

Ferrari 500 Mondial Spider Pinin Farina S I 1954, Chassis# 0408 MD

Pinin Farina Body#12576

The 3rd of only 22 Series One 500 Mondial Spiders built

The 3rd of only 16 Pinin Farina Spiders built

Wheelbase 2250 mm

Chassis type 501

Engine type 110, internal engine #5 MD

Gearbox type 501, internal #10/MD

Originally fitted with two Weber carburetors type 42 DOE (90)

Today has two Weber carburetors 50 DC03, #67 (front) and #68 (rear)

March 9, 1954

Date stamped on steering box

March 23, 1954

Chassis completion date on factory build sheets, supervised by foreman Amos Franchini

April 1, 1954

Engine assembly completed by mechanics Rossi and Nicolini, supervised by foreman Amos Franchini

Engine dyno tested by engineer Storchi

April 28, 1954

Gearbox assembly completed by mechanic Frigieri, supervised by foreman Amos Franchini

1954

First owner Scuderia Ferrari

May 1/2, 1954

Raced during the XXI Mille Miglia, most probably by Paolo Pineschi (using the alias name "Pegaso") and co-driver Mirko Landini on race #459, placed 74th OA (or possibly by Sterzi-Rossi on race #512)

- (pictured pages 115 and 238 of Giannino Marzotto's book "Red Arrows – Ferraris at the Mille Miglia", published by Giorgio Nada Editore in Milan)
- (pictured in the "1955 Mille Miglia Yearbook")
- (pictured on the cover of Giannino Marzotto's book "Red Arrows – Ferraris at the Mille Miglia")

May 1954

Sold by the factory to Swedish Ferrari importer Tore Bjurström, resident in Örebro, Sweden

- (pictured page 83 of the Swedish magazine "Autohistorica", issue #4/97)

May 1954

Re-sold by Bjurström to first private owner Valdemar Stener, resident in Lhusdal, Färila, Sweden

May 9, 1954

Raced at the Helsinki Grand Prix in Finland by Valdemar Stener, race #2, placed 5th in category C for all racing cars

May 1954

Raced at Ljungsdalbacken by Valdemar Stener, placed 2nd OA

May 23, 1954

Raced at Hedemora (Sweden) by Valdemar Stener, placed 2nd OA and 1st in class, race #23

September 5, 1954

Raced at the Skarpnäck airfield (Sweden) by Valdemar Stener, race #43, placed 5th OA (four sprint races of less than 20 minutes each held over an airport course)

- (pictured page 36 of the Scuderia Ferrari Svezia Motorrama Göteborg magazine of 1979)
- (pictured page 113 of the "Brooks" Monaco auction catalogue of May 1997)
- (pictured page 78 of the "Bonhams & Brooks" Quail Lodge auction catalogue of August 2001)

