

**FERRARI 330 P3/4 Chassis 0846**

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## FERRARI 330 P3/4 Chassis 0846

### P5 IS NOT BUILT ON THE CHASSIS REMAINS OF 0846

I think the best place to start is with what some believe to be true.

#### According to Barchetta:

- 0846 66
- 330 P3 in 66 converted P3/4 specs
- Date Result Event Driver # Reference
- 66 - SF
- 66 - Barchetta
- 66/mar/26 dnf
- Transmission
- lap 172 12h Sebring Mike Parkes/Bob Bondurant #27 Ca11 p16, 18
- 66/may/08 dnf Targa Florio Nino Vaccarella/ Lorenzo Bandini #230 Ca11 p23
- 66/jun/05 dns 1000km Nuerburgring John Surtees/ Mike Parkes #1 or
- #2 FIC p255
- Ca11 p26, 28
- 66/jun/18-19 dnf
- gearbox 24h Le Mans Pedro Rodriguez/ Richie Ginther #27 FaLM p88
- 66 - converted to P3/4 specs
- 67/feb/04 1st 24h Daytona Lorenzo Bandini/ Chris Amon #23 Ca11 p40, 42
- 67/apr/08 1st 4h Le Mans Lorenzo Bandini #22
- 67/may/14 dnf Targa Florio Nino Vaccarella/ Ludovico Scarfiotti #224 Ca11 p48
- 67/jun/10-11 dnf
- car caught fire after a tire blow up 24h Le Mans Chris Amon/Nino Vaccarella #20 FaLM p94 FIC p272
- FCR V2 p182
- 68 - destroyed in Mugello, engine and parts used by David Piper to built a new car a 330 P4 s/n 0900/Piper
- 68 - chassis used for 250 P5 Pininfarina Prototype

Winston Goodfellow restated this belief in an article about P5 in Sports Car International Magazine.

As Mark Ketcham pointed out on 08/05/2002 there's a problem with that scenario.

*Dear Jim:*

*O.K., here's the stuff I'd promised. In summary, there seems to be still more evidence that the P5 does NOT have chassis 0846.*

*But, without seeing or having photos of it, it's all circumstantial.  
A jury wouldn't send it to the gallows.*

*Here goes:*

*Karl Ludvigsen wrote an engineering report on the P5 in 1968.*

***In his report he notes the following:***

***"The P5 is smaller in every dimension (other than width) than its predecessor, the famous 330 P4 of 1967."***

***"It is over 3 three inches shorter overall and 0.8 inches shorter in wheelbase [93.7 vs 94.5] as well as lower"***

***"Ferrari's engineers arrived at this light small automobile through the same train of reasoning followed by Porsche: they started with a 2 liter car, the Dino, and scaled it up as required. The frame structure is essentially that of a Dino, similar to the P4., with its tubular space layout strengthened by stressed fiberglass, but smaller, lighter and less complex."***

***"To move the Dino frame Ferrari could call on a Formula 1 engine....  
the V 12 is the same type as used at Monza [1966]." ~end Ludvigsen***

*In the specifications, they are the same as the 312F1 of 77 X 53.5.*

*The bore is the same as the P4 so the three valve heads would be interchangeable. Note that the exhausts are on the outside, so the heads are probably not F1 which used a dorsal exhaust, rather the P4 with outside exhaust and three valves.*

*Other differences between the P4 and P5 are:*

- *front track 58.6 vs. 55.1*
- *rear track 57.1 vs 53.3*
- *length 164.8 vs 161.5*
- *width 71.2 vs 71.2*
- *height 39.4 vs 38.6*
- *weight 792.2 kg vs 663.6 kg (no fuel)*

*The suspension copies the Dino. The gearbox is a three shaft with inboard disk brakes off the 250LM/P.*

*So at the time the frame was described as Dino like. Actually it sounds like an all new frame not related to the P4. So I ask, was 0846 some type of Dino prototype (like 0852?) which was set aside?*

*Could it be that Ferrari abandoned whatever was planned for 0846 then built a new P3 which was numbered 0846 and the discontinued Dino experiment was passed over to PF later for the P5?*

*The shape of the P5 is heavily influenced by PFs earlier Dino designs.*

*So what do you think of Ludvigsen's technical description of the P5 chassis being Dino derived? Ludvigsen is a gear head, he examined the car and spoke with Ferrari engineer's (probably Forghieri) and wrote about it when new.*

*The 350 Can Ams are described as having the modified engines and that the center section of the frame was replaced with a monocoque section using fiberglass reinforcement instead of tubes with an aluminum skin as on the P4.*

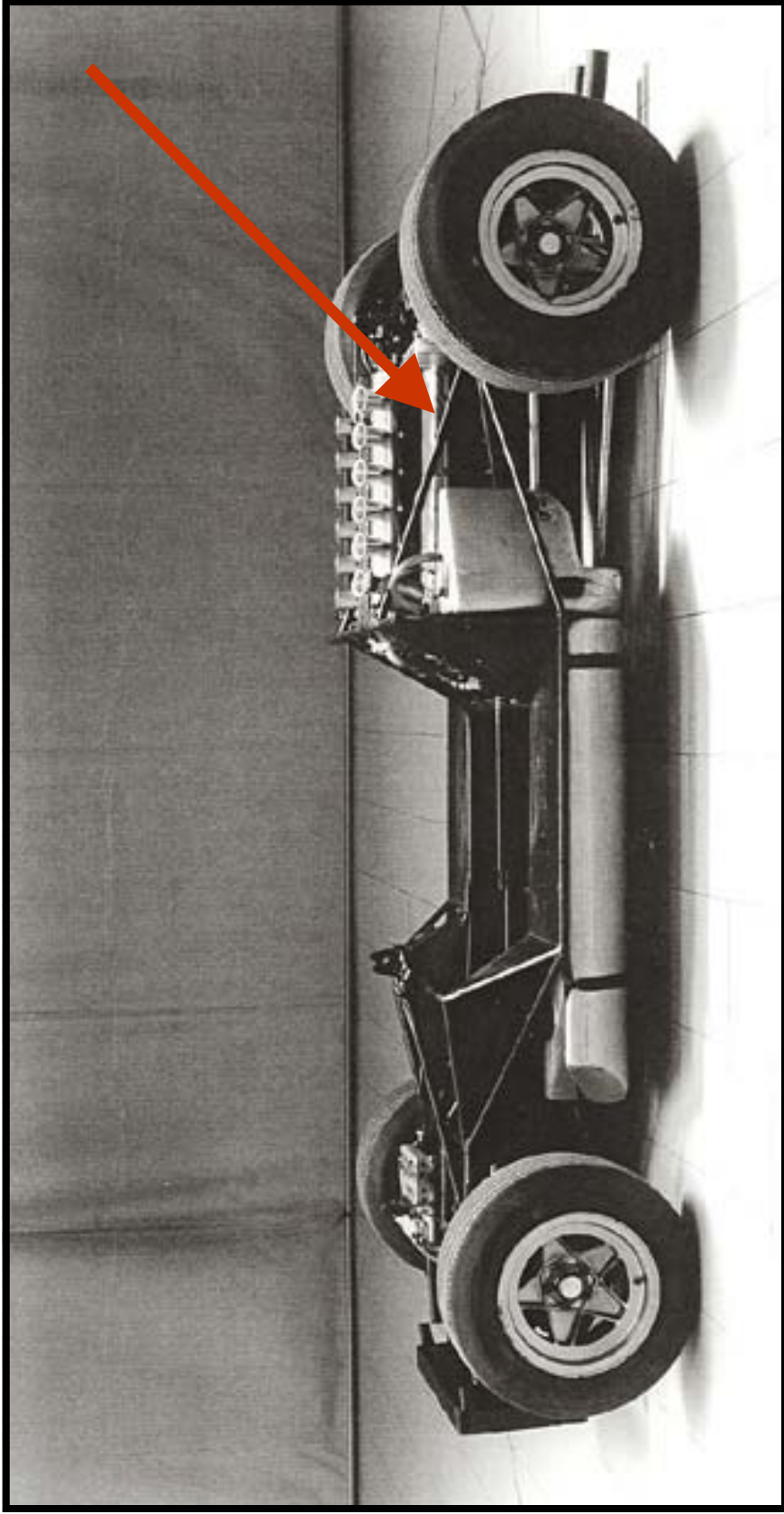
*I've got more on the engines, but I'll let 'ya digest this for now...*

*Cheers,  
Mark*

After a while Mark received photos of P5, which is now in Japan and owned by Shiro Kosaka.

Look at the following photographs of P5 and my chassis 0846, then compare the measurements of P4 vs. P5 in Karl Ludvigsen's article in Sports Car Graphic/November 1968. P5 is not built on the chassis remains 0846.





1

P5

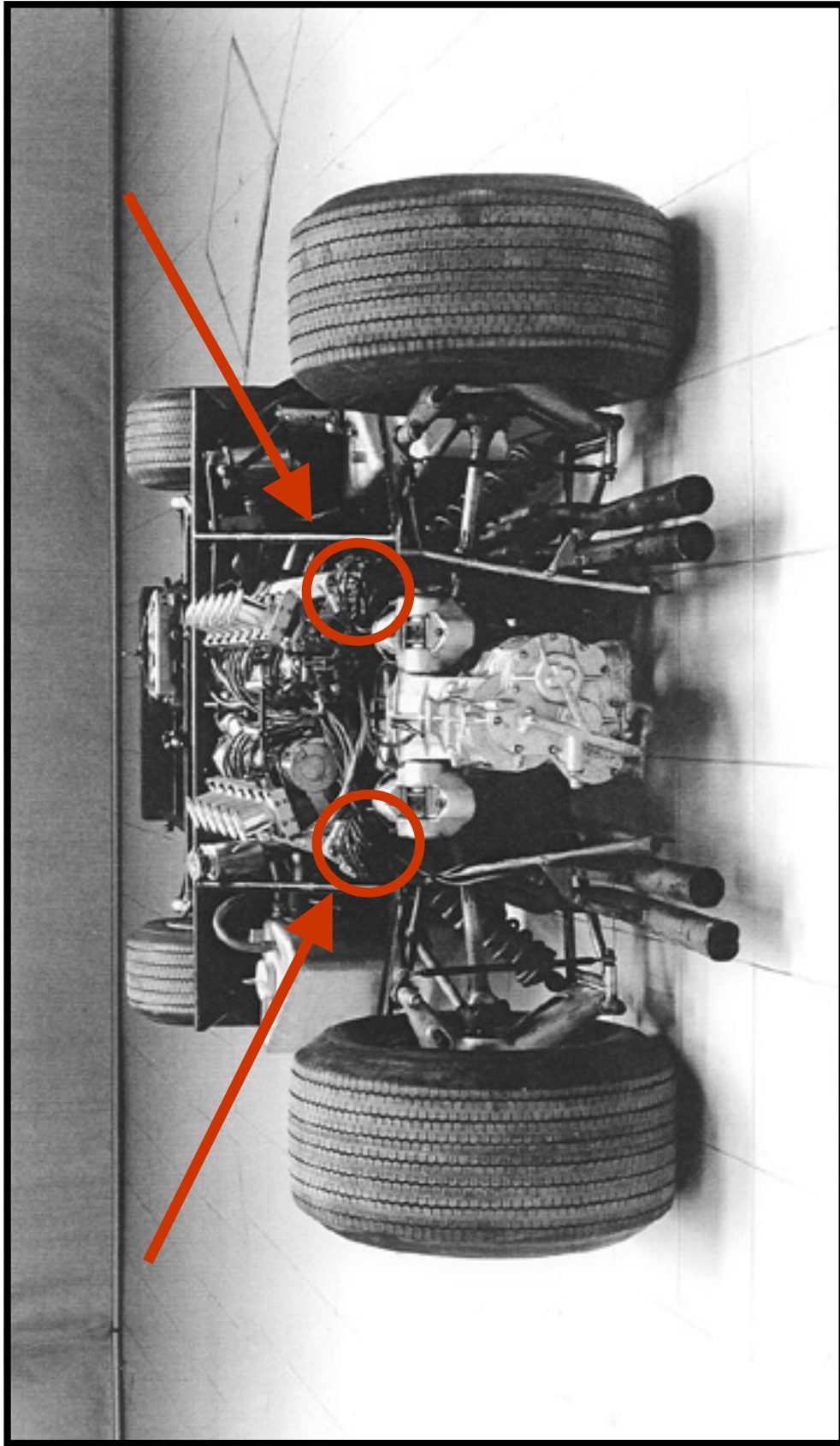
Note the angle of this chassis tube on P5 vs. the one on 0846 in the next photo.



2

P3/4 0846

Note the angle of this chassis tube on 0846 vs. the one on P5 in the preceding photograph

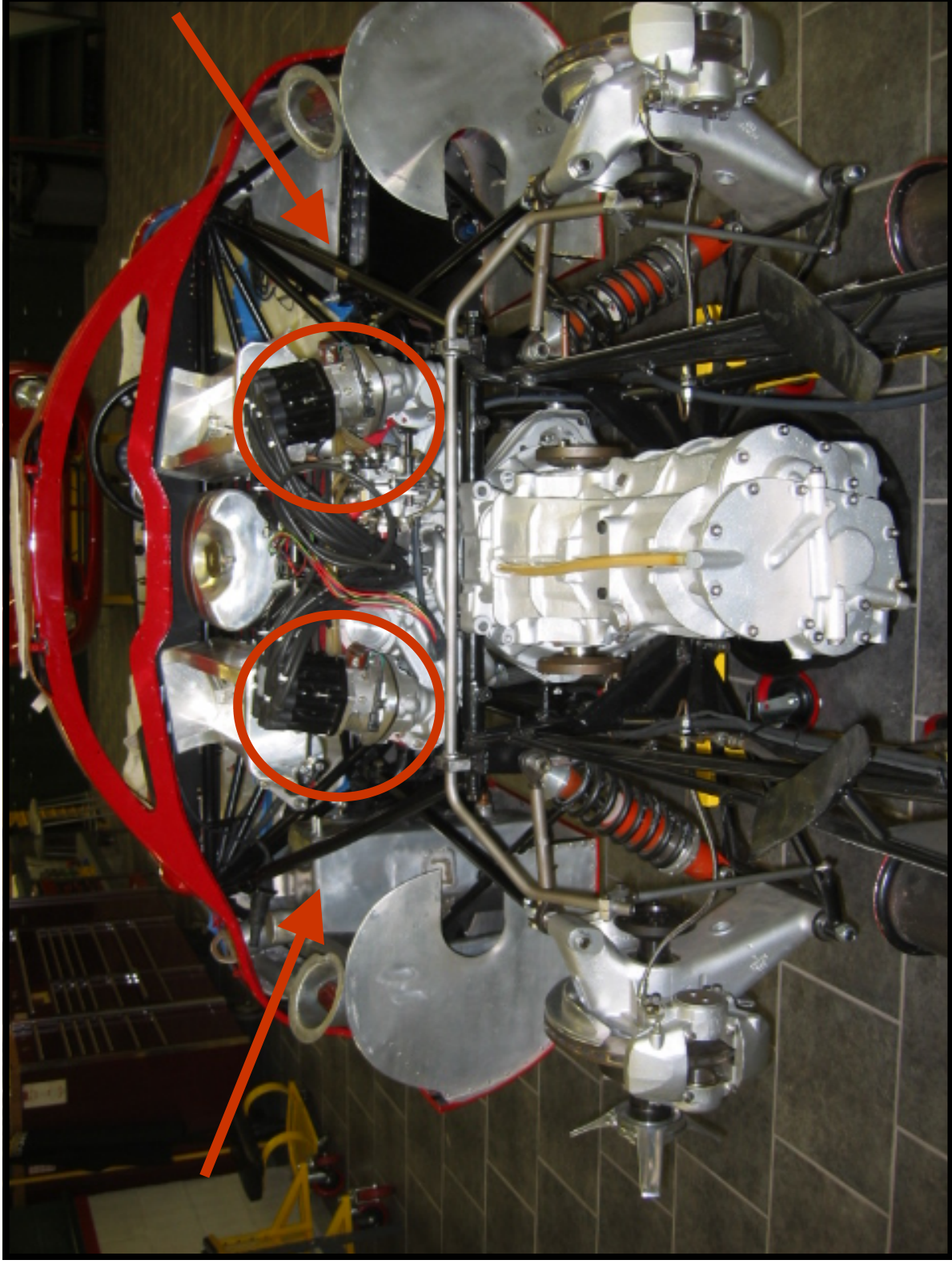


3

## P5

Note the angle of these chassis tubes and the F1 horizontal distributors on P5  
vs. those on 0846 in the next photograph .

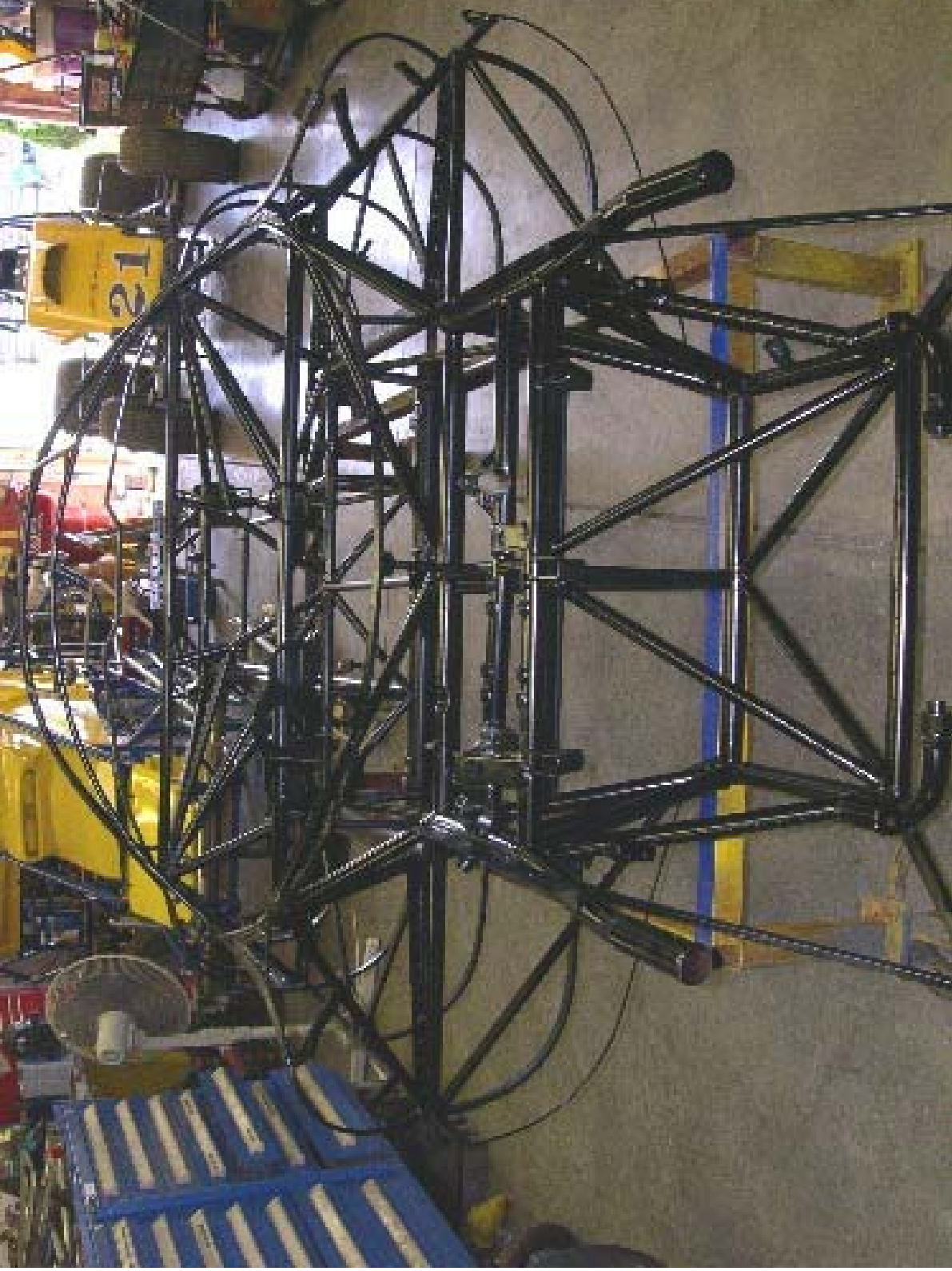




4

## P3/4 0846

Note the angle of these chassis tubes on 0846 and the P4 vertical distributors vs. the ones on P5 in the preceding photograph.



