

1954 Ferrari 375MM chassis # 0412AM

This Ferrari 375MM is chassis number 0412AM and was Pininfarina Job Number 12555. It was built in early May of 1954 and delivered to its original owner, Pietro Palmieri of Italy, in September of that year. It was entered in at least one race before being sent to the US and into the car of its next owner, William Holden, a California based actor. It was sold near the close of the 1950s to another US citizen, Koepke. It was soon sold again, this time to Horace Jeffrey of California. While in his care, the car was raced on numerous occasions. It ran at Bonneville in 1960 where it achieved a very impressive 165 mph. In 1988 it raced at the Mille Miglia, shown at the Santa Barbara concours a year later, and then brought back to the Mille Miglia in 1990. It was shown faithfully at the FCA National Concours during the 1990s and even graced the Pebble Beach Concours lawn in 1993. In 1994, it came into the care of Dr. Fred Simeone and currently on display in his museum in Philadelphia, PA.

Technical Specifications

	Engine
Type	Construction Number 102 or 108
Designer	Lampredi
Type	V-12
Bore x Stroke	84.0 x 68.0
customer cars	80.0 x 74.5
Displacement	4522cc customer cars - tipo 108 4494cc factory cars - tipo 102
Compression Ratio	9.0:1
Layout	Single overhead
Camshaft Drive	Chain

Cam Followers	Roller
Valve Design	Inclined
No. of Valves	2
Values Springs	Hairpin
No. of Spark Plugs/Cylinder	1
Ignition	2 Magnetos
No. of Carburetors	3
Type of Carburetors	40 IF 4/C or 42 DCZ
Bhp @ rpm	340 Bhp @ 7000rpm

	Drive Train
Clutch	Multiple disc
Transmission - No. of Gears	4-Speed & reverse
Transmission - Type	All synchro
Transmission - Location	With engine
Axle Ration	3.44, 3.58 4.00 or 4.43:1

	Chassis
Type	102
Chassis	Welded Tube
Frame	Ladder Type
Wheelbase	2600
Track Front	1325
Track Rear	1320
Suspension	Front Independent
	Type Unequal length A arms
	Springs Transverse leaf
Suspension	Rear Rigid axle
	Springs Semi elliptic
Shocks	Houdaille

Brakes	Drum
Wheels	Front Borrani RW 2989 52mm Rear Borrani RW 2989 52mm
Tires	Front 6.00 x 16 Rear 7.00 x 16

Production Numbers

Ghia Coupe	1	0476AM
Pinin Farina Berlinetta		0318AM, 0320AM, 0322AM, 9 0358AM, 0368AM, 0378AM, 0380AM, 0416AM, 0472AM
Pinin Farina Berlinetta Speciale 2	2	0456AM, 0490AM
Pinin Farina Spyder		0360AM, 0362AM, 0364AM, 12 0366AM, 0370AM, 0372AM, 0374AM, 0376AM, 0382AM, 0412AM, 0450AM, 0460AM
Vignale Spyder	1	0286AM
Scaglietti Berlinetta	1	0402AM
Total	26	

0412AM	375MM	Palmieri	Sold to W. Holden. 1960: Speed trials at Bonneville, 165 mph. 1988: sold to H. Jeffrey. 1994 STPO
	SPYDER PF		

Maserati A6GCS Monofaro N. 2014

2014 was sold originally in 1950 to Pietro Palmieri in Rome. His mechanic, Franco Meloni, told Corrado Bellabarba that the car was one of several cars that were never registered by Palmieri. This surely means that Palmieri must have had access to trade ("Prova") plates? Palmieri raced the car a few times in 1950 beginning with an 11th o/a finish on the combined Giro di Sicilia/Targa Florio

event of 2 April, 1950. Then there was 5th o/a (eight laps down!) on the GP di Modena (F2) and then a crash "end over end" at the GP dell'Autodromo di Monza at the end of May. That was not the end for Palmieri or the car however as he was third overall on the Bologna - Raticosa hillclimb in the middle of September. Palmieri later owned A6GCS/53 chassis N. 2057 and 2086.

Trieste-Opicina Hillclimb

1952

15/06

1 Pietro Palmieri (Ferrari 225)

2 Franco Bordoni (OSCA 1100)

3 Raffaele Caraceni (Ferrari 215)

Delivered in Sept 1954. One race before coming to USA early 1955

Giro dell'Umbria 1954

Pietro Palmieri / I Maserati A6GCS Coupe 2057

GP Portugal 1953

DNF no.18 Ferrari 250MM, Pietro Palmieri

Had teamed with Franco Meloni in previous races

1954 Maserati A6GCS

Pietro Palmieri raced it at the 1954 Mille Miglia



375 MM Pinin Farina Spyder s/n 0412AM

Barchetta Collection

0412AM, Pinin Farina Spyder - another car linked to the cinema, originally sold to the Roman Piero Palmieri, who resold it to the actor William Holden.

0412AM - not renumbered - 54/may/03

375 MM Spyder PF, RHD

pf.job.no 12555

54/sep/21 - Pietro Palmieri, Roma, I - 3.176.000 Lit.

