



315 S

Ex-Scuderia Ferrari/Piero Taruffi, 1st overall XXIV Mille Miglia

1957 FERRARI 315 S





Winner of the 1957 Mille Miglia, the final running of the original event

5th place overall at the 1957 Le Mans 24 Hours (Lewis-Evans/Severi), the sole-surviving factory Ferrari sports car

Winner of the 1957 Road America 500 driven by future World Champion Phil Hill; further North American road racing results 1957-1960 including the Bahamas Speed Weeks

Continuous history from new, fully 'matching numbers' with Ferrari Classiche certification – the only never-modified and totally original 315 S

Restored 2001-2002, 1st in Class 2002 Pebble Beach Concours d'Elegance

From current world-class collection in which it has resided for last 22 years

12 May 1957. Piero Taruffi and 315 S '0684' scream past excited spectators over the last few kilometres to the finishing line in Brescia. On his 13th attempt, Taruffi finally won the Mille Miglia

Wearing tinted goggles to protect his eyes from the sun, Taruffi checks into a time control en route to victory



315S

The last-ever Mille Miglia was more than just the end of the greatest and most beautiful road race, it was the conclusion of an era for a country so passionate about motor sport.

ITALIAN GREATS ALFA ROMEO AND LANCIA HAD WITHDRAWN FROM TOP-LINE MOTOR RACING. WITH ITS MAGNIFICENT 450S, MASERATI PRODUCED THE FASTEST CAR OF 1957 BUT, ALMOST BANKRUPT, LEFT MOTOR RACING FOR GOOD AT THE CLOSE OF IT. THE OLD PRE-WAR WARRIORS HAD MOSTLY RETIRED, AND THE COUNTRY WAS STILL MOURNING THE DEATH OF BRILLIANT YOUNG STAR EUGENIO CASTELLOTTI AT THE WHEEL OF A GRAND PRIX FERRARI ONLY WEEKS BEFORE CARS ROLLED OFF THE STARTING RAMP IN BRESCIA.



The scene before 998 miles and 10 hours 27 minutes of the hardest driving: the famous Mille Miglia starting ramp



Wearing tinted goggles to protect his eyes from the sun, Taruffi checks into a time control en route to victory





Taruffi takes the flag in Brescia; second-place man Von Trips follows him over the line



The big Ferrari accelerates away from a refuelling stop on the Mille Miglia

The word was out that the sport's ruling body would outlaw 180mph unlimited capacity sports cars, even with the full-width screens made mandatory after the disaster at Le Mans in 1955.

Ferrari, the man and the company, had seen it all before. Mindful of the potential of the Maserati 450S, for 1957 his designers came up with the most potent machines the company had ever made. All had four-cam, six-carburettor, twin-spark engines with outputs unequalled for nearly a decade.

Four open sports cars from Maranello boasting a total of 1,500bhp arrived in Brescia mid-May 1957. They were joined by a ferociously fast 250 GT racing *berlinetta*, a portent of things to come.

After 998 miles of the hardest racing in sunshine and rain, one man was victorious and he was at the wheel of this motor car. After so many near-misses, finally, 50-year-old Piero Taruffi won the Mille Miglia driving single-handed for 10 hours 27 minutes, often reaching speeds in excess of 170mph.

The Mille Miglia was no more, but a legend was born.





Ferrari Classiche Certification



Certificato di autenticità

Certificate of authenticity

Rilasciato da Ferrari SpA Modena, Italia
Issued by Ferrari SpA, Modena, Italy

Ferrari Classiche
(di seguito "Ferrari") certifica che,
riservate le eventuali riserve indicate
nell'annessa scheda tecnica,
la seguente vettura (di seguito la
"Vettura") è autentica.

Ferrari Classiche
("Ferrari") hereby certifies that,
subject to the qualifications as outlined
in the enclosed technical file, if any,
the following car (the "Car")
is authentic.