(5)

P3/4 0846 Bare Chassis which as Ludvigsen points out is larger, heavier and more complex than P5's chassis.



## P4 VS. P5 IN KARL LUDVIGSEN'S ARTICLE IN SPORTS CAR GRAPHIC/NOVEMBER 1968.

60

TECHNICAL/by Karl Ludvigsen

# The Schizophrenic 250/P5

*It might have been one of the world's great enduro racers—but ended up on the showroom floor.*

**T**HE 250/P5 FERRARI HAS A SPLIT PERSONALITY. It's both a spectacular styling study by Pininfarina, and a model of the 1968 endurance racer Ferrari could have built.

Ferrari's P5 is a grudge car, created as an offhand gesture on the part of a proud man whose dreams and ideas have always outpaced his resources. It's a remarkably accurate representation of the kind of car Ferrari would have built for 1968 long-distance racing, if he'd been able to afford it in addition to his Formula 1 and 2 programs. The car demonstrates that Ferrari, as usual, would have been right in the middle of the fighting.

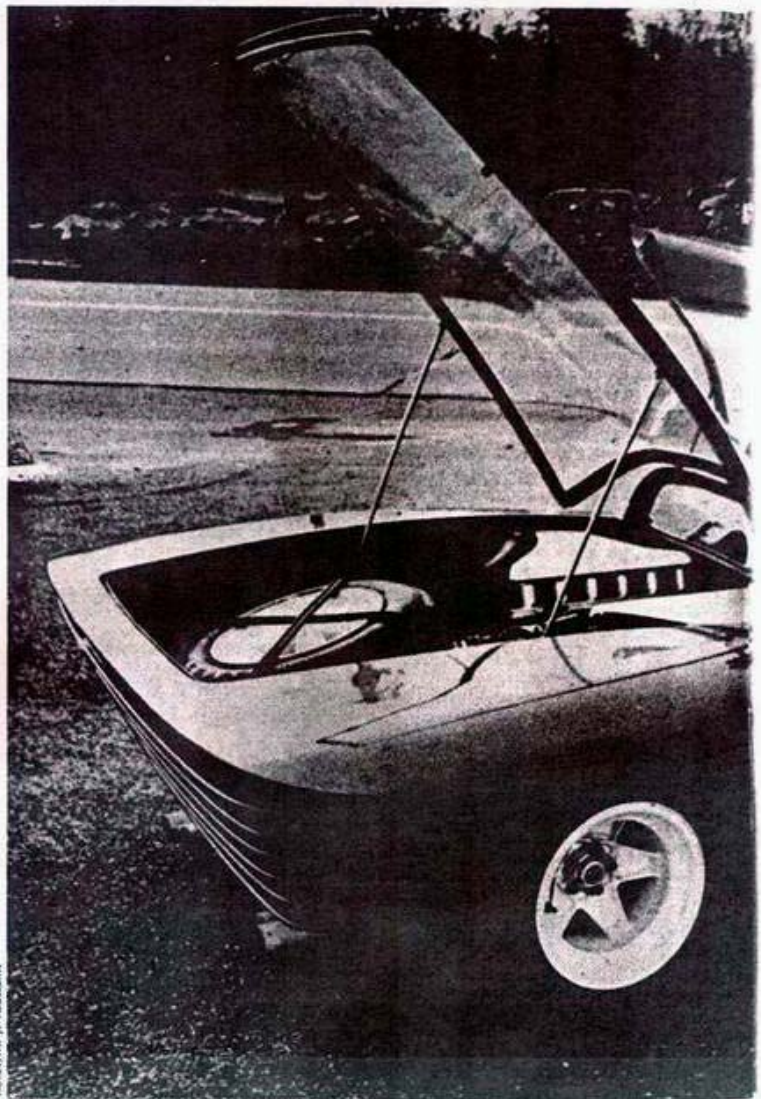
Pininfarina's P5 is a magnificent show car, a fresh, new demonstration of the remarkable styling vitality that lives on long after the original "Pinin" has passed away. Every year or so someone writes off Pininfarina as over the hill, stale, stuck in the tough work of designing and building production cars—until he comes up with a sparkling gem like the P5.

These two automobiles—race car and show car—coexist admirably in the Ferrari 250/P5. The show car, unveiled for the first time at Geneva last spring, was called "Pininfarina's car from outer space" by bedazzled Europeans. Its sweeping, rounded form stretched their minds. Yet, it achieved this without the slightest exaggeration of the main dimensions that would have defined a highly competitive sports-racing car.

Appropriately, the P5 is smaller in every main dimension (other than width) than its predecessor, the famous 330/P4 of 1967. As the comparison chart shows, it's more than 3 inches shorter overall and 0.8-inch shorter in wheelbase, as well as lower. Ferrari's foresight is shown by the P5's virtual identity in its main dimensions with such top 3-liter prototypes as the Porsche 908 and the British Ford-Cosworth coupe—which is the longest and lowest of the lot. In weight, the P5 would have been right in there with the competition, and almost 300 pounds lighter than the P4.

Ferrari's engineers arrived at this light, small automobile through the same train of reasoning followed by Porsche: they started with a 2-liter car, the Dino, and scaled it up as required. The frame structure is essentially that of the Dino, similar to the P4, with its tubular space layout strengthened with stressed fiberglass, but smaller, lighter, and less complex. Dino rather than P4 patterns are also followed for the conventional coil-sprung, all-independent suspension.

To move the Dino frame, Ferrari could call on a Formula 1 engine as formidable as any other maker could muster for a 3-liter prototype. Specifically, the V-12 engine is the same type used in the Grand Prix Ferraris at Monza (where it won) and at Watkins Glen in late 1966. It set the pattern for the P4 engine, with three valves per cylinder, two intakes being fed



by downdraft inlet ports located between the twin camshafts of each cylinder head.

Fuel is injected by the Lucas distributor just below the slide throttles of this engine, which is taken over almost unchanged from the Grand Prix Ferrari. Dual ignition is used, with 10-mm spark plugs flanking the single exhaust valve. The heads and the deep aluminum cylinder block, extending well down past the cross-bolted main bear-

ing caps, are identical on the Grand Prix, the P4, and the P5 engines, all of which have a 77-mm cylinder bore in common. The 3-liter version has a short-throw crankshaft with a stroke of 53.5 mm, against 71 mm for the 4-liter engine of the 330/P4.

In the P5 as shown, the V-12's 400 horsepower are put to work through a three-shaft, five-speed gearbox which also dates in design from late 1966. If a 250/P5 had





actually been built for racing, it probably would have had a simpler two-shaft transmission of a later type, perhaps similar to the current Grand Prix transmission. The same would apply to the disc brakes, located inboard at the rear on the P5, which in an all-out 1968 racing car would have ventilated discs and calipers of a new, stronger design.

Grand Prix precedents are also followed

by the P5's handsome, five-spoke magnesium wheels, and by the use of a bolt-on design instead of the knock-off hubs used on the P4. The low-profile Firestone tires are exactly the same type used on the P4, with the spare wheel laid in at the extreme rear, over the transaxle.

Around all this genuine machinery, respecting the strictest outer limits of a serious design, the P5's aluminum body

stands out with all the flair and drama of a pure show car. In the latter category, the only car that comes close to the P5 is Chevrolet's Astro II Corvair of 1967, which is even lower at 35.5 inches.

Responsible for the fresh look of the 250/P5 is a new, young designer at Pininfarina — Ing. Fioravanti. He received valuable idea inputs from the P4, which has one of the most magnificent body surfaces of any automobile ever made, and from the several rear-engined Dino prototypes that Pininfarina has built. The entirely new (to Ferrari) feature of the P5 body is its long, strong rear fender line that begins at the windshield and arches gracefully up and back, flattening out into the rear deck. This key line is a feature of one other 1968 car, also a great-looking automobile — the Dodge Charger.

Aerodynamically, the 250/P5 is a rounded wedge that would certainly require a more pronounced spoiler upcurve at the rear. This would blend in smoothly with the high rear edge of the body. At the front, the ovoid recess around the wheel cutouts echoes and intensifies the fender curve, bulging high at both sides of the low nose. Within the concave nose surface is a special iodide-quartz lighting unit developed by Carello. Six central lights provide the high beam; at the sides are lenses for the low beams and directional signals.

Below the light unit is the shark-like mouth gulping air for the radiator. Ducts from the rear are split to carry warm air out at the base of the windshield, an area where there might be some positive pressure to frustrate the efforts of the ducting. An air exit farther forward would work better — but it wouldn't look as nice.

At the rear of the P5, the wrap-around fins are inspired by the P4's lateral vent slots, creating a new idiom as gutty and distinctive as the famous Cord hood louvers. Within the fins, the tail lights and the major rear air outlet are accommodated. Air is ducted into the engine room through the concave inlets in the rear fenders. Each feeds fresh air to the engine ram pipes and, through annular ducts, to the rear brakes and the main engine space.

Remote-control flush covers in the front fenders conceal the twin fuel fillers for the tanks installed along the body sills. At the right rear is a third sump tank, balanced on the left by the engine oil tank. Also flush with the body surface are the square pushbuttons that unlatch the doors, of gull-wing design similar to one of the recent Pininfarina Ferrari Dinos.

Sitting comfortably inside the P5 is almost impossible for an American of normal stature. Its integral seats aren't raked rearward enough to suit the low roof line, and the pedals would have to be placed farther forward. With its exposed tubes and central shift gate, the cockpit is like that of the racing Dino, but it's trimmed with the functional luxury of the production 250/LM Ferraris.

Sports Car Graphic / November 1968 55



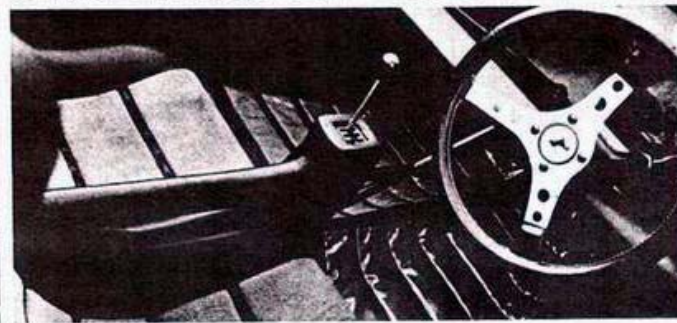
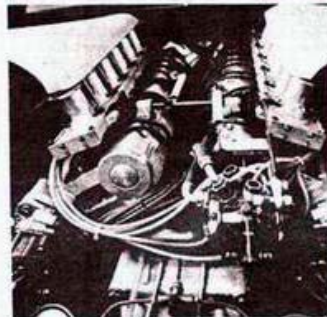
## FERRARI 250/P5

*Continued*

Beneath the deep arc of the windshield, the big tachometer is shrouded in its own nacelle. Angled at the left across the cockpit are four smaller engine instruments. At the driver's right are a bank of toggle switches, the recessed ignition switch, and a hinged cover over the fuse box. Sweeping over the occupants and engine of the P5 is the car's curved canopy of glass and plastic, hinged from its tubular roll-bar structure.

These are the design highlights of a

The 250/P5 is a remarkable combination of show-car styling and race-car engineering and construction — proving that neither Ferrari nor Pininfarina are over the hill when it comes to the fine art of designing a sports-racing vehicle.



trailblazing Ferrari which does not run, and never will. Following the major effort he put into the P4s, Enzo Ferrari saw no point in dignifying the follies of the FIA and depleting his own resources by building yet another all-new team of prototypes. For a change, he decided instead to concentrate for a full season on his Grand Prix cars and on the Formula 2 Dino, which has never repaid the effort and money Ferrari has devoted to it.

Whether Ferrari will ever race a P5 or P6 will depend on the FIA's willingness — or otherwise — to spell out a formula Ferrari believes he can live with for more than a single year. Meanwhile, he and Pininfarina are busy tunnel-testing new shapes for the 410/SP or 500/SP for Can-Am competition, perhaps derived from the ingenious ideas in the svelte 250/P5.

### HOW THE P5 COMPARES:

DIMENSIONS	FERRARI 250/P5	FERRARI 330/P4	PORSCHE 908	FORD Proto.
Engine Type	60° V12	60° V12	180° 8	90° V8
Bore (mm)	77.0	77.0	84.0	85.7
Stroke (mm)	53.5	71.0	66.0	64.8
Displacement (cc)	2990	3967	2924	2993
Compression ratio	11:1	11:1	10.3:1	11:1
Output (bhp)	400	450	310	410
(at rpm)	9200	8000	8000	9000
Weight (lbs.) (no fuel)	1460	1743	1342	1480
Wheelbase (ins.)	93.7	94.5	90.6	87.0
Front track	55.1	58.6	56.3	55.0
Rear track	56.3	57.1	55.1	55.0
Length	161.5	164.8	161.5	166.0
Width	71.2	71.2	72.8	70.0
Height	38.6	39.4	38.6	35.5



## What David Piper Said

This all began at the Goodwood Festival of Speed in 2000. I was there with my MK-IV J6 which was driven to 4th OA. at Le Mans in 67 by Mark Donohue and Bruce McLaren. David was there with 0900.

We were side by side in the staging area. Liz Piper noticed me looking at 0900 and said something along the lines of: "Write a check and it's yours".

Later David invited my son and me to visit him in London and with an eye to buying one of his "P4's" We went. We looked and we went home.



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Back in NY I called my friend Alberto Pedretti who was the mechanic that Enzo Ferrari sent to the US to work with Luigi Chinetti and mentioned what I had seen, 0900, The Red Car, which David referred to as 0003 and a P4 chassis with nose and center section that was hanging from the ceiling. (0900a)

Alberto was pretty negative about Piper and suggested that his "P4's" were dubious at best. I



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explained that I understood that but the prices he was asking reflected that and that if Alberto would come to London with me and look at all of it I would appreciate it as it was probably the closest I could come to owning a P4 and David had told me that many of the parts were original and genuine and that the chassis had been built by the "original chassis maker from original 1967 P4 chassis blueprints that were given to him by Enzo Ferrari along with permission to build 0900"

Alberto came with me to London and after a bit of arguing about which one of them was at fault for losing Sebring and other races Alberto looked at all of David's cars and the original 1967 P4 chassis blueprints which David showed us. That evening Alberto told me that much of it looked original and as long as I realized what I was buying for a price it would made a fine car to drive on Sundays as I like to do.



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## J6 and Friend on the roads of New York

David also had a "NOS Alloy P4 coupe body circa 1967 built by the original panel beater". Alberto asked whether it was beaten by the old man Allegretti or his son and David replied "His father" The Old Man Allegretti" As I prefer the look of the coupe I was interested in that body as well.

I made an offer. David accepted and I became the owner of the Red Car and the NOS Alloy P4 Allegretti Coupe Body. In courts of law the phrase "Res ipsa loquitur" is often used. "It speaks for itself." And this is what David said about what I was buying and its racing history during the period he owned it. Every document David provided referred to it in the same way — **1967 FERRARI 330 P4**.

# BROMCOUNT LTD.

Rosedene House, London Road, Windlesham, SURREY GU20 6PJ (England)

October 6<sup>th</sup>, 2000

## CERTIFICATE OF ORIGIN

### TO WHOM IT MAY CONCERN

**1967 FERRARI 330 P4**

**Chassis No. \*0003\***

**Engine No. \*0003\***

**Gearbox No. 593A N7**

I, David PIPER, hereby declare and warrant that were acquired from Enzo Ferrari in 1974 an original 1967 Ferrari engine Nr. \*0003\*, an original 1967 Ferrari gearbox Nr. 593A N7, the original 1967 chassis drawings and various original 1967 body and suspension parts which we built into a 1967 Ferrari 330 P4 chassis No. \*0003\*.

Signed :



David R. PIPER, Managing Director  
**BROMCOUNT LTD.**

# BROMCOUNT LTD.

Rosedene House, London Road, Windlesham, SURREY GU20 6PJ (England)

October 6<sup>th</sup>, 2000

## RACING HISTORY

### TO WHOM IT MAY CONCERN

1967 FERRARI 330 P4

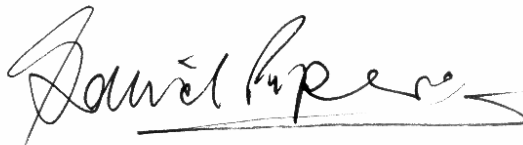
Chassis No. \*0003\*

Engine No. \*0003\*

Gearbox No. 593A N7

This car has been in our possession continuously since 1974 and has been raced for one of our clients in various events around the world including T&I Circuit Japan, Cape Town South Africa, Bahamas Freeport and Goodwood Revival, Angouleme, France.

Signed :



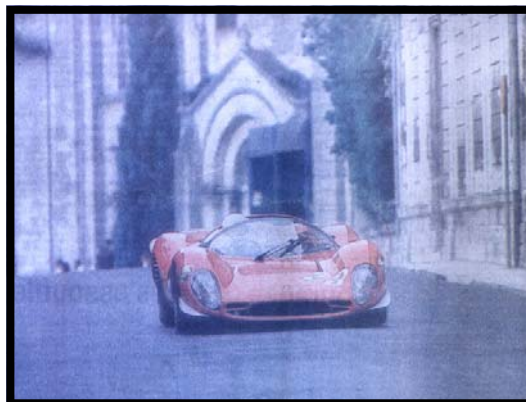
David R. PIPER, Managing Director  
**BROMCOUNT LTD.**



David also included photo's, magazine and newspaper articles on the car I was buying. Some of these photos had notations in David's hand on the back, one of which interestingly refers to it as a Ferrari 330 P 3/4 and another as having finished second in a Historic race at Silverstone. In addition, one of the magazine articles quotes David as saying that my engine is "*Vrai P4!*"

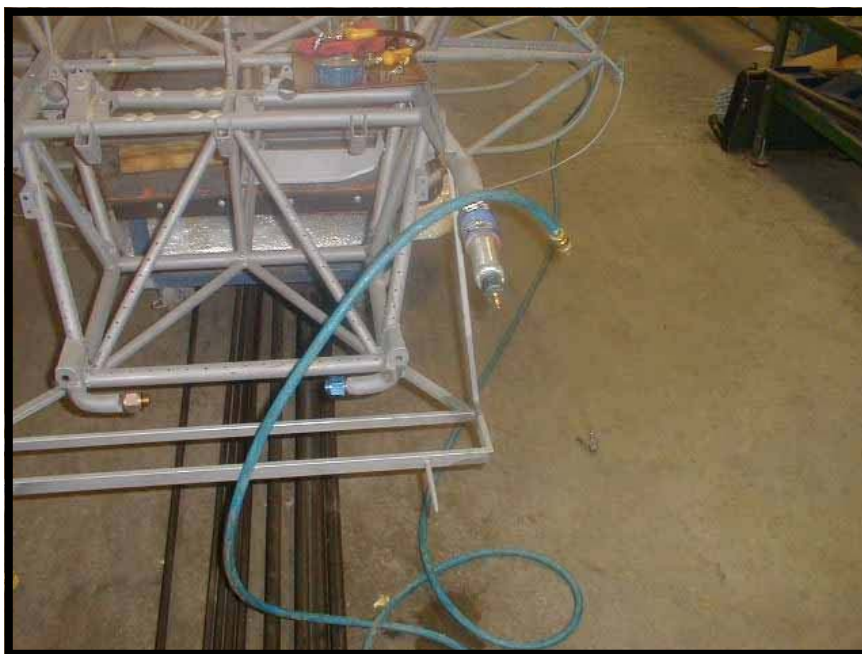


14



15

The car and the body arrived in NY and I began by taking it completely apart. I sent the engine and gearbox to Alberto and Bob Wallace, who worked at the Ferrari Race Shop in 1961 and 1962 before working at Lamborghini, as I felt they would be the best people to inspect and rebuild them, and Sal Barone who was head of the entire restoration began stripping and de-riveting the chassis.