Winter 1954/1955	Raced at the Freden and Hindas ice races by Valdemar Stener <ul style="list-style-type: none"> • <i>(pictured page 113 of the "Brooks" Monaco auction catalogue of May 1997)</i> • <i>(pictured pages 76 and 78 of the "Bonhams & Brooks" Quail Lodge auction catalogue of August 2001)</i>
March 6, 1955	Raced at the Varpen ice race by Valdemar Stener, placed 3rd OA
March 7, 1955	Raced at the Varpen ice race by Valdemar Stener, Swedish Speed Record in the 2-liter class
May 8/9, 1955	Entered for the XVII Eläintarhanajot-Djurgårdsloppet (Helsinki Grand Prix), Finland, to be driven by Valdemar Stener, but he didn't race the 500 Mondial #0408 MD but instead raced his 375 MM Spider
August 7/8, 1955	Raced at the Swedish Grand Prix meeting, Kristianstad, by Valdemar Stener, race #31, placed 8th in class (GT and series-produced sports cars)
October 1955	Sold through Tore Bjurström to Björn Mårtensson, resident in Gislaved, Sweden Registered on Swedish license plates "N 18173"
February-March 1956	Raced in three ice races
March 1, 1956	Raced at the Hindasloppet ice race by Mårtensson on race #70
August 12, 1956	Raced at the Swedish Grand Prix meeting, Kristianstad, by Björn and brother Bengt Mårtensson, race #46, placed 10th OA and 2nd in class
August 19, 1956	Raced at the Copenhagen Grand Prix on the Roskildering in Denmark, by Mårtensson, placed 1st in class
August 26, 1956	Raced at the Kanonloppet, Karlskoga, by Bengt Mårtensson, race #2, DNF
Early 1957	The ice racing season 1957 was cancelled because of the Suez crisis
1957	Sent back to the factory in Italy where it was totally overhauled
August 11, 1957	Raced at the Swedish Grand Prix meeting, Kristianstad by Björn and Bengt Mårtensson, DNF due to gearbox problems, race #33
August 25, 1957	Raced at the Kanonloppet in Karlskoga by Björn Mårtensson, DNF due to a crash, race #8
1957	Sold to Olof "Mas-Olle" Persson, Sweden, who won the national ice-racing championship in it
February-March 1958	Raced in eight ice races
May 15, 1958	Raced at the Djurgårdsloppet race by Persson, race #6
1958	Sold to Lars Edin, resident of Uppsala, Sweden
August 10, 1958	Raced at the Kanonloppet at Karlskoga by Lars Edin, race #20, placed 9th OA and 4th in the 2-liter class
July 5, 1959	Raced at Västkostloppet, Falkenberg, by Lars Edin, placed 7th OA
August 9, 1959	Raced at the Kanonloppet at Karlskoga by Lars Edin, race #20, placed 11th OA and 6th in class

- 1959 Edin dismantled the original bodywork and had 0408 MD **REBODIED** by the Ockelbo workshop (snowmobile manufacturers) of Velkstad with a GRP fiberglass body along the lines of Ulf Norinder's Ferrari 500 Mondial chassis #0580 MD (used as a pattern/template), painted bright yellow with a wide black longitudinal stripe
- *(pictured page 11 of the Swedish magazine "Autohistorica", issue# 4/97)*
- 1959 Sold by Edin to Gunnar Kaj Wall, Stockholm, Sweden
Registered on Swedish license plates "AA 470 36"
- 1961 Driven by Wall during the Stockholm Sports Car Club meeting at Skarpnäck
- 1961 Displayed at the Stockholm Sports Car Exhibition
- 1961 Sold by Wall to Kurt Angh of Stockholm, Sweden
- Then Sold by Angh to Sven Andersson of Göteborg, Sweden
- Then Sold by Andersson to Jan Ohnell of Helsingborg, Sweden
- 1964 Sold by Ohnell to Kare Linden, Sweden
Linden overhauled and restored the engine
- September 1965 Sold by Linden to Christer Mellin, resident in Ljungskile, Sweden, who used it in historic events in Scandinavia, price paid was Swedish Kronas 5'500
Re-registered on Swedish license plates "OA 75573"
Re-registered on Swedish license plates "ESU 165"
- *(pictured page 6 of the "Ferraristi Svezia" club magazine, issue #1 of 1973)*
 - *(pictured page 2 of the "Ferraristi Svezia" club magazine, issue #2 of 1974)*
- Autumn 1973 Sold by Mellin to Gary D. Schmidt, Bitburg/Germany
(Schmidt traded in the ex-Wolfgang Seidel Ferrari 250 GT LWB TDF Berlinetta Scaglietti chassis #0879 GT)
- Late 1973 Registered on American license plates "KL 1207"
- May 3-5, 1975 Driven by Gary D. Schmidt at the Ferrari Club Belgio meeting at Spa-Francorchamps
- *(pictured pages 20/21 of the Club Ferrari France magazine, issue# 6)*
- 1975 Driven by Gary D. Schmidt at the Ferrari Club meeting at Colmarberg, France, registered on U.S. license plates "JA 1191"
- *(pictured page 115 of Antoine Prunet's book "Ferrari – Sport et Prototypes", first edition by EPA)*
- June 16-19, 1977 Driven at the Mille Miglia historic race by Gary D. Schmidt and co-driver Schmidt, race #77
- May 20/21, 1978 Driven by Gary D. Schmidt at the Ferrari Club Belgio meeting in Luxemburg, registered on U.S. license plates "JA 1191"
- *(pictured page 13 of the Club Ferrari France magazine, issue #12 of 1978)*
- August 12, 1979 Shown by Gary D. Schmidt during the AvD-Oldtimer-Grand Prix at the Nürburgring, now registered on green U.S. license plates "PA 3976"
- *(color pictured page 8 of the Club Ferrari France magazine, issue #13 of 1979)*
- 1980 Sold by Schmidt through Italian dealer Corrado Cupellini to Stefano Arborini, resident in Ferrara, Italy