Ferrari 315 S
Vintage Car

0684
Vintage Classiche

13 Giugno 2007
Modena

Plum
Vintage Classiche

Chiusura responsabile di responsabilità

Il sottoscritto, in qualità di responsabile della Ferrari Classiche, certifica che la vettura è autentica e che la stessa è stata sottoposta a una accurata revisione e che, in base ai risultati ottenuti, è stata giudicata idonea all'uso. La presente certificazione è valida per un periodo di tre anni a partire dalla data di rilascio. La Ferrari Classiche si riserva il diritto di revocare o limitare la validità della presente certificazione in qualsiasi momento e senza preavviso. La presente certificazione non esime il sottoscritto da qualsiasi responsabilità che potrebbe derivare dall'uso della vettura. La Ferrari Classiche si riserva il diritto di richiedere al sottoscritto la restituzione della presente certificazione in qualsiasi momento e senza preavviso. La presente certificazione è valida solo se è accompagnata dalla scheda tecnica e dal libretto di manutenzione della vettura. La Ferrari Classiche si riserva il diritto di richiedere al sottoscritto la restituzione della presente certificazione in qualsiasi momento e senza preavviso. La presente certificazione è valida solo se è accompagnata dalla scheda tecnica e dal libretto di manutenzione della vettura.

The undersigned, in his capacity as responsible of Ferrari Classiche, certifies that the car is authentic and that it has been subjected to a thorough inspection and that, on the basis of the results obtained, it has been judged suitable for use. This certification is valid for a period of three years from the date of issue. Ferrari Classiche reserves the right to revoke or limit the validity of this certification at any time and without notice. This certification does not exempt the undersigned from any liability that may arise from the use of the car. Ferrari Classiche reserves the right to require the undersigned to return this certification at any time and without notice. This certification is valid only if it is accompanied by the technical sheet and the maintenance book of the car. Ferrari Classiche reserves the right to require the undersigned to return this certification at any time and without notice. This certification is valid only if it is accompanied by the technical sheet and the maintenance book of the car.



Ferrari SpA - Viale Emilia 100, 41013 Modena - Italia

543F

Viva Taruffi! The veteran driver receives encouragement from knowledgeable spectators as he drives ever onwards to victory





The Ferrari team at Le Mans, June 1957. Chassis 0684 wears race number 8



THE FERRARI 315 S

Ferrari returned to its V12 roots in 1956 after a brief spell of four- and six-cylinder cars. Veteran engineer Vittorio Jano, gifted to the Scuderia with the Lancia D50 racing cars, created the *Tipo 130 S* engine for the 290 MM, a single-camshaft-per-bank, 3,490cc V12 with three, quadruple-choke Webers producing 320bhp.

The 290 MM raced throughout 1956, Castellotti driving one solo to victory on the Mille Miglia, while the four-cylinder 860 Monza still proved an effective racing car and Maserati's 300S – driven by Moss and Behra, in particular – was a constant thorn in the side of the Scuderia. Champions Hawthorn and Fangio favoured the big 860 Monza, and it was this car, backing up the rocket ship 290 MM, that gave Ferrari domination over arch-rival Maserati who revealed the dramatic 450S in practice at the last round that year, the Swedish Grand Prix, a race won by Trintignant/Hill in a 290 MM.

For 1957, then, with the prospect of 400bhp Maserati 450Ss driven by Moss, Behra and Fangio, Ferrari needed to raise its game. The result was the exotic four-cam 290 S, 315 S and 335 S racing cars carrying the most powerful and advanced V12s yet seen at Maranello, each unit a visual delight with 24 plug leads, four coils, six twin-throat Solex C40 PII carburettors, four camshafts and two distributors. This most exotic V12 was coupled to a four-speed transaxle. The new *Tipo 140* engine was installed in a robust *Tipo 520* multi-tubular frame and clothed in typical racing spider bodywork by Scaglietti: wide (to accommodate the massive engine), low and utterly seductive. To meet the regulations a full-width, but minimum-height, Perspex screen was fitted. Ferrari continued with drum brakes and the cars ran on wide, alloy-rim Borrani spoked wheels.

The first round of the 1957 World Championship was the Buenos Aires 1000km. Ferrari entered two new 3.5-litre, 330bhp 290 Ss but both retired leaving victory to a two-cam 290 MM driven by Gregory/de Portago.