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**P3/4 0846 De-Riveted Chassis**







The engine that David described as “Vrai P4”



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Sal Barone, head of the restoration, and Greg Stallmeyer, the painter I used (G.S. Customs)



## WHAT JOHN AND SAL DISCOVERED

One day John Hajduk Jr., MetalKraft Noblesville, Indiana., the person who was fitting the NOS Alloy Allegretti coupe body to my car called me and said: " I was reading a book about P4s which talked about the 1967 TARGA Floria crash of 0846. You can see the result of that crash and the repair to the original chassis tubes ." "See them? See them where?" I asked. "In your chassis. You can also see where it was modified at different times by different welders..." Another thing you could see was that the section that likely was burned/destroyed in Amon's 1967 Le Mans incident had also been replaced with tubes of a different dimension and character by a different welder as well.

Sal Barone, who at the time was working for Wide World of Cars and is now working privately for me, who was overseeing the entire restoration also mentioned that he believed John was right and that he had noticed several things about my chassis which he believed showed that it was a P3 chassis that had been modified to accept a P4 motor changing the wheelbase from P3 to P4.



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**John and Sal fitting the “NOS Allegretti Coupe/Body”**

## WHAT OTHERS SAID...

On 06/12/02 I received some more emails;

*"Tom Meade had a garage in Modena in the sixties, which he shared (far later) with David Piper.*

*Tom told me had in the early 70's two and a half P.4, in pieces, in his Modena garage, He needed space and personally threw out the chassis-tube of 0846 in a Modena junkyard, because nobody was interested by such parts, and he traded or sold to David in 1971 a complete P.4 body."*

*Patrick Faucompre*

As an interesting aside, around that time I met Tom Meade as well. Tom and Coco Chinetti tried to interest me in financing the conversion of several 275GTB's into "250 GTO NART Spyders" The first one, all in, would cost \$19,000 US and would be built by Tom, in Modena, to Coco's drawing which he did on the back of a placemat in the Pancake House we were sitting in and I would own it. I remember Tom describing the color he wanted to paint it: "Spilled Ink Blue" which he further described as being almost Black. I told them I was really more interested in a P4 and Tom replied that he had a "wrecked one that he could repair". "I want a coupe." "I have a coupe body and can build it up as a coupe." The price he quoted for this restored P4 fitted with a coupe body was also \$19,000. I helped him to drop off a Lusso at the Newark Docks and drove him to the airport. We agreed to meet in California. I met him at his mother's house in Cosa Mesa. In a rickety garage he took the cover off a dusty and shipping damaged "Tomissina" It's shape was beautiful but the fit and finish of the interior which I remember as being velour was a bit "Kit Carish". The idea of giving him \$19,000 became less appealing as he took longer and longer to return my calls and I moved on and bought an ex Pensky /Donohue Lola which I still have.



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SL 71—32

08/02/02

*"I spoke with Marcel Massini this morning (He was the fellow who saw 0846 in Switzerland in 1977. He repeated that there was definitely an entire chassis (stamped 08460)"*

*Mark Ketchum*

*"Yes, I did see-as stated before- the customs CARNET, which is a normal customs document (import a car under a bond, without paying taxes, for easy import and re-export).*

*NO, I was unable to make any copies, since I was in the Sbarro garage, a workman's place without any administrative machines. As I said before CERVAN Corporation (A David Piper owned company) was the name of the company that brought it into Switzerland. I wrote that name down back then, simply because I found it an unusual name and I intended to find out more about that company (which I never did, unfortunately) When? In 1977, as I said before."*

*Marcel Massini*

After thinking about what John and Sal had said and looking at the chassis for myself and thinking about what Marcell Massini had said and what Patrick Forncham said Tom Meade told him and what Mark Ketchum had showed me about P5, I called David and asked him what he thought about all of this and why I had found a label on the firewall of my car "P3 0846". David was silent for a moment and then replied: *"Pina Farina used that number for P5."* He made no further comment.

I then sent this information including photographs on to Ferrari and began posting photo's and description of my restoration on the Ferrari Owners Site copyrighted by Ferrari S.P.A

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Black Wrinkle Paint	defrance	1	27/3/2004 h. 08:06 PM
for sales 308 rear bumper	DAVIDJUMEL	0	23/3/2004 h. 09:45 PM
The best Ferrari ever	Ferrari Admin	48	16/3/2004 h. 00:52 AM
308 part search	leeandrews	3	8/3/2004 h. 10:08 PM
COLOR	troutrs	0	28/2/2004 h. 09:22 PM
Door mouldings Ferrari 400	ferrari400	0	24/2/2004 h. 11:58 AM
Maryland & Wash DC owners get together?	senatorpack	1	15/2/2004 h. 07:46 PM
308 - Location of Gearbox type and number	Tris	1	15/2/2004 h. 07:39 PM
Oil pressure 250 GTE	marcel1	2	15/2/2004 h. 07:36 PM

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P4

Owner	Body	Posted on
Glickenhaus	1500 rivets later and we're on to the final painting.	7/11/2003 h. 07:22 PM



Username	Reply to: <b>Glickenhaus</b>	Posted on
Glickenhaus	0846 At Painters.	12/11/2003 h. 03:49 PM



Username	Reply to: <b>Glickenhaus</b>	Posted on
Glickenhaus	Chassis	21/11/2003 h. 05:27 PM



Username	Reply to: <b>Glickenhaus</b>	Posted on
Glickenhaus		21/11/2003 h. 05:28 PM



Interior





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Glickenhaus

Reply to: **Glickenhaus**  
Engine

Posted on  
21/11/2003  
h. 05:31 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Suspension with new uprights cast by Ferrari SPA.

Posted on  
21/11/2003  
h. 05:33 PM



Username  
trevi

Reply to: **Glickenhaus**  
napolis ;-)

that's an awful project, i can't wait to see the pics  
when it's finished!

trevi

Posted on  
28/11/2003  
h. 11:27 AM



Username  
Glickenhaus

Reply to: **trevi**  
Trevi  
I think you meant "awesome"  
:)  
Best

Posted on  
1/12/2003  
h. 05:47 PM



Username

Reply to: **Glickenhaus**

Posted on

trevi

ohh.....yes, of course :-)

1/12/2003  
h. 05:50 PM



Username  
Glickenhaus

Reply to: **trevi**  
NACA Duct

Posted on  
2/12/2003  
h. 10:03 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Inner Duct

Posted on  
2/12/2003  
h. 10:04 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Brake Ducts.

Posted on  
5/12/2003  
h. 06:29 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**

Posted on  
15/12/2003  
h. 07:02 PM



Rear Brake ducts



Username  
Glickenhaus

Reply to: **Glickenhaus**

A number of "Experts" thought that 0846 was destroyed in 67 at LeMans. This photo shows that although battered it was by no means destroyed.

Posted on  
2/1/2004  
h. 00:12 AM



Username  
Glickenhaus

Reply to: **Glickenhaus**

Adjustin final door gaps.  
After.

Posted on  
6/1/2004  
h. 07:10 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**

Posted on  
6/1/2004  
h. 07:12 PM



Before.





Username  
Glickenhaus

Reply to: **Glickenhaus**  
Blue Guide Coat which after sanding stays in scratches to show imperfections.

Posted on  
7/1/2004  
h. 08:52 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Tail

Posted on  
9/1/2004  
h. 10:12 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Side

Posted on  
9/1/2004  
h. 10:13 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

Sanding away.

12/1/2004  
h. 11:39 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

Ready for masking.

13/1/2004  
h. 09:48 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

Rear.

13/1/2004  
h. 09:49 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

14/1/2004  
h. 08:15 PM



Masking.



Username  
Glickenhaus

Reply to: **Glickenhaus**  
0846 ready for red.

Posted on  
15/1/2004  
h. 06:10 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Nose masked.

Posted on  
15/1/2004  
h. 06:11 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
In the booth

Posted on  
16/1/2004  
h. 04:02 PM



Username

Reply to: **Glickenhaus**

Posted on



Glickenhaus

Sealer Not Paint

16/1/2004  
h. 06:14 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
First coat of final paint

Posted on  
16/1/2004  
h. 09:42 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Final Rosa Corsa

Posted on  
16/1/2004  
h. 10:11 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Ready to go in

Posted on  
17/1/2004  
h. 08:23 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

Ready for wet sanding

19/1/2004  
h. 09:37 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Door

Posted on  
20/1/2004  
h. 03:55 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
0846  
PROVA  
MO-53

Posted on  
26/1/2004  
h. 04:23 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**

Posted on  
26/1/2004  
h. 04:25 PM



[Heading Home](#)



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Headlight covers

Posted on  
10/2/2004  
h. 06:15 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Close Up

Posted on  
10/2/2004  
h. 06:16 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Rear Glass

Posted on  
10/2/2004  
h. 06:17 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhau

Side Front

10/2/2004  
h. 06:18 PM



Username

Reply to: **Glickenhau**

Posted on

Glickenhau

Side Rear

10/2/2004  
h. 06:19 PM



Username

Reply to: **Glickenhau**

Posted on

Glickenhau

At home with friend

19/2/2004  
h. 04:07 PM



Username

Reply to: **Glickenhau**

Posted on

Glickenhau

Windshield is pretty cool it mounts in a frame that unscrews so you can get to electrics.

19/2/2004  
h. 04:10 PM





Username  
Glickenhaus

Reply to: **Glickenhaus**  
Corners Shimmed

Posted on  
23/2/2004  
h. 04:17 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Spares Stowed

Posted on  
23/2/2004  
h. 04:18 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Brake Lines, Clutch Lines

Posted on  
23/2/2004  
h. 04:20 PM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Etc,Etc...

Posted on  
23/2/2004  
h. 04:21 PM



Username

Reply to: **Glickenhaus**

Posted on



Glickenhaus

After shimming, rebushing, and installing new uprights cast by Ferrari, if you gently push the spinner it will freewheel for quite some time. Dash with rebuilt instruments going back together. (Note long toggle switches also used on Lambo's)

30/3/2004  
h. 05:43 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

Rear

30/3/2004  
h. 05:45 PM



Username

Reply to: **Glickenhaus**

Posted on

Glickenhaus

30/3/2004  
h. 05:49 PM



Dash



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Classic cars

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Subject	Owner	Replies	Last post
Ferrari of Long Island Concours	Glickenhaus	1	13/10/2004 h. 04:14 PM
Dino 208 & 308 GT4 Registry	petergt4	1	5/10/2004 h. 01:00 AM
P4 0846 MK-IV J6	Glickenhaus	11	4/10/2004 h. 03:24 AM
'79 308 Spark System Failure	jaimie	0	21/9/2004 h. 01:42 AM
002C	Glickenhaus	4	7/9/2004 h. 03:07 AM
308 QV Exhaust	franzi	0	31/8/2004 h. 10:10 AM
Ferrari Daytona Registry	lucashly	0	23/8/2004 h. 08:00 AM
0846 and 0856 @ FCA Quail	Glickenhaus	0	22/8/2004 h. 06:36 AM
308 Production Numbers	franzi	2	16/7/2004 h. 12:38 PM
246 GT heritage certificate information	rhazar	0	23/6/2004 h. 08:42 PM

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P4 0846 MK-IV J6

Owner	Body	Posted on
Glickenhaus	Together again after 37 years...	11/4/2004 h. 05:10 PM



Username	Reply to: <b>Glickenhaus</b>	Posted on
Glickenhaus	Lime Rock Park	4/9/2004 h. 03:05 AM



Username	Reply to: <b>Glickenhaus</b>	Posted on
Glickenhaus	0846 at Luguna <a href="http://www.channel4.com/4car/gallery/gallery/pebble-beach/gallery-1.html">http://www.channel4.com/4car/gallery/gallery/pebble-beach/gallery-1.html</a>	15/9/2004 h. 09:54 PM



Username	Reply to: <b>Glickenhaus</b>	Posted on
Glickenhaus	BBLM At Westport Concours	1/10/2004 h. 05:59 PM



Username	Reply to: <b>Glickenhaus</b>	Posted on
----------	------------------------------	-----------

Glickenhaus

Conningham at Westport CONcours

1/10/2004  
h. 06:08 PM

 **EDIT**





Username  
Glickenhaus

Reply to: **Glickenhaus**  
J6 was there as well as were many great Ferrari's

Posted on  
1/10/2004  
h. 06:09 PM

 **EDIT**



Username  
Glickenhaus

Reply to: **Glickenhaus**  
J6

Posted on  
1/10/2004  
h. 07:49 PM

 **EDIT**





Username  
Glickenhaus

Reply to: **Glickenhaus**  
Bella

Posted on  
1/10/2004  
h. 07:49 PM

 **EDIT**





Username  
Glickenhaus

Reply to: **Glickenhaus**

Posted on  
1/10/2004  
h. 07:52 PM

 **EDIT**







Username  
Glickenhaus

Reply to: **Glickenhaus**  
002C

Posted on  
4/10/2004  
h. 03:22 AM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
0846

Posted on  
4/10/2004  
h. 03:23 AM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
J6 in Shop

Posted on  
4/10/2004  
h. 03:24 AM



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Classic cars

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Subject	Owner	Replies	Last post
330 P3/P4 (1967) Telaio N 0846	Glickenhaus	2	19/6/2004 h. 01:56 PM
temperature coolant system	ericp	0	4/6/2004 h. 10:23 PM
365BB/512BB/512BBI	dubayle	0	31/5/2004 h. 09:58 AM
Ferrari Specialists in Northern England?	stevegt4	6	23/5/2004 h. 10:18 PM
208 GTS Turbo	slsherwood	4	22/5/2004 h. 06:53 AM
Daytona valve seats	franzi	0	2/5/2004 h. 00:30 AM
How strong is the Dino 246 engine?	Hugoball	2	29/4/2004 h. 08:04 PM
Silicon Brake Fluid ?	nick308	0	22/4/2004 h. 12:10 PM
365 GTC/4	slsherwood	0	16/4/2004 h. 01:20 PM
328 brakes	sfs	0	11/4/2004 h. 11:30 PM

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**330 P3/P4 (1967) Telaio N 0846**

Owner  
Glickenhaus

Body  
And it's friend SL 71-32

Posted on  
10/6/2004  
h. 04:05 AM



Username  
Glickenhaus

Reply to: **Glickenhaus**  
Getting ready for the FCA Concours in August...

Posted on  
10/6/2004  
h. 04:18 AM



Username  
Glickenhaus

Reply to: **Glickenhaus**

Posted on  
19/6/2004  
h. 01:56 PM



Here's the dash just about wired up and wrinkle finished. As I'm planing to run her on the street. (Plate: 330P4) I've added a few non original items such as turn signal indicators, radiator fans and indicator light, and high beam on light. The gauges originally didn't have interior lights but when I had them rebuild I added those as well. After it's S.P.A racing career Piper continued racing 0846 and he also did some tire testing for Goodyear. He went to the wider wheels that were used on the 350 Can Am's and installed a brake bias valve which I'm retaining as well as Piper's racing and testing is all part of her history. (I also bet this valve will come in handy esp. in the rain.)  
Around the time of the FCA concourse several articles will be coming out delineating the results of the forensic examination and research that has led me and other's to believe that my car is 0846.





As I had come to believe that my chassis in fact contained a significant part of the remains of 0846, in a short while I'll give more reasons for that belief, I also entered the information that I was the owner of 1967 Ferrari 330 P4 0846 -The vin # is required before Ferrari allows you to register a car in "Your Garage" on the Ferrari Owners site.

After about a week they came back and put 330 P4 Rossa Corsa date of construction 66 - Note they changed the date as I had entered 1967, and that I had owned it since 2000.

Nickname: **napolis**

**Ferrari Owners' Site**

Classiche | Corse Clienti-F1 | Car | Inside Ferrari | Limited Edition | Grand Tour

# Your Ferrari

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## Ferrari Garage

An on-line garage where you can collect and file everything you need to know about your car. Quick and simple to use, the Ferrari Garage allows you to add cars and update information on as many as 10 models at any one time. You can even upload photographs of your favourite car to complete the picture of the ideal Ferrari Garage.

Fields marked by an asterisk are mandatory.

Car model	Exterior colour	Month bought	Year bought
TESTAROSSA USA F110BB 330 P4	NERO 1240 (BLACK) ROSSO CORSA 300	10 7	1988 2000

**ADD A NEW CAR**

VIN/Registration number \*

Retype VIN/Registration number \*

Car model \*  
--select--

Year bought \*  
--2000--

Month bought \*  
--mm--

Car \* ☐ New ☐ Pre-owned

Exterior colour \*  
--select--

Selected dealer \*  
--select--

Other dealer

Owner of car \* ☐ Yes ☐ No

**DELETE ENTER**


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Nickname: **napolis**

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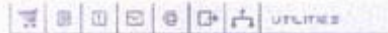
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# Your Ferrari



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## Ferrari Garage

[MORE INFO](#)

Car model	Exterior colour	Year of construction	Month bought	Year bought
330 P4	ROSSO CORSA 300	1966	7	2000

### Car data

Type of engine	Maximum power output
Rear-mounted 60° V12, light alloy cylinder block and head	450 bhp at 8,000 rpm
Timing gear	Length
3 valves per cylinder, twin overhead camshafts per cylinder bank	
Unitary and total displacement	Width
330.62/3,967.44 cc	
Compression ratio	
11:1	
Height	Rear tyres
	12.15-15
Kerb weight	Front tyres
792 kg	10.15-15
Top speed	Fuel tank

### Options

To indicate the reason why the car is no longer in your possession, please [click here](#).

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At about that time I realized the original magnesium uprights that were on the car when I bought it from David had seen better days so Alberto asked Ferrari to build two new sets for me, one as a spare, in aluminum as I am planning to run this car on the street and I felt aluminum would be safer. Ferrari recast two sets of uprights for me, which they described as "P4 Suspension PA" on the following invoice.

<b>Ferrari</b> Ferrari North America, Inc. 250 Sylvan Avenue, Englewood Cliffs, New Jersey 07632 Phone: (201) 816-2694 Fax: (201) 816-2693		<b>PARTS &amp; ACCESSORIES INVOICE</b>		Invoice No. 43184 Invoice Date 07/23/02 Page 1	
SOLD TO: WIDE WORLD OF CARS, LLC 125 ROUTE 59 EAST SPRING VALLEY NY 10977		SHIPPED TO:		FROM DEPOT: 250 Sylvan Avenue Englewood Cliffs, NJ 07632 SHIP VIA:	
DEALER CODE: 6470 DEALER ORDER#: 35986 DATE: 07/22/02		ORDER#: 4 Stock TYPE: 4 Stock		FREIGHT: TERMS:	
Part Number/Description Order 35986 Dt 07/22/02 Pr.4 Shipped as per Enzo Francesconi 000001188 P4 SUSPENSION PA		Quantity Ordered Shipped 8 8		Unit Sugg. Retail Price Unit Net Price Extended Amount	
					
PARTS OBSOLESCENCE ACCRUAL \$		SUB TOTAL			
MESSAGES: Att: DEAN From: TOM 1st		FREIGHT CHARGES			
		COD CHARGES			
		TAX			
		HANDLING/MISC. CHARGES			
		GRAND TOTAL			



I fitted one set of those uprights, which by the way bear the correct P4 casting codes which makes me believe that they came from the original molds, and posted pictures of that fitment on The Ferrari Owners Web Site.

