

Researching the history of an early Ferrari can be a frustrating task, indeed. Even when help is sought from Ferrari factory personnel, it is difficult to sort fact from fancy. In the early days, each car was likely to be different from the previous one, and it is difficult to speak in generalities which will be true of every car of a given type.

An example is an article which I recently submitted for publication in *Cavallino*, the new magazine edited by Chuck Queener. In a story on the type 225, I mentioned that this was the model which first utilized the roller cam shaft followers. I was soon corrected, however, by a well-known Ferrari expert, who explained that while some of the 225's utilized the roller follower, the model that I had owned did not.

It is commonly assumed that the early Ferraris were built in a strict progression of engine types starting with type 125, and continuing through 166, 195, 212, 225, and 250. Not so! While researching the type 225, I found that model to be interspersed with 166's, 212's, and even 250MM's.

And so it is with the type 195. The first examples were being built contemporaneously with the 166MM, while the type 212 series was begun, almost side by side. Near the middle of the run, we find 166's, 212's, 195's and even 340 America's and 340MM's! My best guess is that the production run of the 195 stretched from mid to late 1949 through 1952, and during this period of time a great deal of experimentation was going on. Differing wheel bases were employed, differences appeared in front and rear

Car of the Month

TYPE 195 FERRARI VIGNALE #0115S

By EDWIN K. NILES