This was the only race for the 290 S as for the next round at Sebring Ferrari debuted the 315 S. With a capacity of 3,783cc (achieved by boring out to 76mm) the new motor produced 360bhp at 7,800rpm in an otherwise identical car. The two 315 Ss were piloted by Collins/Trintignant and De Portago/Musso, but finished a disappointing sixth and seventh, victory going to Maserati.

Mid-May in Northern Italy meant only one event: the Mille Miglia. With the likely prospect of it being the last-ever running of the dangerous race, and the threat posed by Moss/Jenkinson in a 400bhp Maserati, Ferrari introduced its largest and most powerful four-cam yet – the *Tipo 141* motor, bored and stroked to 4,023cc and now pushing out 390bhp. These new cars carried the name 335 S. Beating Moss on the road was the aim, and the prospect of besting his 97.98mph overall average from 1955 in a Mercedes-Benz 300 SLR was a very real one with such potent cars and skilled drivers.

The Scuderia lined up as follows:

- Race no. 531 De Portago/Nelson, Ferrari 335 S
- Race no. 532 Von Trips, Ferrari 315 S
- Race no. 534 Collins/Klemantaski, Ferrari 335 S
- Race no. 535 Taruffi, Ferrari 315 S
- Race no. 417 Gendebien/Wascher, Ferrari 250 GT Berlinetta

The entry was limited to 'just' 350 cars that year due to safety concerns. Maserati's challenge was halved on the eve of the race when Jean Behra collided with a lorry in a late practice session, his car was ruined and the fiery Frenchman badly injured. Moss and Jenkinson lasted just 12km outside Brescia when the brake pedal sheared while the brilliant driver was taking a corner at 145mph...



The Lewis-Evans/Severi 315 S '0684' at speed at Le Mans. The Anglo-Italian pair finished 5th overall



Taruffi receives a celebratory kiss from his wife Isabella. A lifetime ambition achieved, he retired from motor racing on the spot. Newly appointed Ferrari team manager Romolo Tavoni (glasses) looks on

So it was inevitable that a Ferrari would take the flag some 1,000 miles after the start, but which one? At Siena, after 1,101km, Collins was in front and had broken Moss's 300 SLR average. At Bologna after traversing the passes he had a lead of 10 minutes over the vastly experienced Taruffi, who was driving solo thanks to his intimate knowledge of the route. Von Trips was third. All the sports-racing Ferraris were suffering from transmission troubles and Collins retired at Parma, just 227km from the finishing line. All the while, Gendebien was thrashing the experimental 250 GT *berlinetta* mercilessly, putting up times equal to or faster than the prototypes, particularly when rain came later that day.

At the finish, the artful 'Silver Fox' stroked his 315 S, chassis 0684 bearing race number 535, over the line,

three minutes ahead of Von Trips at an average speed of 94.86mph. Gendebien was an incredible third, only five minutes further behind. Disastrously, with the chequered flag almost in sight, De Portago and Nelson's 335 S left the road at a speed approaching 175mph. The ensuing accident killed both instantly and took the lives of nine spectators including five children. It was the death knell of the Mille Miglia.

Tragedy notwithstanding, the teams regrouped two weeks for the Nürburgring 1,000km. On the twisting Eifel circuit Tony Brooks' Aston Martin DBR1 was uncatchable and Collins/Gendebien in a 335 S finished second with the 315 S of Hawthorn/Trintignant third.



The start of the 1957 Le Mans 24 Hours. Ferrari 315 S '0684' rockets away from Jean Behra's works Maserati 450S and the eventual winner, Flockhart/Bueb's D-type Jaguar #3

At Le Mans, Ferrari's main opposition was the Jaguar D-type, a model that had won in 1955 and 1956. With just enough power from a 3.4-litre engine, superb aerodynamics and disc brakes, it more than made up for the disparity in outright bhp compared with the four-cam Ferraris, three of which were entered by Maranello. Two 335 S sports-racers went to Hawthorn/Musso and Collins/Hill, while Englishman Stuart Lewis-Evans was paired with factory tester Martino Severi (some sources suggest Gendebien also drove the car) in the Mille-Miglia-winning 315 S chassis 0684. Maserati was in some disarray with an oddball 450S low-drag *berlinetta* by Zagato and an open car. Neither lasted long.