## INTERNET CHATTER

Much information was coming to me as a result of these postings which also included many postings on FerrariChat.com. Some of the postings became rather vitriolic and bizarre. An anonymous poster posted an email allegedly from Max Wakefield the owner of "0900a" someone who, by the way, I refused despite much pestering to sell the spare set of P4 uprights that Ferrari had made for me to.

08/05/03

*"I swaped out the body he was going to get (Alegertti) with my Turin Body.  
It's a F1 engine and gearbox, though he says not. David says it catagorically (sic) is.  
The chassis is the same batch as mine. (0900a and by inference David's 0900)  
Nice car for sure. Not original though. David laughed about it lots."  
Max*

I became aware of the above email on 05/31/04 and immediately responded.

"That's pretty funny. Lets see, in an email Max admits committing a crime. David admits committing a crime; and as my chassis was made in the same batch as 0900 and 0900a it's exactly the same as theirs. (Not) As Sharon Stone once remarked: "Anyone who has seven bucks knows I don't wear underwear."

Anyone who has eyes as Macca has pointed out knows that neither my engine or gearbox are F1 and my chassis contains substantial parts of the remains of 0846. I will be sure to show the various authors who are writing all of this up Max's email. I'm sure they'll want to include it in their articles. When the articles come out I'll make sure that they're brought to the attention of the proper UK authorities as Max's email, even if it's not true may be admission of the commission of a serious crime.

The other thing that I find very amusing, is, as there's no question as to what David Piper attested to in writing, it's almost as if Max, as a result of his email, wants me to wind up owning 0900's engine and gearbox as well in addition to collecting substantial sums of money from himself. Cool. :)"

Before we move on to what other's thought and photographic proof that my engine and gearbox are not F1 and are quite suitable for, and likely from P 3/4 0846 at some time, don't forget Max's *"The chassis is the same batch as mine"* (0900a and by inference David's 0900)

Batch. "Made at the same time, from the same materials, to the same specifications (The

1967 P4 Blueprints that David referred to in writing of having received from Enzo Ferrari and had the original chassis maker build my chassis to). When we move on to my chassis and why I believe it contains substantial parts of the remains of P3/4 0846 the reasons for this will become evident.

02/17/04

*"Location: UK*

*Full Name: max wakefield*

*Posts: 65*

*Quote:*

*Originally Posted by Horsefly*

*"Even though the subject at hand is the frame of an exotic P4/racer/replica, it's still just some tubing that is welded together. An easy accomplishment for any certified welder provided that one has a GOOD set of plans to start with. (I know several excellent welders.) And of course the frame that is being built must be compatible with the body that will eventually reside upon it, hence the need to know all the subtle nuances concerning the body that will be used.*

*But I haven't ever seen any actual mechanical drawings of the P4 frame that could be used to reproduce such a frame. I'm sure they are out there somewhere, but my Ferrari data library is not very extensive."*

*(Max)*

*"Piper has the only P4 drawings that are known of. He was given them by old man Ferrari and they have been used four times*

*once for 0900*

*once for my other car 0900a*

*once for JGs car*

*once for an american last year."*

Other FCHAT Posters on my engine and gearbox.

*"The only contemporary photograph clearly showing the gearbox of a 1966 P3 without a spare tyre in the way is one of 0844 ( further investigation leads me to believe that this is the official press photo of 0846 not 0844 and that this gearbox is likely the gearbox that's now in my car. The photo's that follow will show why) being unveiled at Maranello on page 324 of 'Ferrari Sports-Racing & Prototype Competition Cars' by Antoine Prunet.*

*Clear pictures of the 1966 F1 Ferrari gearbox (before they hung coils and a battery on it) are in 'Road & Track' (USA) for March 1966, page 39, and 'Autocar' (UK) of 25th February 1966, pages 369 and 371.*

*The 1967 F1 gearbox, as posted by P4Replica in post #14, can be seen more clearly in 'Cavallino' #59 p32, 'F1 Ferrari' by Schlegelmilch (the small one) p572, and 'Ferrari' by Tanner/Nye (6th edition) p184.....and also in a lot of my collection from Goodwood and*

*Silversone in recent years. It has even more stuff hung on it, and the 1968 version has extra stiffening ribs on the casing.*

*The gearbox of the P3 looks very similar to the 1966 F1 car, but has a different backplate and more bolts on the top. The gearbox in the pictures of Jim's car IS identical in appearance to a P3.*

*Although it has always been said that the P3 used a ZF gearbox, the one on 0844 in early 1966 doesn't appear to look like that in the GT40, for instance, or like the ZF F1 gearboxes which were used in the 1965 F1 Lotus 33-Climax and 1967 Lotus 49-Cosworth; I believe that Ferrari cast their own casing but used a ZF gear-cluster inside "*

*"It's getting so I forget what books and magazines I've got!*

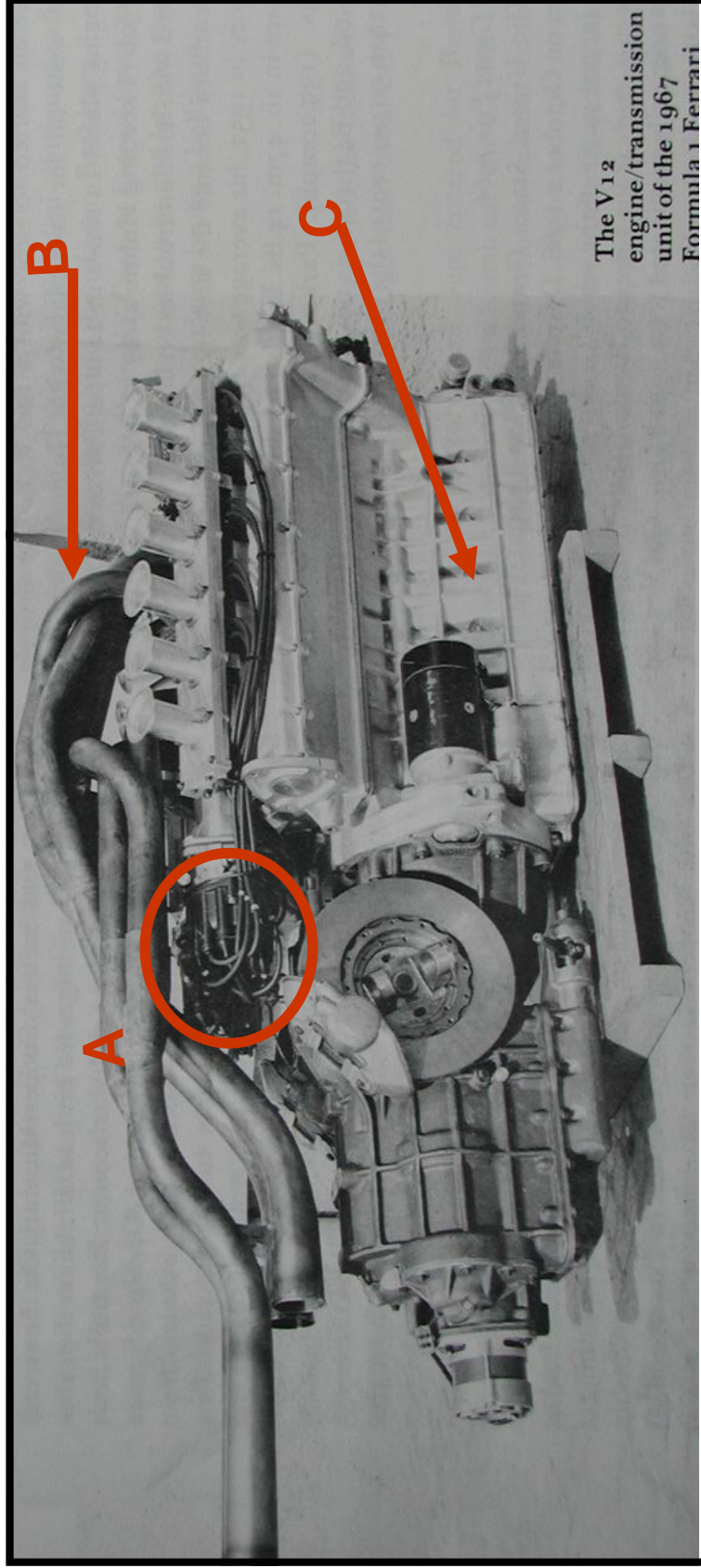
*I looked in 'Ferrari: The Gran Turismo and Competition Berlinettas' by Dean Batchelor (which doesn't have numbered pages); there is another photograph of the first P3 in 1966, and again the gearbox appears identical to Jim's."*

*"In one or other of the many posts on this subject the words "bored and stroked F1 engine" were used, as I remember.*

*The 4-cam Ferrari racing engines all derived from the Type 130 of 1957, used in the 290MM, then enlarged until in the 335S it reached a bore of 77mm. This was standard when the design was resurrected in 1965 as the basis of the 275P2, 330P2, 330P3 and 330P4 engines, AND ALSO the Formula 1 V12 engines from 1966 to 1969 - they were all of 77mm bore, but the F1 engine was a short-stroke version of the 275P2 at 53.5mm while the 330 engines had a stroke of 71mm. The difference was in the taller casting of the block - you can't just stick in a long-throw crankshaft and some packers to take a 3000cc engine up to 4000cc.*

*The visible difference between the F1 and sports 4-cam engines was that the F1 had the distributors mounted lengthwise on the rear of the cylinder-heads, whereas the sportscars had them upright or at an angle from perpendicular, as Jim's does."*



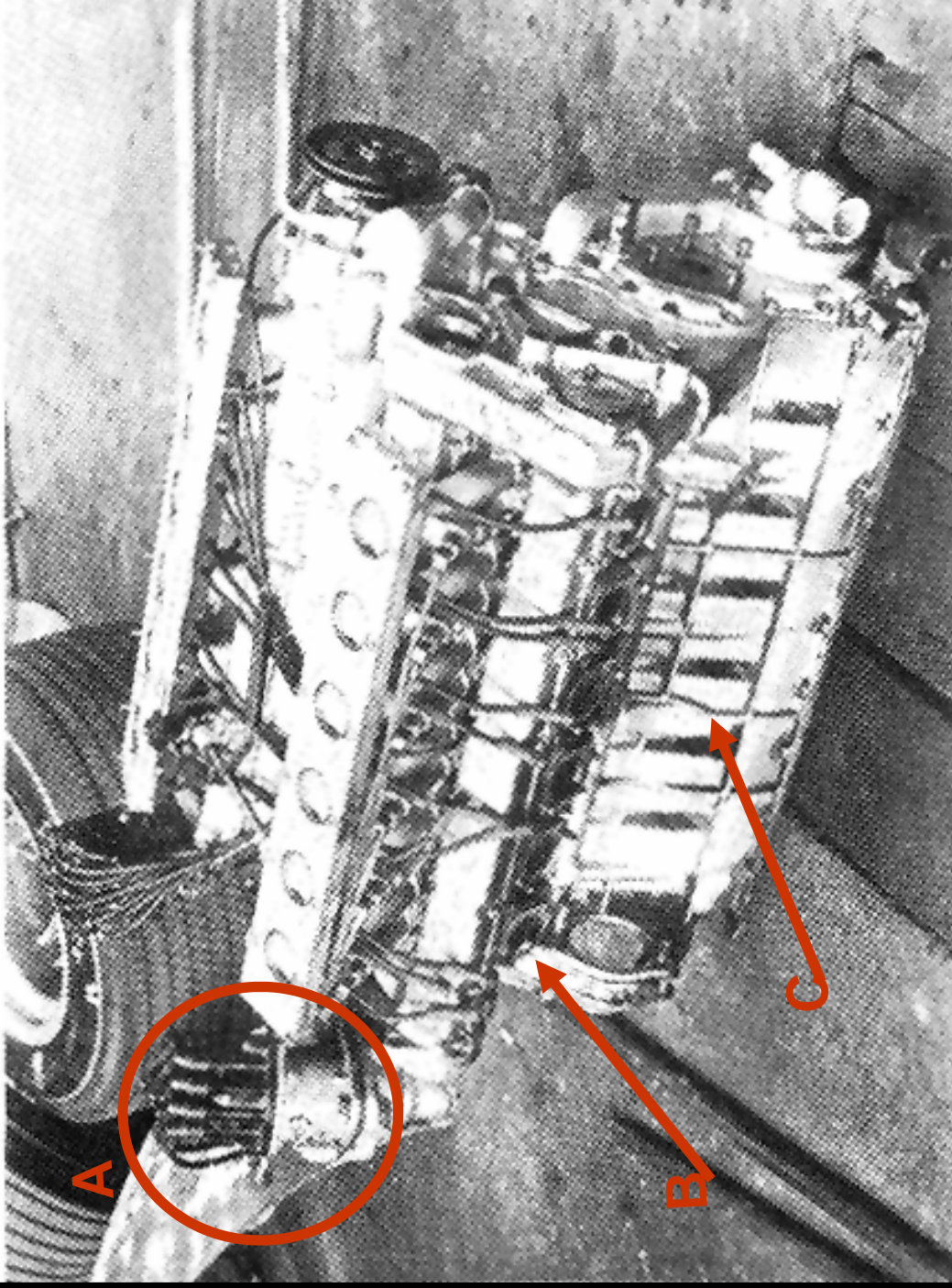


25

### 1967 Ferrari Formula 1 Engine/Transmission

Note F1 horizontal distributors<sup>A</sup>, F1 central exhaust<sup>B</sup>, and F1 block with it's straight casting rib on the right side<sup>C</sup>

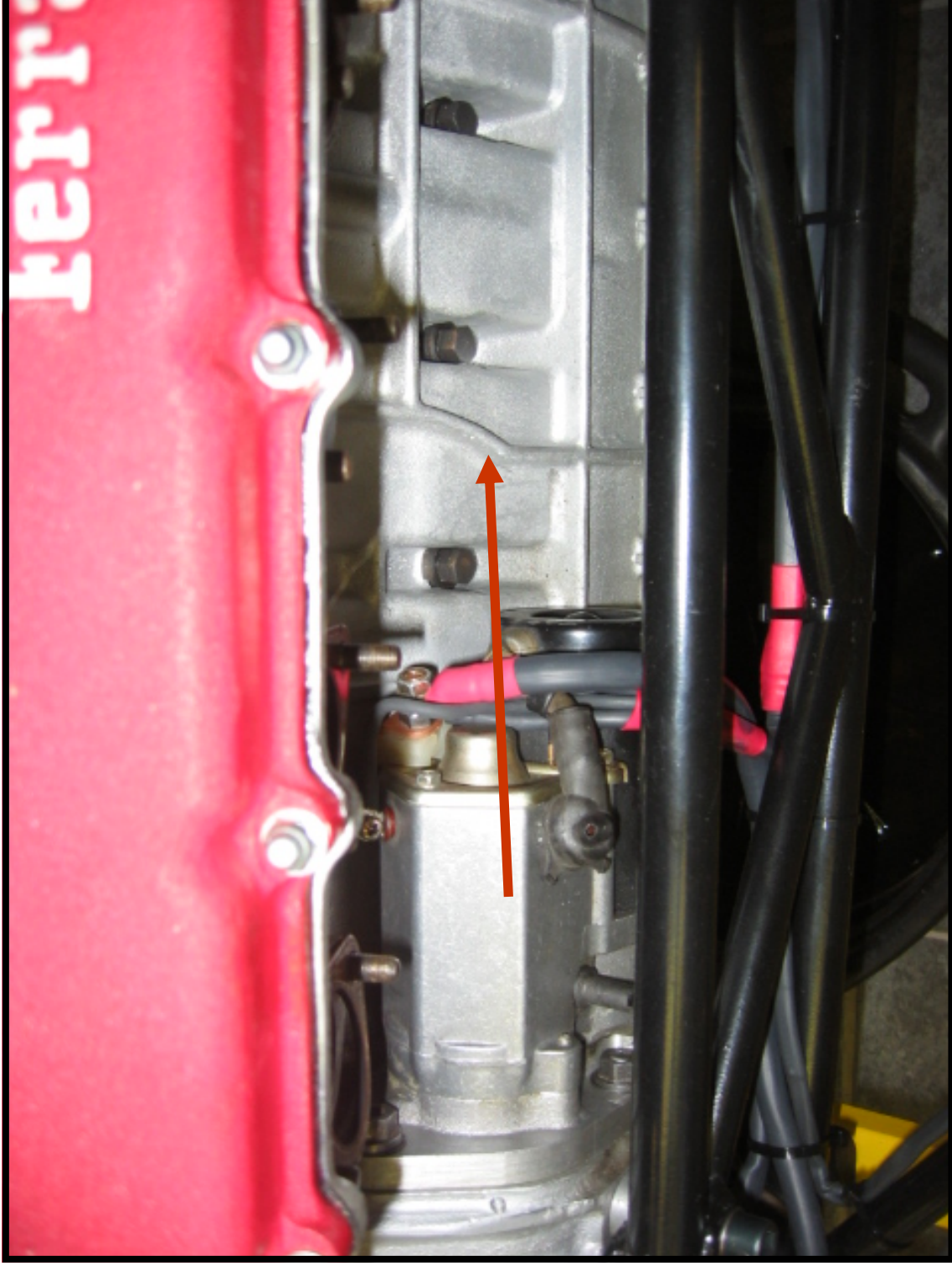
*A 330 P4 engine on the floor of the garage at Le Mans. Note the two distributors and 24 plug leads.*



26

Note vertical P4 Distributors<sup>A</sup>, P4 outside exhaust ports<sup>B</sup>, and P4 block with curved casting rib on right side<sup>C</sup>, all of which differs from the F1 engine on the preceding page.





P3/4 0846 Block

Note that the curved P4 casting rib on the right side of my engine is the same as the curved casting rib on the right side of the P4 engine on the preceding page and different from the straight casting rib on the right side of the F1 engine (plate 25) two pages preceding.



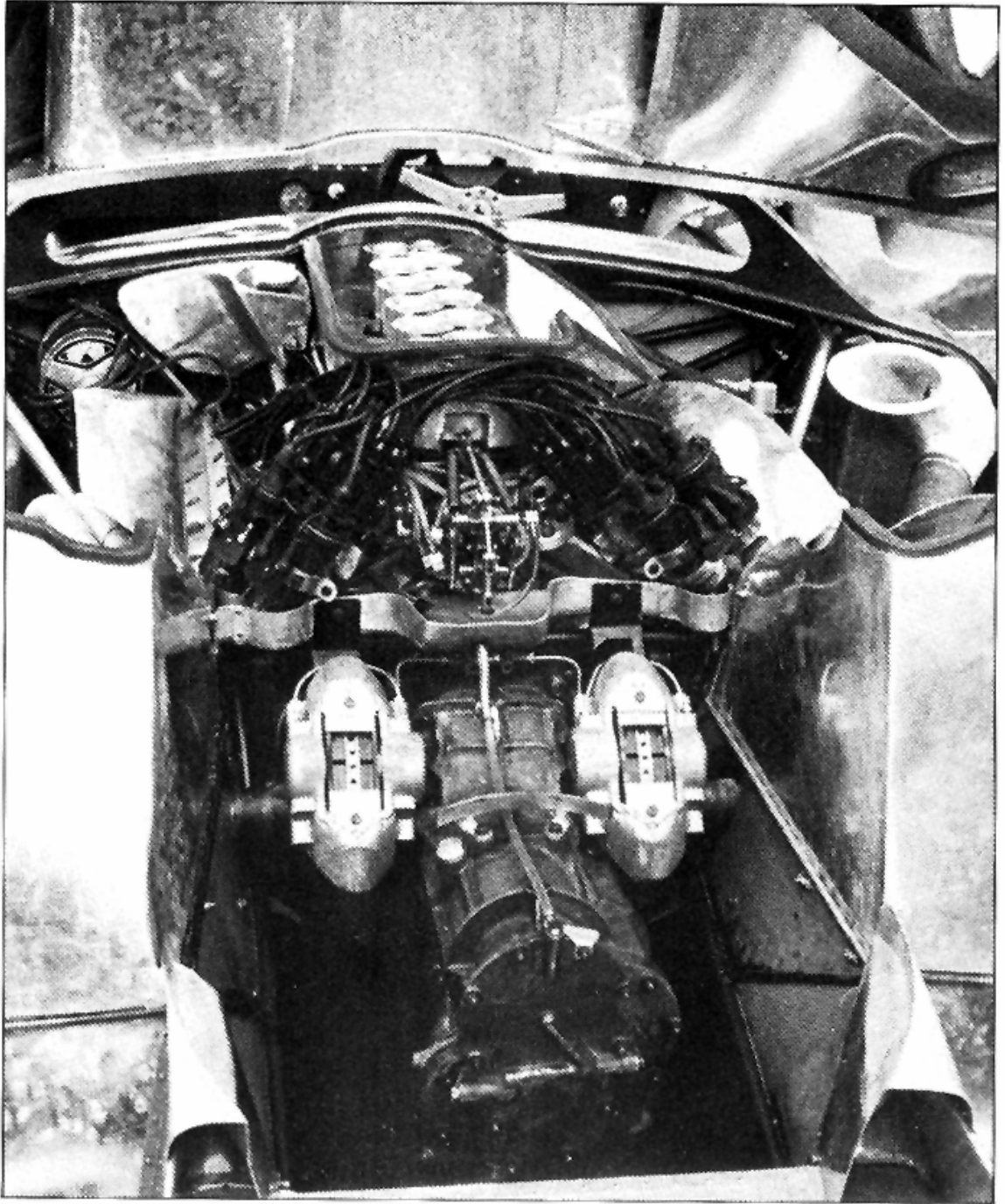
28

### P3/4 0846 Engine and Transmission

Note vertical P4 distributors<sup>A</sup> and P4 outside exhaust<sup>B</sup>, same as P4 engine. Also compare my P3 (type 593) transmission with the transmission in 0846 in the historical photographs that follow.