September 26, 1981 Driven at the Raid Ferrari D'Epoca meeting in Modena by Stefano Arborini

May 13, 1982 Driven at the Mille Miglia by Stefano Arborini and co-driver Grazzi, race #116, using Italian license plates "Prova FE 125"

September 15-18, 1983 Driven at the Ferrari Days meeting in Modena by Stefano Arborini, using Italian license plates "Prova FE 125"

May 24, 1984 Driven at the Mille Miglia by Stefano Arborini and co-driver Teodori, race #218

September 27, 1985 Driven at the Ferrari meeting "80 Anni di Sport con la Ferrari" in Modena by Stefano Arborini

May 1-4, 1986 Driven at the Mille Miglia by Stefano Arborini and co-driver Teodori, race #173

October 1986 Sold through Dutch dealer Rudy Pas to Adrien De Ghellinck, Brussels, Belgium

May 21-24, 1987 Driven at the Mille Miglia by De Ghellinck-Falise, race #252, DNF

May 5-8, 1988 Driven at the Mille Miglia by De Ghellinck-Gosselin, race #213, DNF

1988 Sold by De Ghellinck to Dr. Alessandro Tonolli, Milan/Italy

April 28-May 1, 1989 Driven at the Mille Miglia by Alessandro Tonolli and co-driver Tonolli, race #210, DNF, using temporary Italian license plates "32052 B6"

July 20, 1990 Re-registered on Italian license plates of Milan "MI 7 R 6013"

May 2-5, 1991 Driven at the Mille Miglia by Alessandro Tonolli and co-driver Tonolli, race #304, placed 111th OA, using Italian license plates "MI 7 R 6013"

March 15, 1993 Mechanical work done by Livio Guarnieri S.r.l. in Milan, amount invoiced to Tonolli was Italian Lire 8'898'000

July 8, 1994 Mechanical work done by Livio Guarnieri S.r.l. in Milan, amount invoiced to Tonolli was Italian Lire 15'027'000

March 4, 1995 Mechanical work done by Livio Guarnieri S.r.l. in Milan, amount invoiced to Tonolli was Italian Lire 34'240'000

1995 **REBODIED** by Carrozzeria Bachelli & Villa of Bastiglia-Modena back into original Pinin Farina Spider configuration (with an entirely new body), mechanical work done by Livio Guarnieri in Milan

1995 Driven by Alessandro Tonnolli at the Louis Vuitton Italia Classica meeting in Italy

April 21, 1997 Registered in the name of Francesca Levi, born in Milan on the 24th March 1951, resident at Via Palatino 16 in Milan, Italy

May 5, 1997 Sold by Alessandro Tonnolli at the Brooks (Europe) auction "Les Grandes Marques à Monaco" for US\$ 344'000 without commission and VAT, Lot #631, estimated price was French Francs 1'800'000 to 2'250'000, sold to Bruce McCaw, Bellevue/WA/USA

November 22/23, 1997 Raced by Bruce McCaw at the Chrysler Classic Speed Festival, San Diego historic races, Coronado Naval Station, CA/USA

1999 Ground-up restored in USA

August 18, 2001 Offered at the Bonhams & Brooks auction in Quail Lodge, Carmel Valley/CA, Lot #214, estimated price US\$ 550'000 to 630'000, highest bid was US\$ 520'000 but car not sold

January 24/25, 2002 Raced by Bruce McCaw in the Shell Ferrari Maserati Historic Challenge at Moroso, FL/USA