Come the race, Hawthorn was searingly fast in his 335 S, setting a 200km/h+ lap record that lasted until 1962. Collins also ran at a punishing pace. Thanks to this sort of treatment, neither of the bigger-engined four-cams from Maranello stayed the course, and a brilliantly run race by Lewis-Evans and Severi saw the Anglo-Italian pair finish an honourable fifth in their 315 S behind four D-types.

Two championship events remained on the 1957 calendar and the Scuderia decided to concentrate on its 335 Ss backed up by the new 250 Testa Rossa, thus gaining invaluable track time ahead of a tilt at the championship run to new 3.0-litre regulations in 1958. Maserati won in Sweden, Ferrari in Venezuela, and in so doing scooped the 1957 World Championship.

The era of the magnificent four-cam Ferrari sports car was over on the world stage, though it carried on in big-capacity, money-no-object racing in North America, where the final version of the *Tipo 141* in the 412 MI produced 412bhp.

The 315 S was part of that legend, winning the most famous and romantic race in the world for the last-ever time and finishing respectably over 24 hard-fought hours at Le Mans.

1957 FERRARI 315 S





Top: An atmospheric shot of a typical US race meeting in the 1950s. Chassis 0684 is in the middle of the third row

Bottom: Gene Greenspun in '0684' sits on the front of the grid at Bridgehampton during an SCCA National race in September 1957


Factory Build Sheets

© Copyright 2021 Kidston SA






Telaio tipo	01500	manicella	0004
Motori tipo	140	manicella	0004
Cambio tipo	800	manicella	16 7/9
Porte tipo		manicella	
Collaudi il		Consegnato il	
Chassis			



Ferrari Clienti - Via E. Mattei 14, 10121 - 10121 Modena - Italia



Numero tel. 350 Anno del 1957 Marchio F. 0004 Pi. anno 1*

FOGLIO MONTAGGIO MOTORE

Numero 141/10095 Ig. 9 Cassa del 136/11961 Ital. Fiat

Albero motore 136/12206 normale

Pompa 30000 rif. 3698 Paga. 8,8 Press. gr. 0,08

Acquili motore 2 a l e 76 Testi e lubr. 150 e 76000.6

Valv. 136/14662 Press. gr. 0,08 Pompa acqua 136/06439 Ig. 9

Testi e lubr. 140/17200 cond. esp. di fatto cassa al Dr. 0/00000000/17130/2/1/40

Guarnizioni test. 136/10568/70 Klingers, anelli per cassa 801/01000

Valvole esp. 136/17194 Valvole aspir. 136/17074

Stella ingran. valvole 801/01464/0000 distributore 136/17130/2/0/00

Stella distributore 136/02434/0

Pompa acqua 410/06412 Press. gr. 0,08 Press. gr. 0,08

Carburettore 30000 00 P II 14 8

Fuso d'aria 136/06412 Press. gr. 0,08 Press. gr. 0,08

Aggiustatore albero spinterogni 136/135 0000/1 Press. gr. 0,08 Press. gr. 0,08

Valvole test. 136/135 0000/1 Press. gr. 0,08 Press. gr. 0,08

Gruppi alternatore Pagine

PRIMO MONTAGGIO

Data primo montaggio Data 1° motore Montatore { Ferrari

OSSERVAZIONI

Pistoni 136/17070, Pistoni ribassati nel cilindro 136/17070.

Ingranaggi della pompa ricambiati ribassati di 3 %.

Guarnizioni di bocca 801/01464/0000, guarnizioni di bocca 801/01464/0000.

