- June 1996
Driven at the Goodwood Festival of Speed
- 1997
Driven in the Ecurie Ecosse Tour
- July 22-24, 1998
Shown during the Historic Festival in Silverstone

3



Above: A dapper Sameiro leaves the paddock for his inaugural outing.

It was fitted with an inside-plug Ferrari 250GT-type V12 engine – serial '1091GT' – and sold in the early 1970s to French enthusiast – and Talbot historian – Alain Spitz of Mulhouse. From him '0198ET' passed to collector/dealer Jean-François Dumontant of Eymoutiers, France, who kept it in storage at Garage Zuriani.



In 1987 chassis '0198ET' was sold through Alain Moitier to Hiroshi Yamazaki of Tokyo, Japan. It was British registered at that time and into 1988 underwent complete overhaul and restoration by Middlebridge Engineering in England. The pairing of Yamazaki/ Kazuhiko then shared the car in the 1988 Mille Miglia Retro and in May 1994 it was acquired by the current British owner, a private collector and gentleman driver.

Following his purchase, he asked the respected British specialist firm DK Engineering to weave its restoration and preparation magic upon it into 1998, performing a comprehensive rebuild and fitting a correct, built-up Ferrari 225 type V12 engine. The new engine featured a fresh crank and 250 bore – the engine specification is otherwise correct and the original number was carried over to the replacement unit.

Top: Later that year at Vila Real, Sameiro dons his racing attire as he prepares to climb into '0198ET'.

Bottom: '0198ET' lines up the centre grid. Note the freshly added bonnet vents.



1952 Ferrari 225 Export

- 1998

Driven in the Ecurie Ecosse Tour

- 1999

Driven in the Ecurie Ecosse Tour

- 1999

Driven in the Le Mans Retrospective

- April 19-24, 1999

Driven in the Tour Auto in France on race #130

- September 20-26, 1999

Driven at the Prada Italia Classica meeting in Italy

- June 25-27, 2004

Shown during the Festival of Speed at Goodwood

- September 17-18 2005

Driven at the Goodwood Revival Meeting.

- June 2007

Sold to current owner

Information courtesy of
Marcel Massini



Above: '0198ET' again sets the pace, this time at the Goodwood Revival, beating all the C-Type Jaguars and DB3S Astons.

In the present ownership '0198ET' has participated in the BRDC Historic Festival at Silverstone, the 1996 Tour of South Africa, the Goodwood Festival of Speed, no less than three Le Mans Retrospectives and three Ecurie Ecosse Tours, not to mention the 1999 Tour Auto in France. At its last Goodwood Revival outing it proved quicker than all the C-Type Jaguars and the Aston Martin DB3Ss.

The car's other modification from original factory specification is the use of a four-speed 250 gearbox in place of the original five-speed version, and a smaller-than-original alloy fuel tank which was adopted to permit extra luggage to be accommodated making it ideal for participation in modern-day 'social events'. The original steel fuel tank remains available, however, and is included in the sale. Disc brakes have also been fitted for racing but the original drums are supplied, as are FIA papers (not yet updated to show the engine change) and a current UK road registration document.