January 26, 2002 Displayed on the Bonhams stand during the XI Cavallino Classic Concours d'Elégance at The Breakers hotel in Palm Beach, FL/USA

August 13-15, 2004 Shown by McCaw during the 31st Annual Rolex Monterey historic automobile races at Laguna Seca/CA

December 2004 For sale on the website of Mark Ketcham, with an asking price of US\$ 850'000

January 2005 Asking price reduced to US\$ 825'000

March 1, 2005 Sold to Jeff Abramson, resident in Danville, CA/USA
Used on Californian dealer license plates "62211"

August 16-19, 2005 Driven by Jeff Abramson to the 32nd Annual Rolex Monterey historic races at Laguna Seca/CA (practice days)

December 2005 At Perfect Reflections in Hayward/CA awaiting cosmetic work and a removable roll bar fitted. At the same time the transaxle was disassembled and Hall & Hall in England produced new gears to obtain a higher top speed.

August 7/8, 2006 Raced by Jeff Abramson in the SRT Coronado Classic Speed Festival on race #22, placed 8th in class 2

October 6-8, 2006 Raced by Jeff Abramson in the Coronado Speed Festival, Coronado, CA, race #22

October 13-15, 2006 Raced by Jeff Abramson in the CSRG Charity Challenge at Infineon Raceway in Sonoma, CA/USA, race #22

November 3-5, 2006 Raced by Jeff Abramson in the CSRG Fall Finals at Thunderhill Raceway, Willows, CA/USA, race #22, placed 7th in Group 3

March 23-25, 2007 Raced by Jeff Abramson in the CSRG Annual 1st Event at Infineon Raceway, Sonoma, CA/USA, race #22, placed 9th in class 3A

April 13-15, 2007 Raced by Jeff Abramson in the Ferrari Shell Historic Challenge at Infineon Raceway, Sonoma, CA, race #22, placed 5th in Class 2A

June 1-3, 2007 Raced by Jeff Abramson in the Wine Country Classic at Infineon Raceway, Sonoma, CA

August 16-17, 2007 Raced by Jeff Abramson in the Ferrari Shell Historic Challenge at Laguna Seca Raceway, Monterey, CA

August 17-19, 2007 Raced by Jeff Abramson in the 34th Rolex Monterey Historic Automobile Races, Group 1B, won class award for Best Presentation and Performance, placed 2nd in class 1B and 7th in class 2A

August 9-10, 2008 Raced by Jeff Abramson in the Monterey Automobile Pre-Historics at Laguna Seca, CA/USA, race #22, placed 10th in Class 1

August 11, 2008 Shown at the Carmel Concours on the Avenue, entered by Jeff Abramson, received Robert "Charlie" Mast Trans Atlantic Pacific Cup for the entry that best represents speed around the race circuits of the world

August 14-15, 2008 Raced by Jeff Abramson in the Ferrari Shell Historic Challenge at Laguna Seca Raceway, Monterey, CA/USA

August 14-17, 2008 Raced by Jeff Abramson in the 35th Rolex Monterey Historic Automobile Races, Group 1B, at Laguna Seca Raceway, Monterey, CA/USA, race #22, finished 7th in class 1B and 6th in class DRM

May 2, 2009 Raced by Jeff Abramson in the Ferrari Shell Historic Challenge at Infineon Raceway, Sonoma, CA/USA, placed 1st in class

May 3, 2009 Raced by Jeff Abramson in the Ferrari Shell Historic Challenge at Infineon Raceway, Sonoma, CA/USA, race #22, placed 2nd in class

June 4-6, 2010 Raced by Jeff Abramson at the Sonoma Historic Automobile Races at Infineon/Sears Point raceway, race #22, placed 26th Class 2A

August 15, 2010 Raced by Jeff Abramson at the 37th Rolex Monterey Motorsports Reunion in Laguna Seca, CA/USA, on race #22, placed 2nd in Group 2B

October 2, 2011 Raced by Jeff Abramson at the CSRG Charity Challenge at Infineon Raceway, race #22, placed 7th