130/16647, Distanza 27 174 185/18 100/18 1000 2

Da 13/8/57 1° Cap. 136/17070 2° Cap. 136/17070


OSSERVAZIONI DEL PRIMO MONTAGGIO

SECONDO MONTAGGIO

Data secondo montaggio Data 2° motore Montatore { Ferrari

OSSERVAZIONI


Da 13/8/57 1° Cap. 136/17070 2° Cap. 136/17070



Ferrari Clienti - Via Emilia 10, 40138 - 40138 Modena - Italia

Factory Build Sheets

[illegible]



Autovettura n. 310/140 Motore serie n. D684 Data entrata in 0884

FOGLIO MONTAGGIO AUTOTELAIO

Prato N. stampa

Trasmissione 300/30991

Freno ant. 340/3000. Detturati 12 ruote 350. Incollate. al. diametro 28

Freno pos. 320/437 a 330x60 " 500 " al. diametro 25

Motore 341.166/20056/857 port. 300/61289

Pompaolio a carb. 14x15,50 38 3350

Apparicciatura ant. 300/64457 ant. 300/61589

Strada Scatola griglia 81/15 Griglia sinistra.

Esclusivo sigla a olio 320/5/1004

Indicatori carburatore fun. FIKIA7 velocità n. 190

Indicatore di livello 30

Indicatore di velocità Pedanale EX668 con tubo biforcuto

Batteria 3830C106 45/25 Amp/h 12 Volt

Aliment. n. 1

Cerchi n. 16 7/8 5x24/16 pne 12/41

Ponte n.

Freno a dischi multipli

Pedivelo a doppia panga da 25

Sopra. con tipo 3095 con valle a barre stabilizzatrici 300/64219

Valle ant. 300/64216 Kg. 350 fless. 20 S.

Valle pos. 300/61306 Cerchi Kg. 440 N. ingie. Ser. 26 S

Cerchiante

Scocca di fondo

Quattro


NOTE Filtro benzina 3083 pompa elettrica FI374

Servosterzo ricopra alla 300/63969

Montato il surprenatore.

Inizio a recupero di

Foto n. 5/5/57 Il Capo Reparto Tredici

 Pirelli & C. S.p.A. - Via Salaria, 1115 - 00198 Roma - Italia

THIS MOTOR CAR

CHASSIS NO. 0684

ENGINE NO. 0684

Ferrari 315 S chassis 0684 was prepared for the May 1957 Mille Miglia. The copy of the factory build sheet that accompanies the car is not completed until 7 September 1957, prior to its sale in the US via Luigi Chinetti Motors that month. Considering the non-stop nature of the European racing season, this apparent delay in the case of a factory-run car is not unusual.

The car's 3.8-litre engine (it was never swapped for a 4.0-litre) bore six Solex carburettors and was also stamped 0684, the mark it bears today. The *Tipo* 520/422 four-speed transaxle was similarly marked.

Piero Taruffi drove '0684' to victory in the Mille Miglia having practised in 315 S '0656', the Hawthorn/Trintignant Nürburgring car. In the race, the car bore start number 535 and temporary cardboard Bologna license plate 'BO 81071'. Following De Portago's fatal accident, the race winner and the other surviving works sports-racing car were temporarily impounded by the Italian authorities but released in time for Le Mans.

On 2 June 1957 the car was inspected in Modena by ACI/CSAI engineer Vittorio Fano to confirm its eligibility for the French 24-hour race, where it finished fifth overall driven by Lewis-Evans/Severi.

In September that year Chinetti Motors sold '0684' to William 'Gene' Greenspun of New York City who paid \$32,000. He had previously owned a 250 MM Vignale Spider. Greenspun immediately entered probably