"ROMA
209516"

54/sep/26 1st IC

Giornata dei
Primati,
Castelfusano

Franco Meloni

FY56

26-Sep	I	Castelfusano-Day Records	road	1st Class over 2000 Gran Turismo	4 ° ass.	Nataloni Germano	5,219	2'04 "2 / 10	151,275	B20-2500	Charts mile times the sum of stationary and launched from miles and stopped and started, and these, in order, time Nataloni: 30.9 "-19.1" -43.7 "-30.5": In absolute ranking, the B20-2500 Nataloni is preceded by two of Ferrari (a 4.5-liter and 3 liter) and a 2-liter Maserati sports boat
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375MM

55. - William Holden, L.A., CA, USA (actor)

59 - Koepke, USA

60 - Horace S. Jeffrey, Orange, CA, USA

60 165mph Bonneville Horace Jeffrey

88 Mille Miglia Horace Jeffrey/ Pat Smiekel #235 "IHX 000 (CA)"

89 Santa Barbara Concours Horace Jeffrey C54 p37

90 Mille Miglia Horace Jeffrey/ Gerl (Gerl car dealer) #235

91/may/03 3rd IC FCA National Concours H.S. Jeffrey

	Washington, class 27	
91/may/03 Lampredi Award	FCA National Concours, Washington	H.S. Jeffrey
92/jun/05 2nd IC	FCA National Concours, Grand Rapids, class 17	Horace Jeffrey
92/aug 2nd	FCA PR class 6	Horace Jeffrey
93/jun/11 1st IC	FCA National Concours Palm Beach Gardens, class 16	H.S. Jeffrey
- with headrest		
93/aug/20 2nd IC	2nd Annual Vintage Ferrari Concours, Carmel Valley, class 10	Horace S. Jeffrey
93/aug/22	Pebble Beach Concours	Horace S. Jeffrey
94/apr - \$1.100.000 - EAS		
94 - Dr. Fred Simeone, Philadelphia, PA, USA (heart surgeon) - paid \$850k		

Simeone Foundation
AUTOMOTIVE MUSEUM



The 375 Mille Miglia descended directly from the 4½ liter GP formula and the big engine which Aurelio Lampredi designed for it. Successful from inception, it was natural to tune the engine down a little, adapt Ferrari's typical two-tube frame and solid rear axle suspension, wrap a 2-seat body around it and go collect some more starting and prize money and sell some cars to keep the Scuderia in operation. Typically bodied by Pinin Farina, the 375MM was both the factory's team car and a favorite of well-heeled customers. One of them, Casimiro de Oliveira, so frequently battered his 375MM's Pinin Farina body that it had to be returned to Ferrari after only a year where it received a very early body by Scaglietti.

The 375 MM is powered by a 4.5-liter Lampredi designed V-12 engine with either three twin choke Weber 40 DCZ or DCF downdraughts, resulting in 300 horsepower. On all four corners were drum brakes, Borrani wire wheels accented the exterior of the vehicle, and a leaf spring suspension was used in the front and the rear. With the four-speed manual gearbox, the car could achieve a top speed of 150 mph and could race from zero to sixty in less than seven seconds.

The 375MM's chassis was conventional Ferrari, based on two parallel oval tubes in a welded ladder structure. Front suspension was independent by parallel unequal length A-arms with a transverse leaf spring, sway bar and Houdaille hydraulic shock absorbers. The usual Ferrari solid rear axle with semi-elliptic springs, Houdaille shocks and parallel trailing arms (for location

and taking braking and acceleration loads) was both well-proven and reliable. The 375MM broke no new ground and in common with most Ferrari sports-racers relied upon superior engine performance for its competitive edge.

As its name suggests, the 375MM was intended for the open roads and **high speed** circuits of European races. Predictable handling, robust construction and long, long legs were its attributes. The 375MM showed just how well Ferrari had conceived and developed it, winning frequently in 1953. Twelve 375MM spiders were built and are today among the most important and coveted of Ferrari's classic Fifties sports-racers.

The 375 MM was given its name after the famous 1000 mile race, the Mille Miglia. This limited production series was constructed in 1953 and 1954. The car was outfitted with a 4522 cc powerplant, a small increase in performance over the 4494 cc road-going version. The four-speed manual gearbox was fully synchronized and mounted to the **engine**. The front suspension was independent by parallel unequal length A-arms with a transverse leaf spring. The rear was sold with semi-elliptic springs and parallel trailing arms. This combination made the 375 MM perfect for high speed circuits and the open road. In total only 26 375 MM's had bodywork provided by Pinin Farina in either spyder or berlinetta configuration. One example received bodywork courteous of Ghia.

In 1954, a 375 Plus was entered in the grueling 24 Hours of LeMans. Powered by a 4.9 liter engine, it captured the overall victory. Production of the 375 continued until 1955. Produced in limited numbers, their exclusivity in modern times is guaranteed. By TOPSPEED.Com

Non Championship Races

Round: 99

Giornata dei Primati

Giornata dei Primati, Castelfusano

Date: 26.9.1954

Pos.	No.	Driver / Nationality	Car	Entrant	Laps	Time/retired	Pos.	Group	Pos.	Practice
-		Adriano Tuzi (I)	Osca MT4				1.	IC		