*Cockpit and engine room of P3. Shift lever to 5-speed, rear-mounted transmission is at driver's right. Disc brakes are inboard at the rear.*



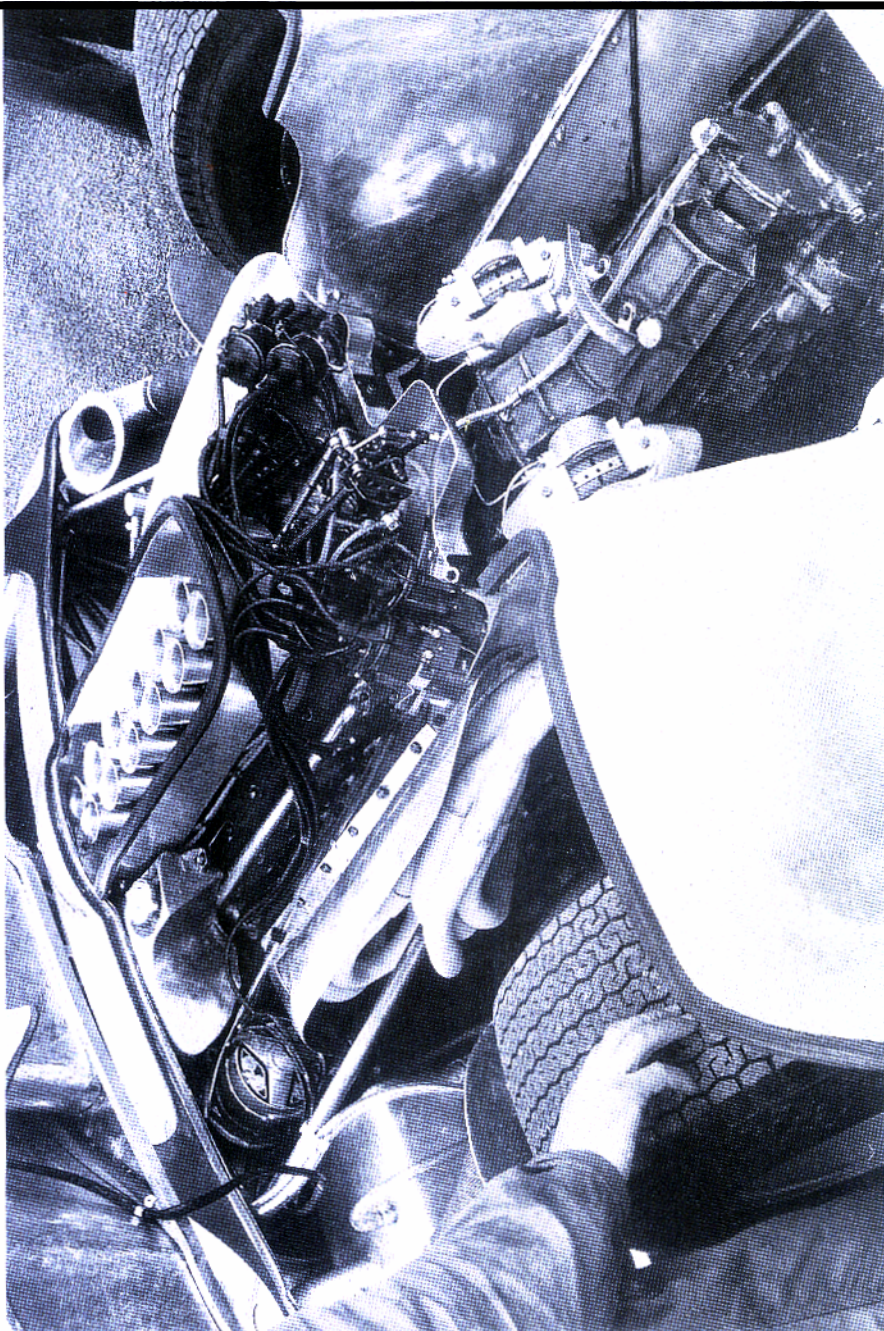
29

### **P3 0846 Historical Press Photo**

Note P3 (type 593) transmission in 0846  
which is the same as my transmission



Il 12 cilindri della 330  
P3 erogava 420 CV a  
8200 giri.  
The 12-cylinder of the  
330 P3 turned out 420  
bhp at 8200 rpm.  
Le 12 cylindres de la  
330 P3 développait 420  
ch à 8200 tour.



30

### P3 0846 Historical Press Photo

Note P3 (Type 593) transmission in 0846 and compare to my transmission in plate 28 two pages preceding.





31

### 1967 Ferrari Formula 1

Note F1 transmission differs from P3 0846 Historical and my transmission. There are three thin, short casting ribs on the left side of the F1 transmission as opposed to two long flat ribs on the left side of the P3 (Type 593) transmissions (plates 28 & 30) on the preceding pages.

As for the chassis I think one must go back to what it was like when these cars were built and raced. A good place to start is Michael Dregini's "Inside Ferrari". It's very important to look at pictures of the "Prototype Graveyard" to understand how the term "Back Door" came about.



Carrozzeria Scaglietti, Modena, circa 1977

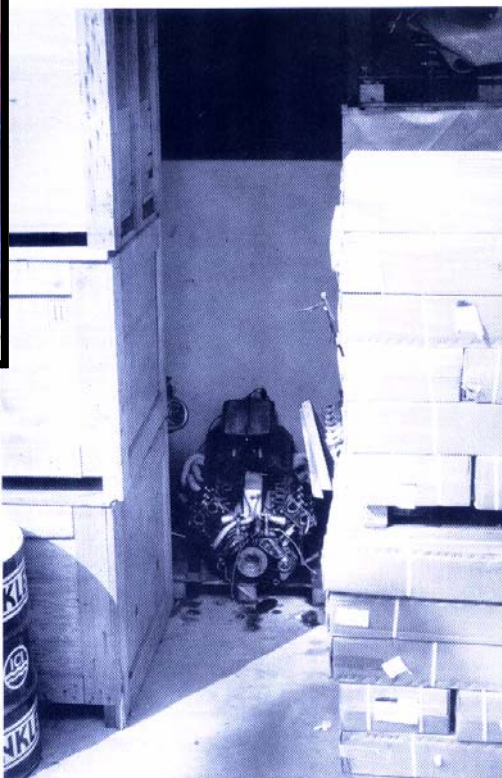
With the 512 BB replacing the 365 GT4 BB, the old wooden buck for forming the first Berlinetta Boxer bodies was discarded among piles of wooden pallets at Scaglietti, to make way for a new mockup to form the panels for the new car. A fiberglass nose section for an unidentified sports racer rested on top of the buck. Hilary A. Raab, Jr.



Ferrari race shop, Maranello, 1975

The last remnants of Ferrari's factory sports racing days were body panels

factory quit all but Formula One racing in 1973, and as of 1989 its self-imposed ban was still in effect. Hilary A. Raab, Jr.



Ferrari race shop, Fiorano, 1989

Sitting between packing crates and boxes along an outside wall of the Gestione Sportiva was an old Formula One engine, covered in oil and slowly oxidizing with the elements.

32



Dregini described the Ferrari Race shop in detail.

*“(1958) (Mark) Wallach’s most vivid remembrance was of the crashed and burned Grand Prix cars scattered throughout the shop. Visiting on a Saturday evening, he was amazed by the around-the-clock activity on a weekend.*

*Workers were bent over the racers, scavenging salvageable components and throwing the rest out. Other workers took a ruined Formula One parts car, sawed it in half and welded a section onto another car that was being set up for the next race. “It’s no wonder today’s historians have such a difficult time tracking down the serial numbers on the race cars,”...*

*Bob Wallace worked within the Ferrari race shop on and off in 1961 and 1962... He remembered some of the day-today workings inside the race shop.*

*In the early 1960s, Ferrari’s racing effort was at its peak, challenging the world with Grand Prix cars, prototypes, sports racers and homologated production cars, from the shark-nosed Formula One Tipo 156F1, 250 GT Tour de France and the last days of the Testa Rossa in 330 guise as the TRI/62 to the dawn of the new generation of Scuderia Ferrari racers, the first SP cars, the 250 GTO, the 250LM and the great P cars... Thus, the Maranello race shop was a blur of activity, through long nights, with a multitude of people hovering over the cars and the Scuderia drivers milling around the periphery.”*

*“After the 1962 season Phil Hill left the Ferrari team in less than pleasant circumstances. 1962 did not repeat the success Ferrari enjoyed in 1961. Eight years later he went back to visit Mr. Ferrari. There had always been talk about a big store room at Ferrari that contained a lot of engines that he didn't want sold to the public. When Phil Hill asked about the store room "Ferrari said, 'L'ho butato via tutto.' - "I threw it all away." It is obvious that what did escape; left in a less than official manner. Little value was put on tired old cars and their parts... Even those who had the ear of Ferrari often went away empty handed. While others got old cars for free. Who got what certainly tests logical thinking”*

*Rouder*

*It was either scrapped in total, broken up for parts for the other P4's, rebuilt (not likely), or sold in part or in whole. It didn't just disappear.”*

*Jeff*

*"This reminds me of a story that I read concerning a guy that was prowling the salvage yards somewhere near Detroit. On day while he was scrounging the yard, a wrecker drives up and off loads a very strange Pontiac convertible. The car was NOT a normal production model. He quickly learned that what he was looking at was some sort of GM prototype that was destined for destruction. Obviously the salvage yard was the last destination for cars that GM wanted to dispose of. So as far as GM was concerned, the car was destroyed. But within an hour of the wrecker off loading the convertible, another guy comes along and*

*loads it up, taking it away to its new life SOMEWHERE. GM records would surely list this car as officially destroyed, but we all know that some things slip through the cracks. Just because a piece of official looking paperwork exists does not mean that it actually speaks the truth. Police departments routinely destroy firearms that were used in crimes. They usually take them to a local scrap metal yard and load the guns onto a conveyor belt headed to the smelter. But a guy told me that "sometimes" that old conveyor belt bounces around so much that some of the guns fall COMPLETELY off the belt. Gee, I wonder where they fell? "*  
Arlie

There are two accidents that we know occurred to 0846. Vaccarella slid off the road at the Targa Floria in 67 forcefully hitting the right side into a curb.

The damage from this crash is clearly visible on my chassis.



33

The second is best described in Chris Amon's words:

*"Most of us love to read stories of the adventures of the P4's. This article appeared in "Classic Cars" of July 2000, and relates Chris Amon's story of the retirement of 0846 at LeMans 1967.*

*During Chris Amon's first year with Ferrari, in 1967, he was sharing an open P4 4.2 litre V12 with Nino Vaccarella at LeMans. It was the same car which he and Lorenzo Bandini had shared to win at Daytona. 'I elected to use the open car at LeMans because it was more comfortable - fortunately, as it turned out, because it was easier to get out of.'*

*Amon, the Ferrari team leader, was keen to do well with Ferrari, having won at LeMans the previous year driving a Ford with Bruce McLaren. Bandini had been killed in the Monaco Grand Prix a few weeks before and the team were anxious to take the game to Ford. 'Do it for Lorenzo'. That was 23 year old Amon's ambition.*

*'We were about seven hours into the race, in second or third', Amon recalls. 'Just before midnight, after I had passed the pits going into Dunlop corner. I felt a twitch at the rear. It was a puncture. By the time I was on the Mulsanne Straight the tyre was flat and I could hear all sorts of noises - the suspension upright and the rim were starting to run on the road. I had no choice but to change the wheel.'*

*He pulled off to one side of the long straight and opened the engine cover to get at the spare. 'There was a sort of jack, a torch (flashlight), and a wheel hammer to knock the centerlock spinner off. The first thing I discovered was that the batteries in the torch were flat: but there were plenty of cars coming past with their headlights blazing so I had occasional illumination at 200mph.*

*'I got the jack out and started to crank it up. It worked in a fashion and the next step was to get the wheel hammer, wait for a blaze of light and take a shot at the centerlock wheelnut. I swung at it and the head flew off the hammer, disappearing into the night (and the trackside ditch), never to be seen again.*

*'I was going to have to drive it back to the pits somehow. I drove away relatively slowly down the straight - but I was probably still doing 100mph and the tyre was flapping wildly. There were sparks showering back from the suspension upright and I assume a fuel line was knocked off one of the pannier-type fuel tanks just in front of the rear wheels. The whole car just went BOOOOF!*

*'I had been on the right hand side of the track anyway and I aimed for the ditch. It was getting bloody warm by that stage, so I jumped out thinking I had almost stopped, but I was probably still doing 50mph and ended up somersaulting along in the ditch while the car rolled another 100 meters down the road before it came to a stop not far from a marshal's post.*

*'The marshals could see the flames from the car - which was now well alight - and came running. The four marshals and three gendarmes soon had the fire out and went in search of the driver. They were looking around in the ditch, wondering where I was, and I remember walking up the ditch, feeling a bit battered, and tapping a gendarme on the shoulder, saying "Here I Am". Poor guy. He nearly died of fright.'*

The replacement of the destroyed chassis tubes from this crash/fire with different sized tubes at a later date, by a different welder, is also visible on my chassis.





Now that were moving on to the conclusion in a way it really does come down to what your definition of is, is. For example, I believe, J5 the car driven by Dan Gurney and AJ Foyt to 10a at Le Mans in 1967 is sitting in the Henry Ford Museum in Dearborn, Michigan. There's a problem with that belief. If you take the FIA's definition of what constitutes an original car you could rightfully argue/believe that J5 resides in a bank vault as that's where J5's original chassis plate is and it's ownership is not, I believe, with the Henry Ford Museum.

The original chassis plate of 0846, was most likely destroyed in the fire that also destroyed much of the right rear section of the chassis at Le Mans in 1967. If you go with the definition that original means original chassis plate then you believe that 0846 no longer exists. Period. If you, as I do, after much investigation including forensic investigation, believe that the chassis remains of 0846 against huge odds and totally unbeknown to David Piper and I at the time I bought my car from him were incorporated into the chassis that I now own then you take a different view.

The question everyone asks is: "Why if Piper had 0846 didn't he try to sell it as 0846? Also as he knows 'every nut and bolt' how could he have missed something? Putting aside his importing of "0846" into Switzerland in 1977 that Marcel Massini spoke of, go back to 1971. Piper commissioned 3, P4 chassis from the original chassis manufacturer. (He told me Enzo had given him permission to call one "0900" and had given him the "original 1967 P4 blueprints". Indeed he told me and referred in writing to my chassis as having been built by the original chassis maker using those 1967 P4 blueprints at the same time that "0900" and "0900A" were made. "same Batch" Tom Meade claims he threw out the original chassis remains of 0846 in the junkyard at Modena. David got his 3 chassis. One became 0900. One became my car. One 0900a hung from his ceiling until recently when he sold it to Max Wakefield. David "Knows every nut and bolt and wouldn't miss a thing". I thought about that and recently noticed something.

The following is taken from the "TECHNICAL DATA SHEET" of "330 P3/P4 Chassis n. 0846" The only car in all the Technical Data Sheets labeled "330 P3/P4"

" -330 P3/P4 -  
SCHEDE TECNICHE" (TECHNICAL DATA SHEET)

330 P3/P4 (1967)

Telaio N 0846

Trasformazione di un modello P3 secondo le caratteristiche del modello P4.

TELAIO

Telaio Tipo 593/603. Trasformazione della parte posteriore tubolare del telaio per i nuovi putoni del motore

Tipo 237."

"330 P3/P4 (1967)

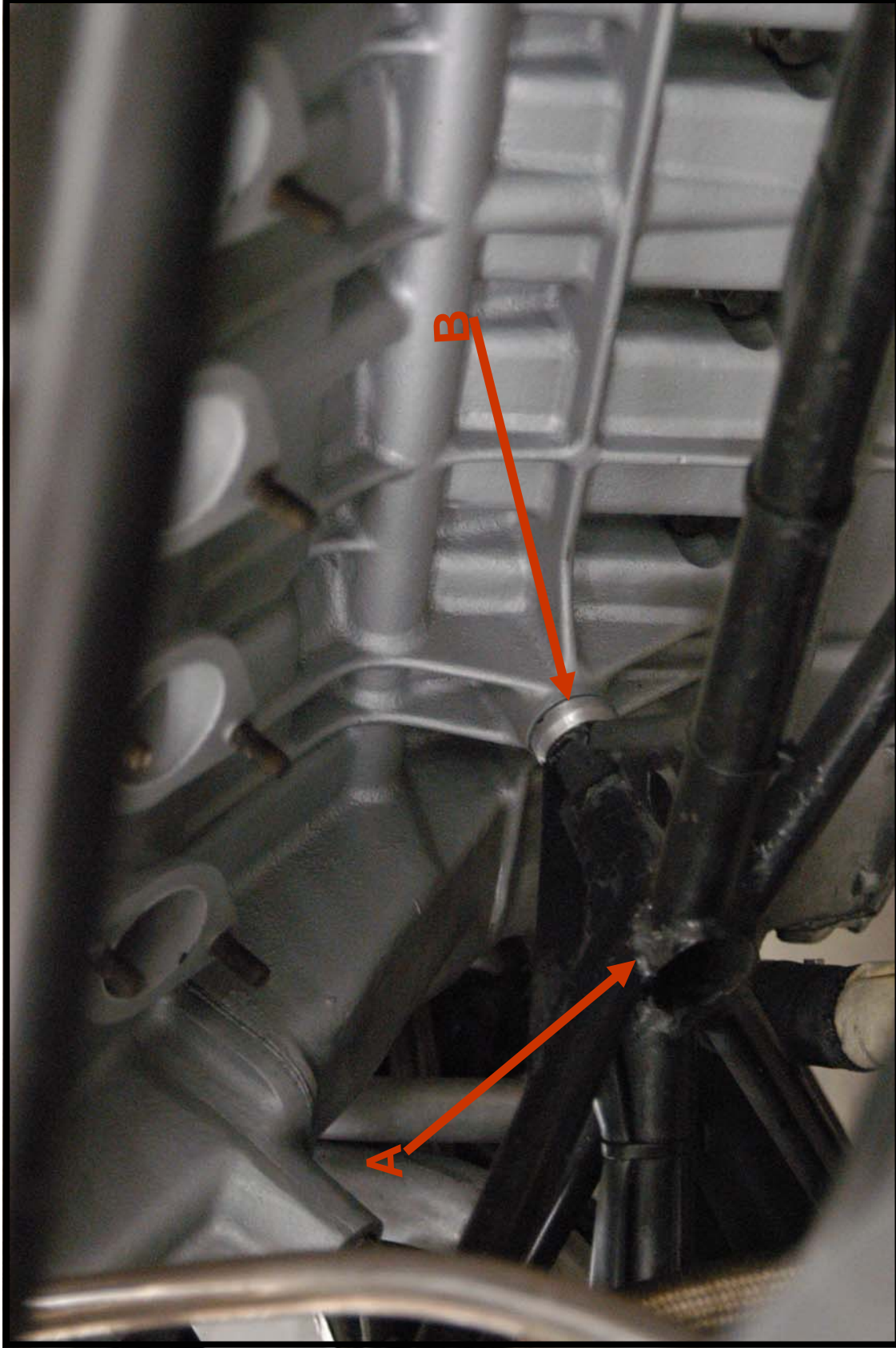
Chassis n. 0846

Transformation of a P3 model according to the characteristics of the P4 model.