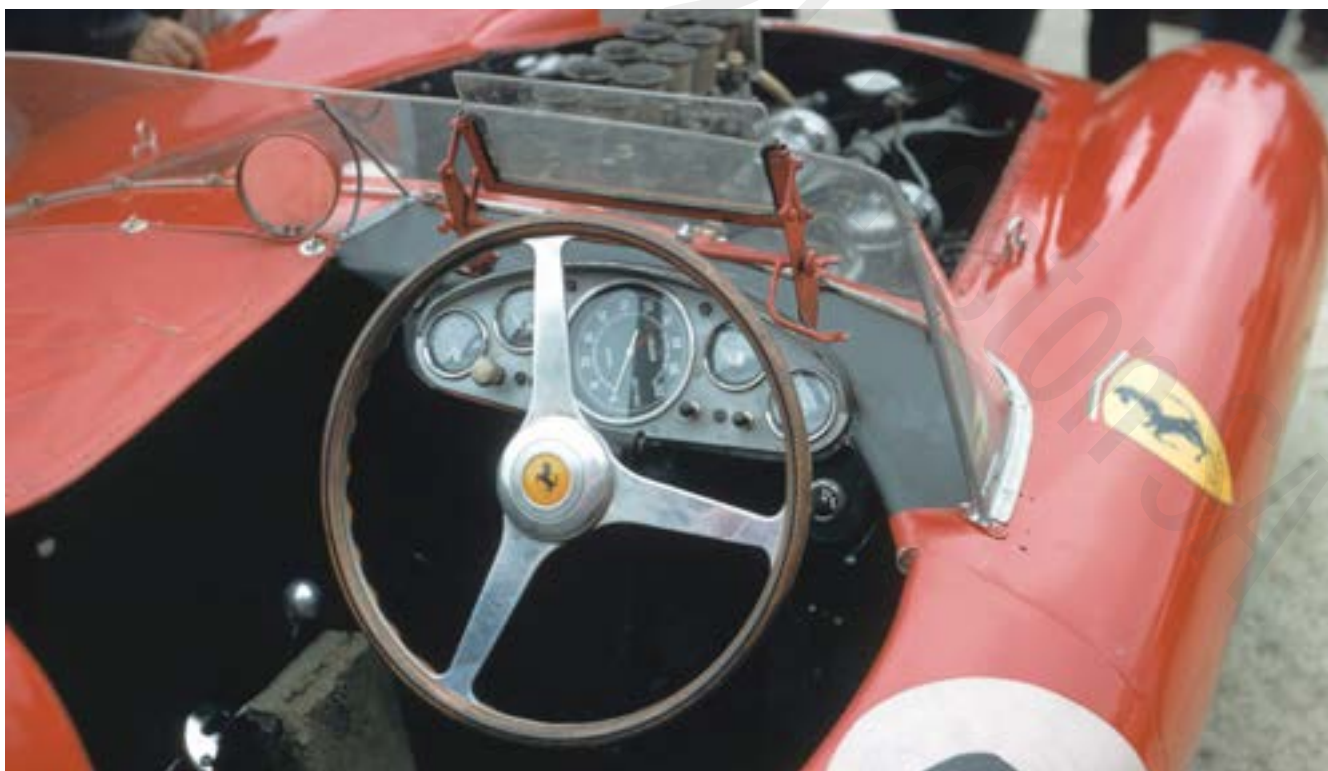
the best American driver of the day, Phil Hill, in the car for the 8 September 1957 Road America 500 at Elkhart Lake, Wisconsin. Hill beat the country's second-ranking driver Carroll Shelby in John Edgar's Maserati 300S by 2min 44sec to take the winning flag.

Greenspun himself drove it a few more times including outings at the December 1957 Bahamas Speed Weeks before selling it back to Chinetti in January 1958. Edward Gelder of Bridgeport, Ohio, became the next owner paying Chinetti \$12,000 for something the New York Ferrari distributor described as "too much a powerful car" for Greenspun to drive.

In Gelder's hands '0684' was placed in some low-key SCCA events and made the trip to Nassau again in December 1960. By then, the Ohio man was interested in selling, advertising it for \$8,500 but finally settling on an offer of \$3,500 on 7 August 1964 from his long-term mechanic Al Allin, who owned the car until April 1980. In a letter addressed to potential suitors for the powerful Ferrari dated 4 May 1979, Allin, of Grand Haven, Michigan, confirmed:

- "Yes, I will part with the machine for an arrangement that suits me."
- "Yes, I will consider certain trades in p/x."
- "The above questions will be discussed by phone or in person only."