- August 17-19, 2012 Raced by Jeff Abramson at the 39th Rolex Monterey Motorsports Reunion held at Laguna Seca, CA/USA, on race #22, placed 8th in Group 5B
- August 14-17, 2014 Raced by Jeff Abramson at the 41st Rolex Monterey Motorsports Reunion at Laguna Seca, CA/USA, on race #22, placed 31st in Group 1B
- May 31, 2015 Raced by Jeff Abramson at the Sonoma Historic Motorsports Festival at Sonoma raceway, CA/USA, race #22, placed 4th in Group 2
- August 8/9, 2015 Raced by Jeff Abramson at the 42nd Rolex Monterey Motorsports Pre-Reunion at Laguna Seca, CA/USA, race #22, placed 3rd in Group 4
- August 13-16, 2015 Raced by Jeff Abramson at the 42nd Rolex Monterey Motorsports Reunion at Laguna Seca, CA/USA, on race #22, placed 27th in Group 2B
- April 3, 2016 Raced by Jeff Abramson at the David Love Memorial at Sonoma raceway, CA/USA, race #22, placed 8th
- June 5, 2016 Raced by Jeff Abramson at the SVRA Sonoma Historics in Sonoma, CA/USA, race #22, placed 23rd in Group 2
- August 18-21, 2016 Raced by Jeff Abramson at the 43rd Rolex Monterey Motorsports Reunion in Laguna Seca, CA/USA, race #22, placed 4th in Group 1B and 3rd in Group 1
- June 4, 2017 Raced by Jeff Abramson in the Sonoma Historic Motorsports Festival at Sonoma, CA/USA, race #22, placed 8th in Group 2
- August 17-19, 2017 Raced by Jeff Abramson at the 44th Rolex Monterey Motorsports Reunion held at Laguna Seca, Group 2B, race #22, placed 27th
- May 31-June 2, 2019 Raced by Jeff Abramson at the Sonoma Speed Festival with race #22, placed 1st in race group 1, race 2
- April 2021 For sale by Fantasy Junction of Emeryville, CA/USA, no asking price listed

© Marcel Massini 05/17/21

IMPORTANT LEGAL NOTICE - PLEASE READ VERY CAREFULLY

LIABILITY DISCLAIMER

The information in this sheet was produced solely by Marcel Massini and Massini AG/SA/Ltd. and is distributed on an „as is“ basis, without warranty. All information within this sheet is for reference only. Marcel Massini and Massini AG/SA/Ltd. are not associated with or sponsored by Ferrari SpA in Modena and Maranello or any of its subsidiaries (such as Ferrari North America) in any manner, except for a mutual appreciation and love of the cars. All pictures and references to the Ferrari name, and the car names and shapes are for information reference only, and do not imply any association with Ferrari SpA in Modena and Maranello or any of its subsidiaries. Marcel Massini and Massini AG/SA/Ltd. are not responsible for any typographical errors contained within this information sheet. Marcel Massini and/or Massini AG/SA/Ltd. make no representations or warranties with respect to the accuracy or completeness of the contents of this information - specifically in regard to the implied valuation and authenticity - beyond the descriptions contained in the paragraphs of this information. By reading and consulting this information sheet, you agree to hold Marcel Massini and Massini AG/SA/Ltd. free from any liability arising out of the use of any information contained therein. The authors shall have no liability to any person or entity with respect to any liability, loss or damage caused - or alleged to be caused - directly or indirectly, by the contents of this information. Marcel Massini and Massini AG/SA/Ltd. shall not be liable for any loss of profit or any other commercial damages, including but not limited to special, incidental, consequential or other damages.

COPYRIGHT

This information and any attachment are strictly confidential. No part of this information may be used or reproduced in any manner whatsoever without prior written permission from Marcel Massini and Massini AG/SA/Ltd. Marcel Massini and Massini AG/SA/Ltd. maintain all rights of intellectual and industrial property of this document. The contents of this document include secret know how not available on the market. Any alteration, modification, conversion or manipulation of this document is illegal, strictly forbidden and will be prosecuted. You may not copy this document or any attachment or disclose the contents to any other person. Disclosure to third parties is illegal and will be prosecuted and you may be liable for civil and criminal penalties. All rights reserved.