Chassis

Type 593/603. Transformation of the tubular part at the rear of the chassis for new Type 237 [P4] engine mountings."

**This transformation of 593/603 P3 to P4** is clearly visible on my chassis and doesn't exist on 0900, 0900a, or 0856 as they are built to the 1967 P4 chassis blueprints. By comparing my chassis with P3 0844, one can see how this transformation from P3 to P4 was done.



35

### P4 0856 Front Engine Mount

Note how the chassis engine mount<sup>A</sup>, the point where the chassis tubes triangulate, lines up with the engine mount<sup>B</sup> on P4 0856.



36

### P3/4 0846 Engine Mount

Note how the P3 0846's chassis engine mount<sup>A</sup>, the point where the chassis tubes triangulate, does not line up with its P4 engine engine mount<sup>B</sup> and is transformed as per technical data sheets P3 to P4





### **P3 0844/P3 Engine**

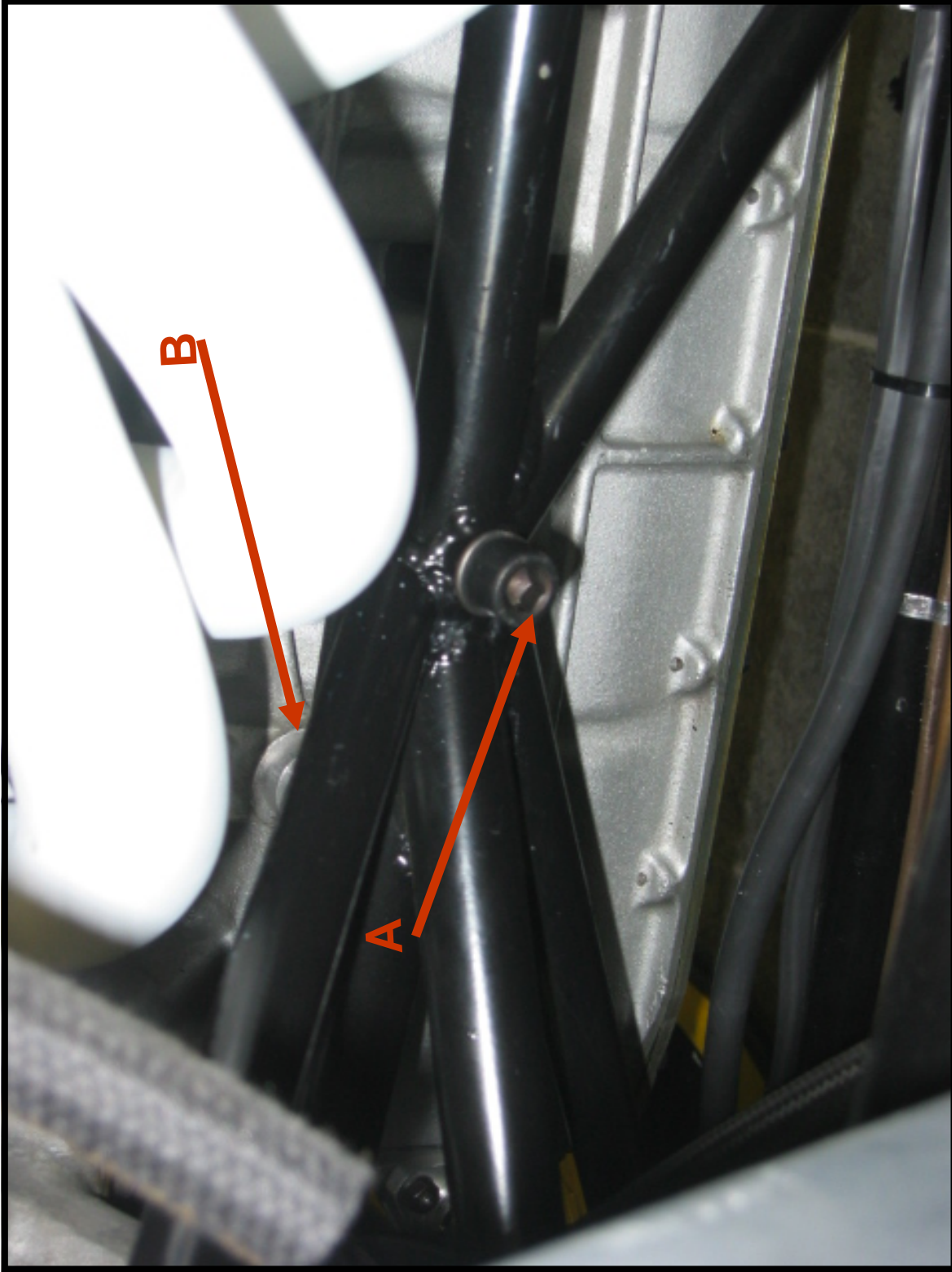
Note forward P3 engine engine mount would line up with 0846's P3 chassis engine mount at the point where the chassis tubes triangulate on 0846 and 0846's original P3 engine was mounted before 0846 was converted by Ferrari as per, "Technical Data Sheets", to accept a P4 engine, thus becoming a P3/4



38

P3 0844's engine mount which unlike P3/4 0846's engine mount has not been transformed as 0844 is fitted with a P3 engine not a P4 engine as is 0846.





39

### P3/4 0846's Left Front Mount

0846's chassis engine mount<sup>A</sup> which has been transformed as per Technical Data Sheets to accept a P4 engine with an extra triangle<sup>B</sup> (see plate 36).

0846 began as a P3. Ferrari converted it to a P4. Thus P3/4. Look at the photo of my chassis with my P4 engine mounted. Note forward chassis engine mount on 0846. Note that chassis tubes triangulate at the point of 0846's original P3 chassis engine mount behind the P4 engine engine mount on the 0846's P4 engine and an additional triangle reaches forward to the P4 engine engine mount several inches. Look at photo of P3 engine (0844) note forward engine mounting point on engine vrs. P4 engine engine mount, which is several inches further forward. Look at photo of P4 0856. Note how chassis tubes triangulate at point of P4 engine engine mount and NOT at point of P3 engine engine mount.

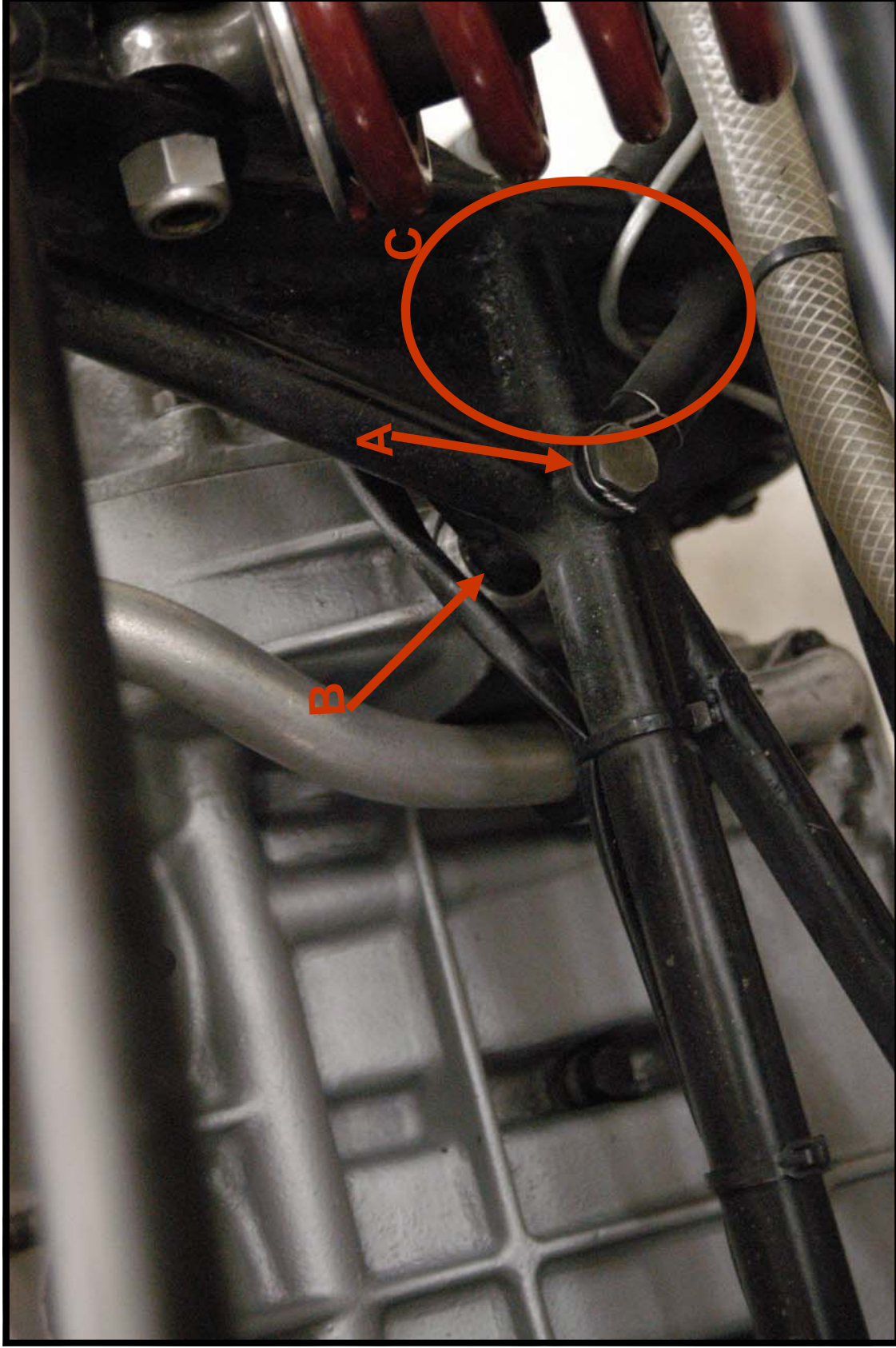
These Technical Data sheets also state re: 412P (0850; 0854)

- Cars built with two spare chassis, not terminated in 1966, with the same characteristics as P3/412P except for:
  - 151 -liter fuel tanks. Weight 833 kg without fuel and ZF gearbox.
- WHEELBASE 2.412m.

THAT WHEELBASE IS 12mm LONGER THAN P4 WHEELBASE of 2.400m. The 1966 P3 Chassis had a 12mm longer wheel base than the 1967 P4 Chassis. To convert 0846 to accept a P4 engine and P4 wheelbase you'd need to move engine forward by 12mm.

The P4 rear engine engine mounts on 0900,0900a and 0856 line up exactly with rear engine mount's on 0900's, 0900a's and 0856's P4 chassis. On my chassis, the chassis mount does not. The P4 engine is pushed forward 12mm with an angled mount on the left side and a more forward bushing on right side instead of using the original P3 mount at the point of triangulation, shortening the wheelbase by 12mm as per Technical Data Sheets.

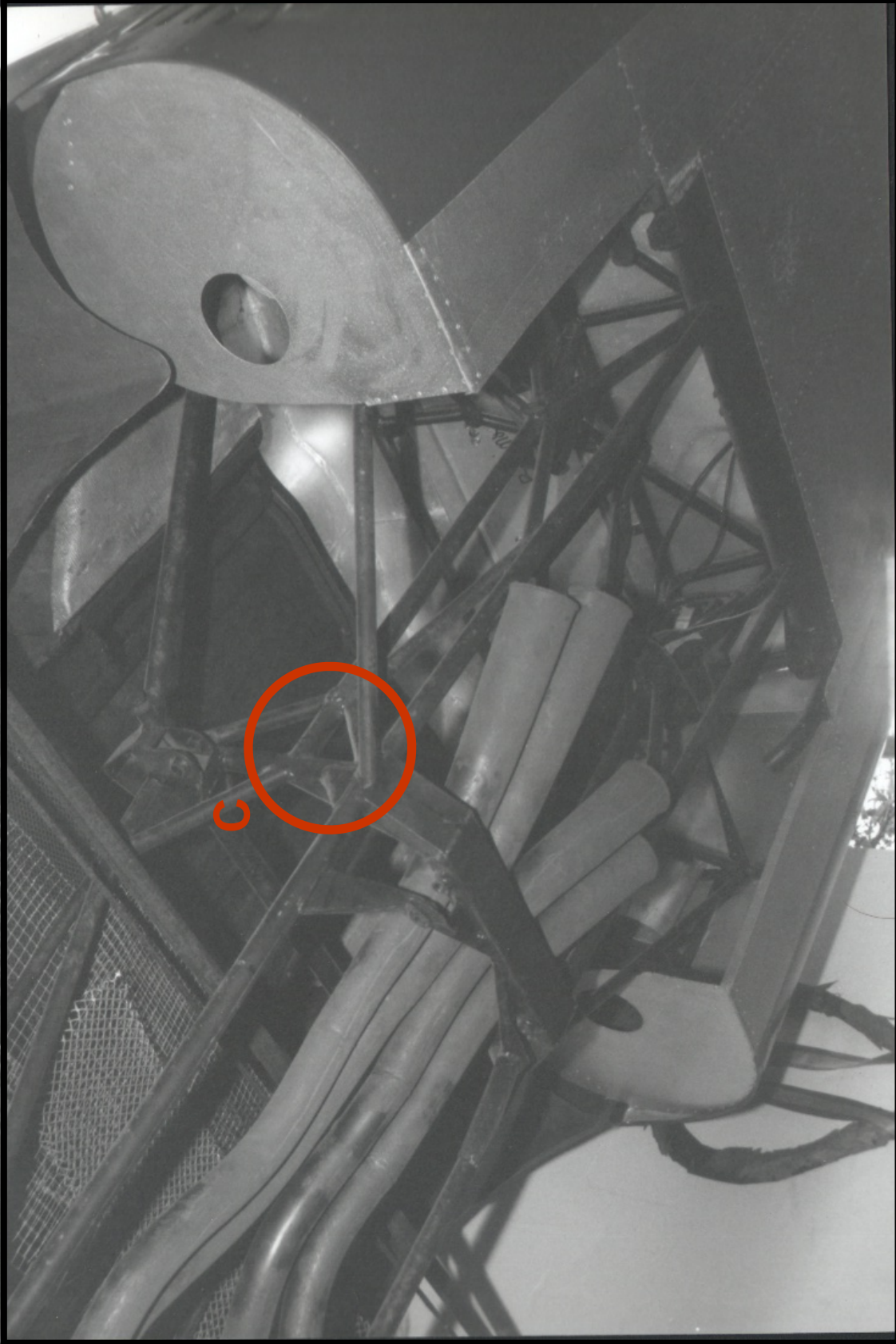




40

### P4 0856 Left Rear Engine Mount

Note that the P4 chassis engine mount<sup>A</sup>, lines up with the P4 engine engine mount<sup>B</sup>. Also note the shape of the lower P4 rear engine mount chassis triangle<sup>C</sup> which is the same as P4 “0900”, “0900a”, but different than the lower P3 rear chassis mount triangle on the P3/4 0846. (Refer to plate 43)

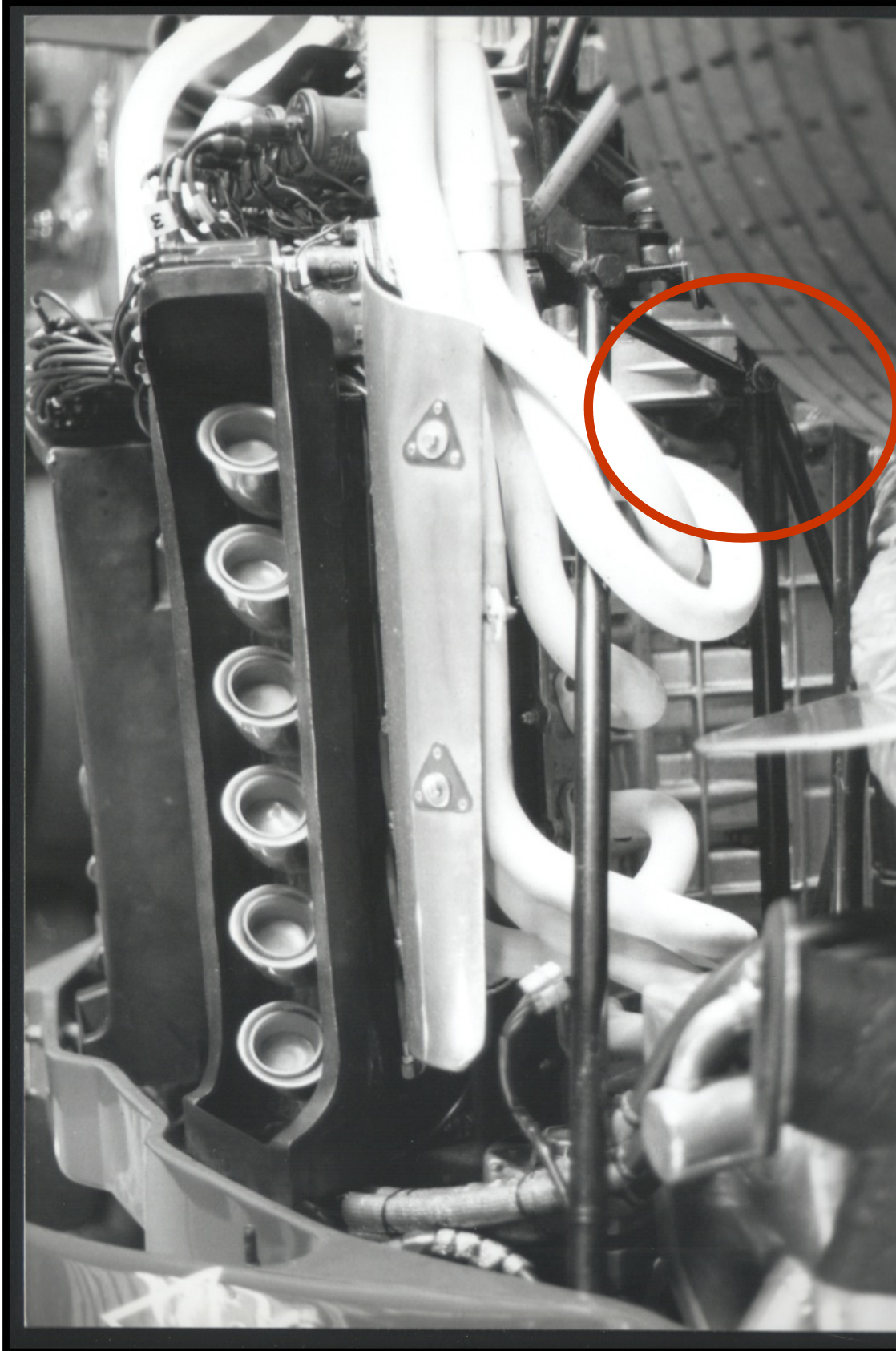


41

“0900a” “Continuation P4 Chassis”

Note the shape of the lower P4 rear engine mount triangle<sup>C</sup>. This chassis was built to P4 blueprints.