1957 FERRARI 315 S



Two shots from Le Mans 1957 show the impressive engine of the big four-cam Ferrari racing cars and the view from the cockpit. The extra aero screen could be carefully adjusted to suit different drivers' preferences



The vastly experienced tester Martino Severi carefully guides the 315 S through another fast corner at Le Mans



He goes on to relate that on purchase he dismantled the car with the intention of racing it in 1965. This never happened, so all parts including the body now stripped of paint but still mounted on the chassis, were carefully put into storage. The letter confirms '0684' "has never suffered any damage. The suspension has never been damaged. There were no makeshift repairs on parts excepting the pistons and the brake drum liners."

Allin then notes: "The body has not been modified and is the only 315/335 S with the original body shape as first constructed in 1957... the fuel tank and oil tank are perfect... the radiator and twin oil cooler radiators are as new. The disassembled parts were, and still are, all carefully packaged and oiled for storage. The chassis is clean and covered. All parts and the chassis/body have always been stored in a heated, dry and sheltered area."

In short, a time-warp factory-run Ferrari sports car from the 1950s, one of only a handful not crashed or modified in no-holds-barred West Coast racing. On 17 April 1980 '0684' passed to Darryl G Greenmayer of Reno, Nevada, who kept it for four years before selling it to noted Ferrari enthusiast Albert Obrist of Gstaad, Switzerland, whose collection numbered the greatest Ferraris ever built. In Obrist's care, from 1985 to 1986 '0684' was completely restored by Carrozzeria Fantuzzi of Modena, Italy.

At the disposal of the Obrist collection in the early 1990s the car was offered at \$7.5m and passed with many other of his superlative Ferraris to Formula 1 supremo Bernie Ecclestone. Two years later the current North American owner bought '0684' from Ecclestone. It joined one of the world's finest collections of the very best post-War cars.

During his ownership the car was meticulously restored in 2001-2002 to its May 1957 configuration including iconic race number 535. On completion, an entry at Pebble Beach in August 2002 won it first in class. It has since been exhibited at Ferrari's 60th at Maranello where it again won its class.

Of the three cars raced by the Scuderia with 3.8-litre, 315 S engines, chassis 0684 is the sole example never modified or upgraded, always carrying its original motor and full Scaglietti 'envelope' bodywork. To summarise:

1. Chassis 0656. Originally a 290 S at Buenos Aires in January 1957, upgraded to 315 S for the May Nürburgring race and later repaired by the factory with pontoon fenders when raced in the US. Currently carrying a correct 315 S reproduction body from 1980s restoration.

2. Chassis 0674. Originally a 1956 290 MM renumbered and re-engined as a 315 S for Sebring 1957. In June 1957 re-engined as a 335 S for Hawthorn/Lusso at Le Mans. Converted to pontoon fender bodywork by the factory for the Venezuela GP in 1957, later converted back to correct Scaglietti 335 S configuration.

3. Chassis 0684. Built new as a 315 S, raced twice as such by the factory and only briefly in period in the US without modification before long-term storage and careful restoration in the modern era.

Immensely powerful, and with seductive and aggressive competition bodywork by Sergio Scaglietti, Ferrari 315 S '0684', the car that won the last-ever Mille Miglia, remains one of the most original, significant and desirable Ferraris in existence.

“HIS RACE WAS A MASTERPIECE OF DRIVING, TACTICS AND EXPERIENCE AND EVERYBODY WAS PARTICULARLY HAPPY THAT FORTUNE HAD FINALLY SMILED ON TARUFFI AFTER DISRESPECTFULLY TURNING HER BACK ON HIM SO MANY TIMES.

“HE HAD ALREADY PROMISED HIS WIFE, ISABELLA, THAT HE WOULD GIVE UP HIS SPORTING CAREER IF HE WON THE MILLE MIGLIA. HE KEPT HIS WORD.”

Count Giovanni ‘Johnny’ Lurani describes how veteran driver Piero Taruffi finally won the Mille Miglia on his 13th attempt.



The Ferrari team before the 1957 Mille Miglia. Gendebien leans on his 'hot rod' 250 GT Berlinetta, De Portago adjusts his camera gaining Peter Collins' – with hat, who drove with famous photographer Louis Klemantaski – attention. Car 535, chassis 0684, is in the background



© Copyright 2021 Kidston SA