42

“P4 0900”

Note rear engine mount, shock mounts, etc. This chassis was built to P4 blueprints.

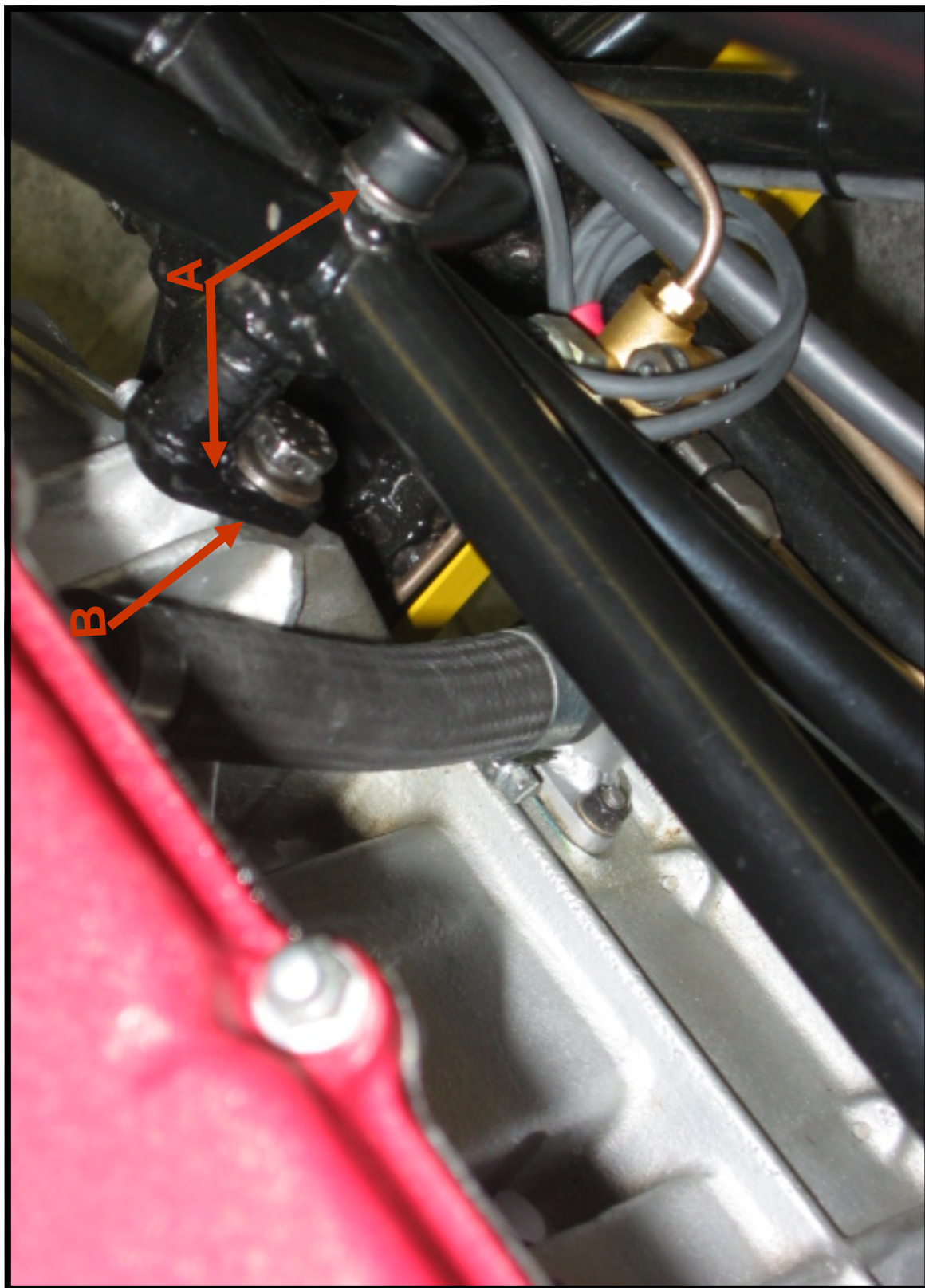




43

### P3/4 0846 Chassis 0846

Note that the P3 left rear chassis engine mount<sup>A</sup> does not line up with the P4 engine engine mount<sup>B</sup> at the end of the angled piece (refer to next plate for a better view) plus the P3 lower rear chassis engine mount triangle is a different shape than the P4 lower rear engine mount triangle<sup>C</sup>. The P3 lower triangle is more 30/60/90 as opposed to the P4 lower triangle which is 45/45/90.

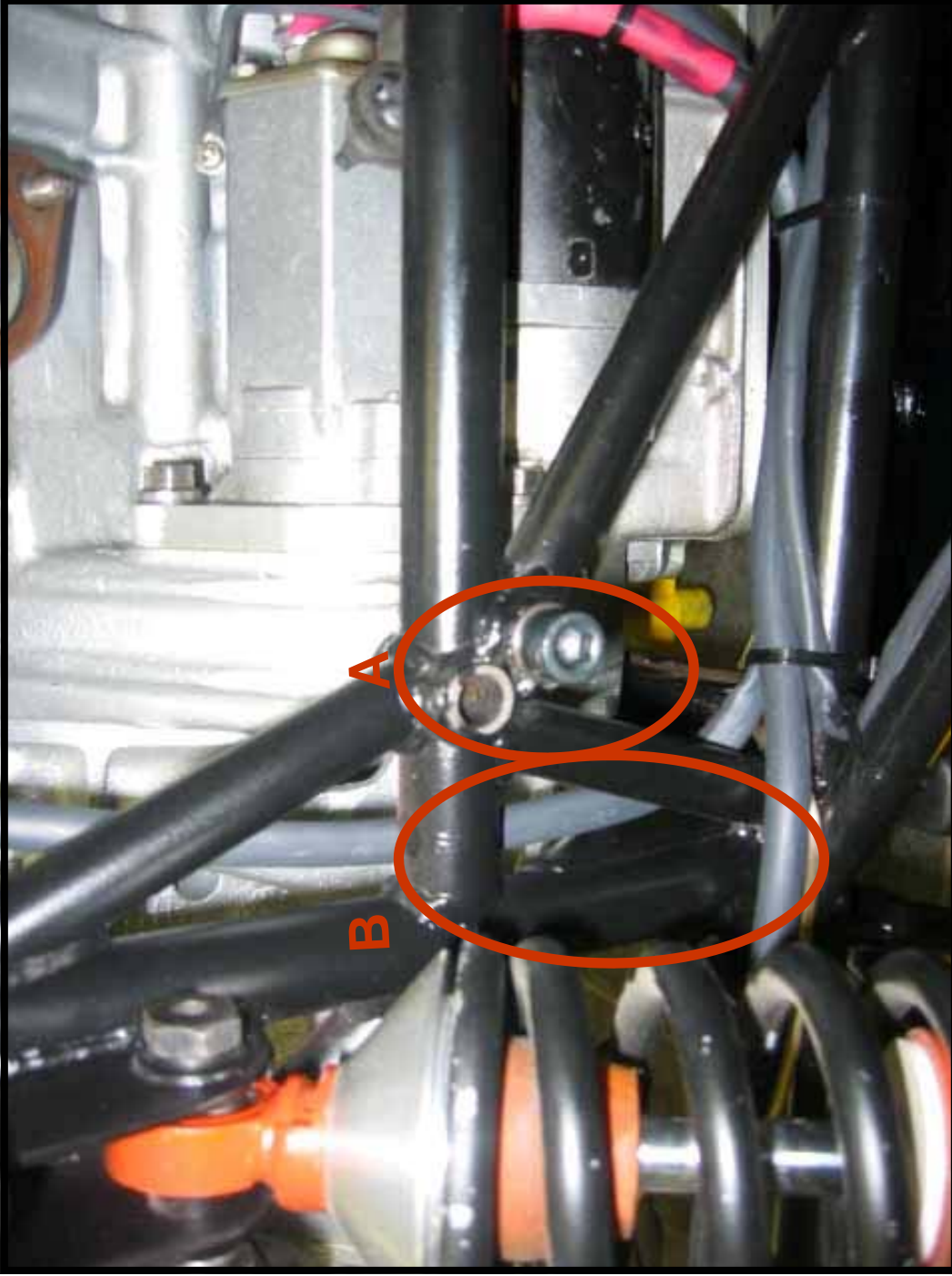


P3/4 44

### P3/4 0846 Left Rear Chassis Engine Mount

Note how my chassis is modified as per the Technical Data Sheets with angled chassis engine mount<sup>A</sup> to enable a P4 engine engine mount<sup>B</sup> to be fitted to 0846's chassis pushing 0846's P4 engine forward and shortening 0846's wheelbase by 12mm.





45

### P3/4 0846 Right Rear Engine Mount

Note that 0846's chassis engine mount does not line up with the P4 engine engine mount and has been modified as per the Technical Data Sheets with bushing<sup>A</sup> to fit its P4 engine pushing 0846's P4 engine 12mm forward and transforming 0846's wheelbase from P3 to P4. Also, note the shape of the lower triangle on the engine mount which is P3 not P4. My chassis is P3 transformed as per Technical Data Sheets but not built to 1967 P4 blueprints.



Note how chassis rear engine mounts on 0900 and 0900a line up exactly with rear engine, engine mounts on their P4 chassis. On my chassis, chassis engine mounts do not as my chassis is a P3 chassis modified as described in The Technical Data Sheet. My P4 Engine is pushed forward 12mm with an angled mount on Left side and more forward bushing on Right side instead of mounted at 0846's original P3 chassis engine mount at point of triangulation of chassis tubes.

If you look the shape of the lower tri angle under the point of the rear chassis engine mount on my chassis 0846 and compare it to the shape of the lower tri angle under the point of the rear chassis engine mount on 0900 and 0900a you will see another difference between the P3 chassis and the P4 chassis.

0846 began as a P3. Ferrari converted it to a P4. Thus P3/4. There are many other differences. Note the shock mounts as well are different. My chassis is a P3 chassis modified to take a P4 engine. It does not follow the "Original 1967 P4 chassis blueprints" nor was it built to them.

*(Max)*

*"Piper has the only P4 drawings that are known of. He was given them by old man Ferrari and they have been used four times*

*once for 0900*

*once for my other car 0900a*

*once for JGs car*

*once for an american last year."*

The photos of the rear engine mounts on my chassis also explain how the wheelbase was modified when P3 0846 was converted to P4 0846. The section of the chassis of 0846 that was destroyed in the Le Mans 67 fire was repaired with different metal than the rest of the chassis, of different size, and that the welds were done at a later date by a different welder. Those repairs are clearly visible on my chassis. The other side of the chassis, which is original still bears the repair from 0846's Targa Floria crash. The left side chassis water tube of 0846 has also been modified to connect with a P4 engine rather than a P3 engine which 0846 was originally fitted with an angled section cut into the original tube at a later date by a different welder.



46

### Chassis Water Tube of P3/4 0846

Note the added angled section which converts the water system tube from mating with a P3 engine to mating with a P4 engine.

What do I think happened? After LeMans 1967, the burnt but by no means destroyed, 0846 returned to the Ferrari Factory. It was stripped and it's usable parts, along with other spares including gearboxes, spare engines and 0854 were sold to Paul Hawkings. 0856 was sold to David Clarke and 0858 and 0860 were converted by Ferrari into 350 Can Am's. Enzo, announced Ferrari was pulling out of Sports Car Racing for 1968.

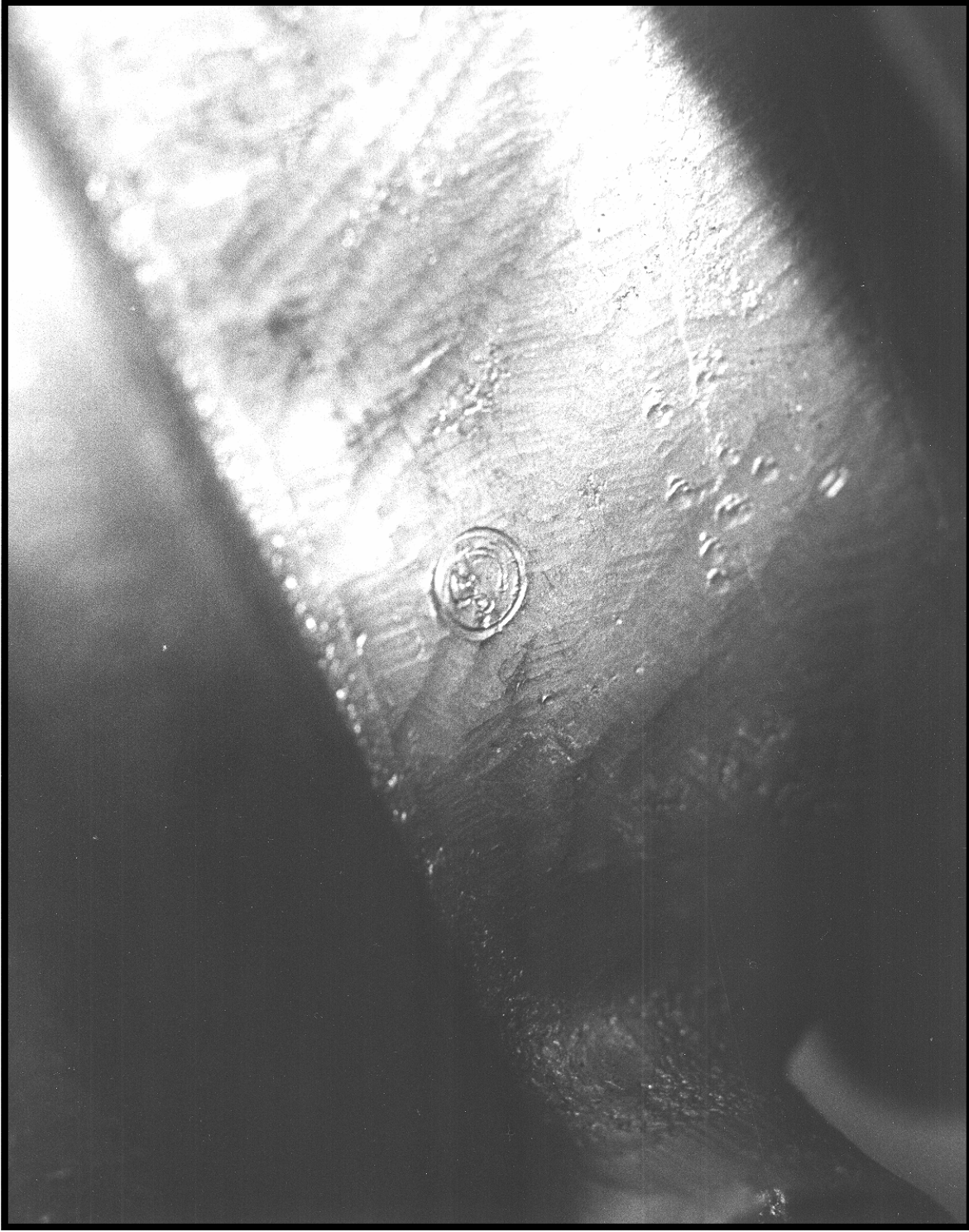
The P3's and P4's were thus obsolete and the burnt remains of 0846's chassis was junk and was eventually tossed out the back door, into the prototype junkyard, acquired by Tom Meade, and when Tom couldn't find a commission for it he threw it out again into a junkyard in Modena.

Paul Hawkings was killed racing a Lola. 0854, and the spares and remains of 0846 that he had acquired from Enzo Ferrari were at Lola Cars and Lola Cars took possession in lieu of money Hawkings owed them and sold them to David Piper to satisfy that debt for 8000GBP.

I then think David commissioned three 1967 P4 chassis, built to the specifications from the original 1967 P4 Chassis Blueprints that David had acquired from Enzo Ferrari, from the original P Car chassis maker (same Batch) and the chassis maker used the remains of 0846 which he retrieved from the Modena Junkyard where Tom Meade had thrown them out, to build one of them. Why did the original chassis maker use the remains of 0846? To save work. If one measures the repaired left side chassis tubes and the rest of my chassis with a micrometer and compares them with the right rear chassis tubes that replace those destroyed in the 1967 Le Mans fire and inspects the welds, which were made at different times by different welders, and looks at the left side original chassis tubes which still bear the marks of the 1967 Targa Floria crash and repair, and looks at the transformation of 0846's engine mounts and the shortening of 0846's P3 wheelbase 12mm to P4 wheelbase as per the Technical Data Sheets, I think they'll come to agree that my chassis is the repaired and restored remains of 0846, and that by total luck it's the one I wound up with. You cannot build a P3 chassis from "1967 P4 Original Chassis blueprints".

Did I realize this when I bought it from David? Did he realize this when he sold it to me? Of course not. Comparing the Le Mans scrutinizing stamps on 0844 and 0856 and the scrutinizing stamps on my engine and transmission I also believe that other Parts of my car, parts of my engine, and my gearbox ran at Le Mans as well. (Transmission and steering rack in 1966. Parts of my engine- Heads, cam drive cover, Fuel Pump, Fuel injector pump, etc. in 1967.) I also believe my gearbox is the same one in the Factory Press Photo of 0846, the one that caused 0846's DNF at Le Mans in 1966, and was used as the Mule when P3 0846 was modified into a 330 P3/4 as per – "330 P3/4 (1967) SCHEDA TECNICA"





47

P3/4 0846 Scrutinizing Stamp Le Mans 67 On the Head Of My Engine

These P4 heads ran at Le Mans in 1967.

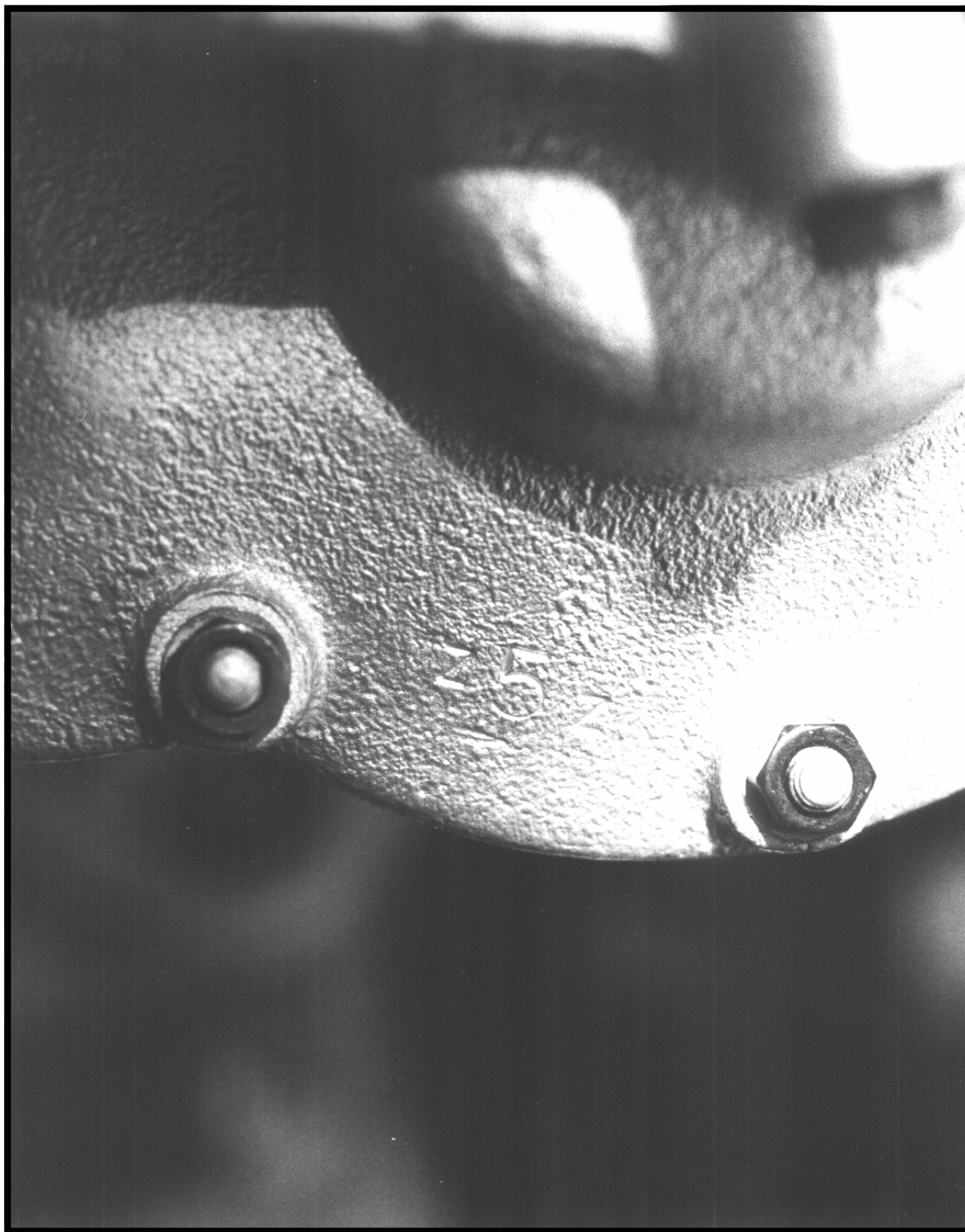




48

P3/4 0846 Scrutinizing Stamp Le Mans 66 On My Transmission

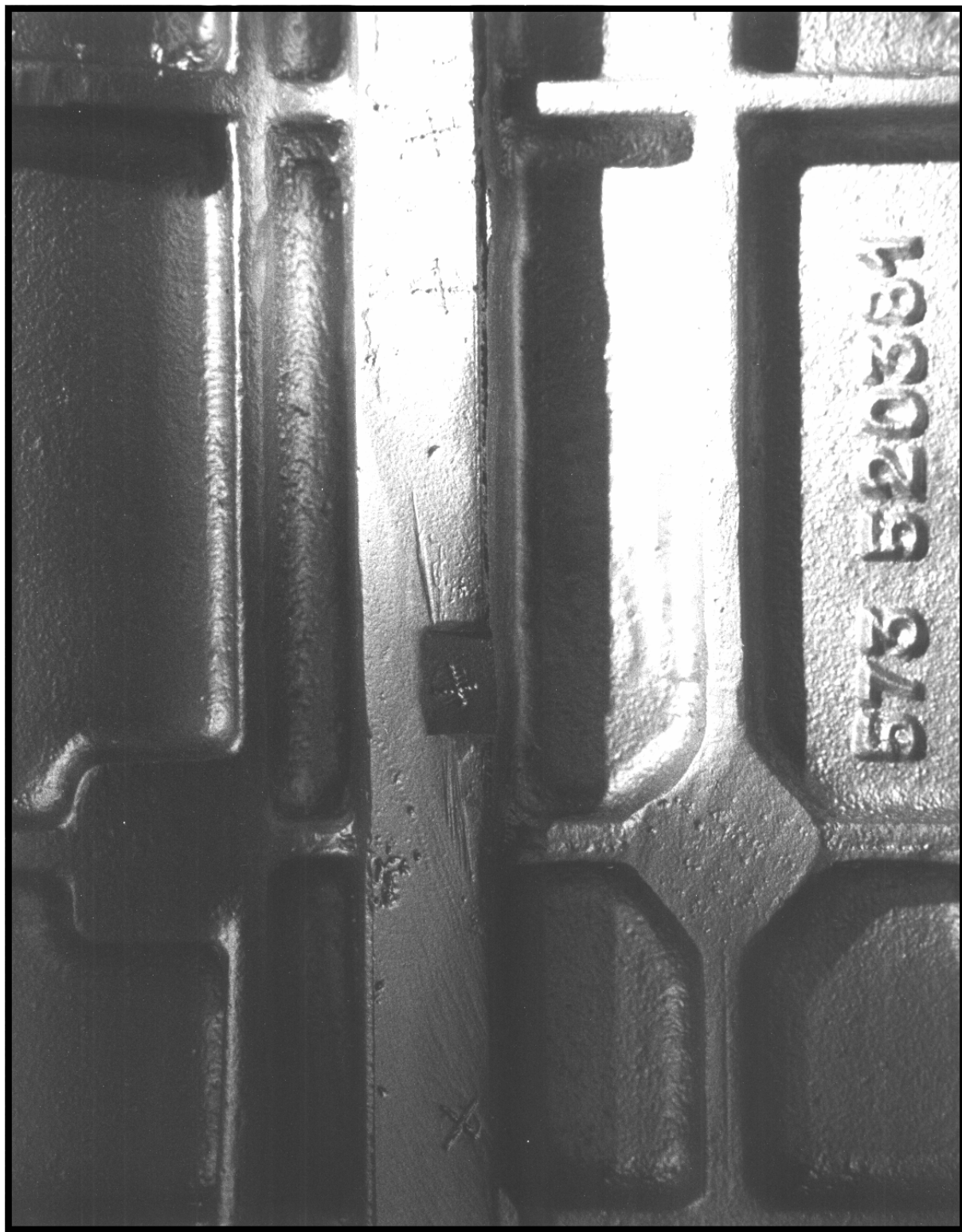
This P3 (Type 593) transmission ran at Le Mans in 1966.



49

More P3/4 0846 Scrutinizing Stamps  
from Le Mans 1966 On My Transmission





50

More P3/4 0846 Scrutinizing Stamps  
from Le Mans 1966 On My Transmission





51

P4 0856 Scrutinizing Stamps Le Mans 1967



52

P3 0844 Various Le Mans Scrutinizing Stamps





53

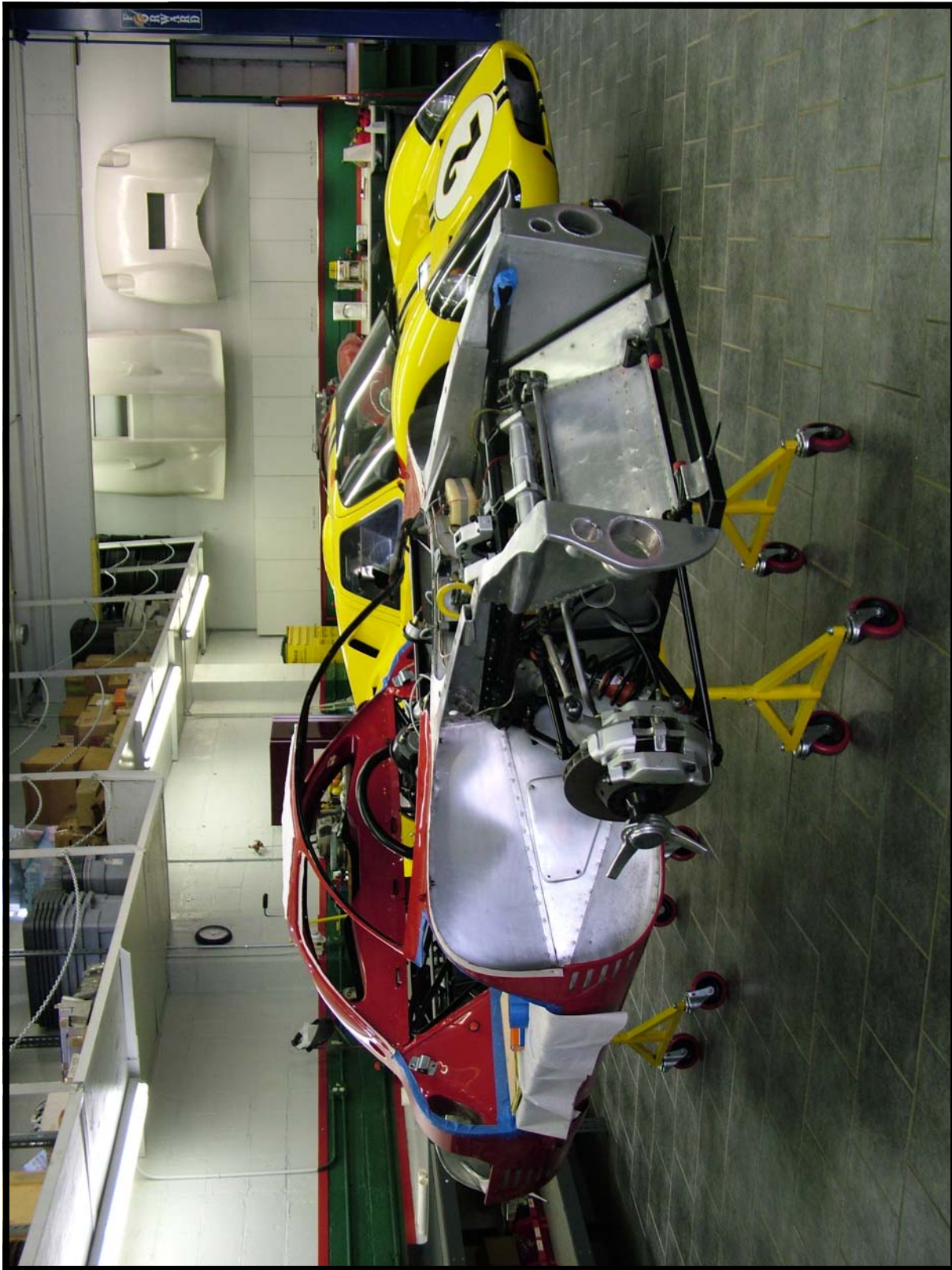
P3/4 0846



54

P3/4 0846





P3/4 0846 and MK-IV J6





56

P3/4 0846 and MK-IV J6



57

P3/4 0846 and MK-IV J6



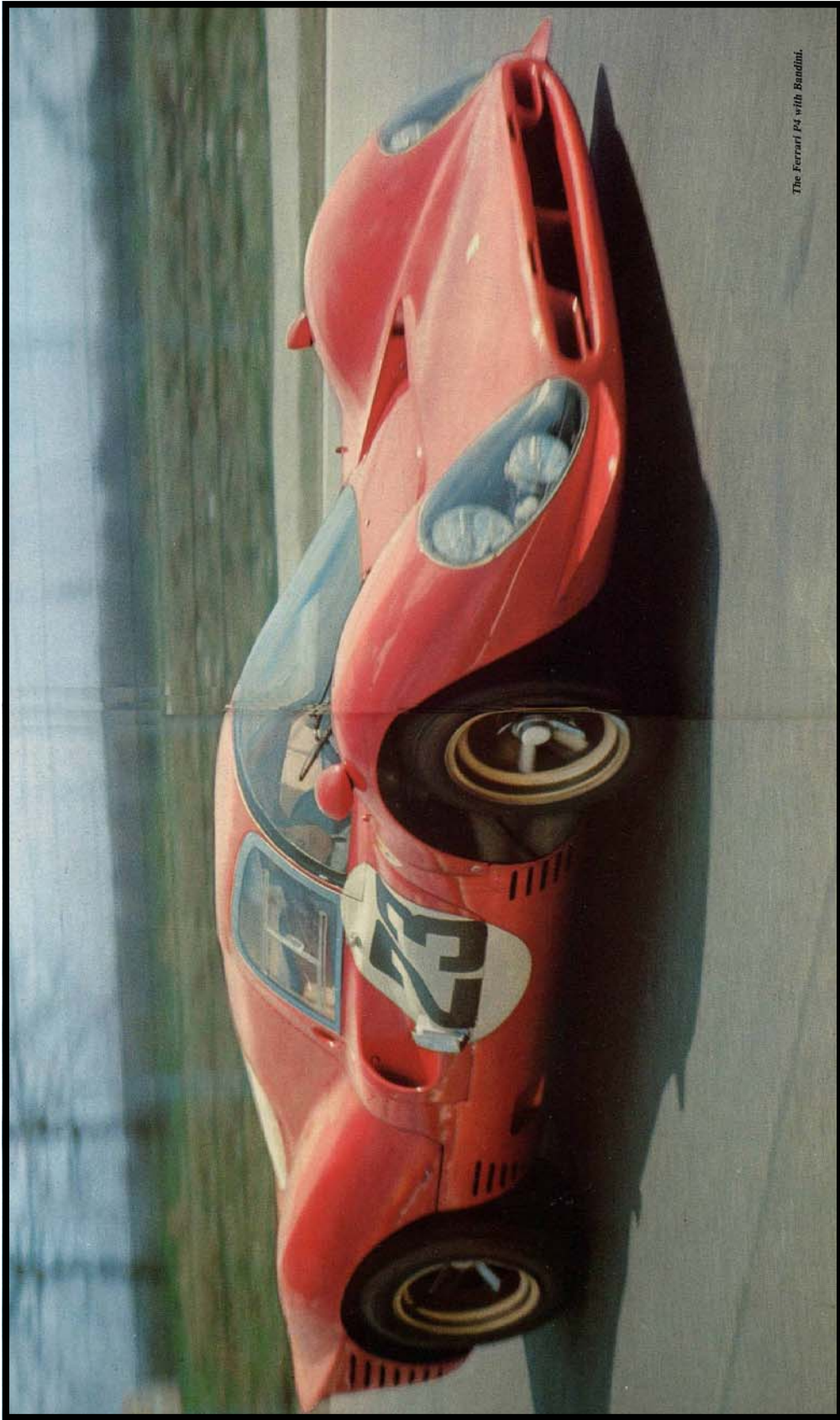






59

P4 0856 and P3/4 0846 at FCA Concours at Quail



The Ferrari F4 with Bandini.

60

Note Blended in Rear Spoiler and Blended in, raised from the bottom Rear Window Surround as opposed to P3 separate rear Window Surround. Bandini testing at Monza pre Daytona 1967.



# AMERICANA MANHASSET

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Ruggero Fratarcangeli: 516.351.4372

**For Immediate Release**

## **1967 Ferrari 330 P3/4 Chassie 0846 Enters First Annual Americana Manhasset Ferrari Maserati of Long Island Concourse D'Elegance**

Sunday, October 9. Manhasset, New York. Count Roffredo Gaetani, President of Ferrari Maserati of Long Island is pleased to announce that a very rare 1967 Ferrari 330 P3/4 Chassie 0846 has entered the First Annual Americana Manhasset Ferrari Maserati of Long Island Concourse D'Elegance. The Ferrari P3/4 is a true racing legend with an estimated value of \$10,000,000.

"The P3/4 is one of the few surviving race cars from the golden era of the Ferrari vs. Ford racing wars," states Count Gaetani. "This particular car was driven by many world renowned race car drivers including Lorenzo Bandini, Nino Vaccarella, Pedro Rodriguez, Chris Amon and Ludovico Scarfiotti."

The Ferrari 330 P3/4 is the only car of its kind in the world. The 0846 began as a 330 P3 and was converted by Ferrari into a 330 P4 in December, 1966. The P3/4 is best known for winning the extremely difficult 1967 24 Hours of Daytona. Lorenzo Bandini and Chris Amon drove to a first place victory in this grueling February 1967 race. Several months later, in June of 1967, the car caught fire after a tire blew up.

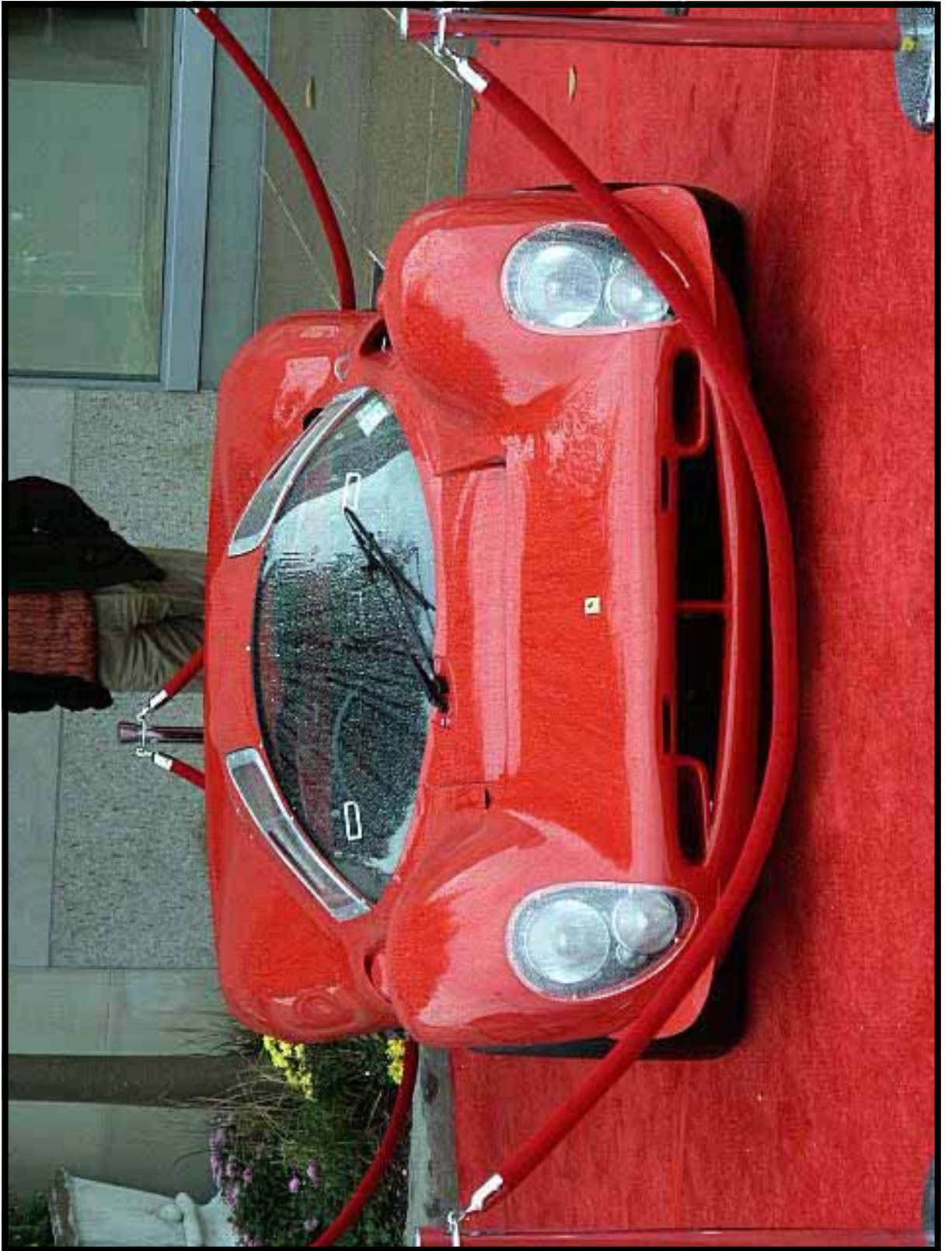
The car languished for many years until current owner, Mr. Jim Glickenhauß lovingly restored the car to its original glory with help from Ferrari, who re-manufactured original parts for the car.

The First Annual Americana Manhasset Ferrari Maserati of Long Island Concourse D'Elegance takes place Sunday, October 10 at Americana Manhasset from 9:30am to 1:30pm. Americana Manhasset is located on Northern Boulevard at Seasingtown Road in Manhasset.

Photo and interview opportunities available. For information, call 516.317.6331 or 516.351.4372.

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AMERICANAMANHASSET.COM















65

Left Side of 0846 After The 1967 Le Mans fire. (See Page 62 where this incident is discussed further) 0846 was burned but by no means destroyed

