

Ferrari 857 S - 1955



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The 857 S is a competition car produced by Ferrari in 1955 in four specimens, to date there are only two restored and certified directly by Ferrari Spa of Maranello; this car has an incredible sport pedigree as it was guided by pilots of the likes of P. Taruffi, E. Castellotti, M. Trintignant, P. Collins (father of D. Hill), L. Klemantaski, A. De Portago, P. Hill, G. Greenspun, etc. And has been consistently manicured. The 857 S was built to counter the Mercedes-Benz in the competitions of the time. The Ferrari cars of those years, that is, the 750 Monza, 118 LM and 121 LM did not succeed in realizing this purpose, and decided to launch the model in question.

In the early 1950s, Ferrari used and developed mainly two types of racing engines: the four-cylinder inline designed by Aurelio Lampredi and the V12 by Gioacchino Colombo. These two types of engines possessed features that made them prefer according to their degree of development. For example, one of them was fuel consumption, and the former was less "thirsty" than the second.

For these reasons Enzo Ferrari gave a boost to the development of the four-cylinder in-line. In addition, 1952 Formula One World Formula 1 championship rules were applied, and this gave a strong boost to the evolution of this type of engine.

The first that was developed, a 2 L displacement, was successfully mounted on the 500 F2, which won two World Formula 1 titles (1952 and 1953). A series of developments led to the construction of two other types of four-cylinder in-line engines, each with a displacement of 2.5L and 3L respectively.

They were installed on three competition models: the first on 625 TF and the second on the 735 S and 750 Monza. An additional evolution of this four-cylinder in-line was that mounted on the "857 S". It had a displacement of 3.4 L, and this was the highest value achieved by this type of Ferrari propulsion.

The name of the model was linked to the unit displacement (ie one cylinder) of this engine, which was approximately 857 cm³.

From the "857 S" came the 860 Monza, with which he shared many technical features and the line of bodywork. The latter was built by Scaglietti, which made the car body of both models.

The most important race to which the "857 S" was participated was the Tourist Trophy of 1955, but without success; The race was won by a Mercedes-Benz 300 SLR. After this race its evolution was interrupted, and Ferrari focused on the next season with the development of other models, the first of which was the 860 Monza.

The car then gained a number of positive results in the competitions organized in America in 1955 and 1956.

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1. Foto vettura

CAR PICTURES



¾ anteriore

¾ front view

Ferrari 857 S - 1955



1. Foto vettura
CAR PICTURES



1A

¾ anteriore
¾ front view




1B

¾ posteriore
¾ rear view

Ferrari 857 S - 1955

...of historic interest, have been in the configuration in which the Car participated



Scheda tecnica relativa ad attestato per vetture
d'interesse storico

TECHNICAL SHEET RELATING TO ATTESTATION FOR VEHICLES OF HISTORIC
INTEREST

(Allegato/Annex A)

Dati vettura/car's data

Modello/Model	Ferrari 857 S
N° telaio/Chassis No	0203
Anno di produzione/ Year of production	1955
Data di consegna/ Delivery date	July 1956
Concessionario - Importatore /Dealer	Direct sale
Motore/Engine	4 in line
Alesaggio e corsa/Bore and stroke	102 x 105 mm
Cilindrata / Displacement	3431,93 cm³
Colori originali / Original colour	
Esterno / External	N/A
Interno/Internal	N/A
Colori attuali / Current colour	
Esterno / External	Rosso
Interno/Internal	Pelle Blu
Targa attuale / Licence plate number	N/A

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Ferrari SpA - Via Emilia Est, 1163 - 41100 Modena - Italia

Date 11-11-2015

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6. Carrozzeria

CAR BODY

La carrozzeria è quella originale della vettura?
Is the body original for this car? SI/YES NO

È conforme all'originale per dimensioni, materiale, ecc.?
Does it comply with the original specs (dimension, materials, etc.)? SI/YES NO

È stata riparata?
Was it repaired? SI/YES NO

È stata ricostruita?
Was it rebuilt? SI/YES NO

(see pag. 28)
Presso quale carrozzeria?
Which bodybuilder (bodyshop) performed the work?

Quality Cars - Barbariga di Vigonza - (PD) - Italy

Data/Date 2005-2006

Materiale/Material

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2. Telaio CHASSIS



Telaio parte anteriore
Chassis (front area)

2C



Telaio parte posteriore
Chassis (rear area)

2D

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Date 11-11-20

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2. Telaio

CHASSIS

Il telaio è originale?
Is the chassis original? SI/YES NO

È attualmente secondo le specifiche originali (dimensioni, materiali)?
Is it still complying with the original specs (dimensions and materials)?
(see pag. 27) SI/YES NO

È stato riparato o parzialmente ricostruito?
Was it repaired or partially rebuilt? SI/YES NO

Presso quale officina?
Which workshop performed the repairs?

Ferrari S.p.A. - Maranello - (Modena) - Italy

Sono stati utilizzati materiali originali?
Have original materials been used? SI/YES NO

Il numero di telaio si trova nella posizione originale?
Is the chassis number in its original position? SI/YES NO

Principali caratteristiche costruttive
Main structural features

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(Allegato/Annex A)

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- 1 -

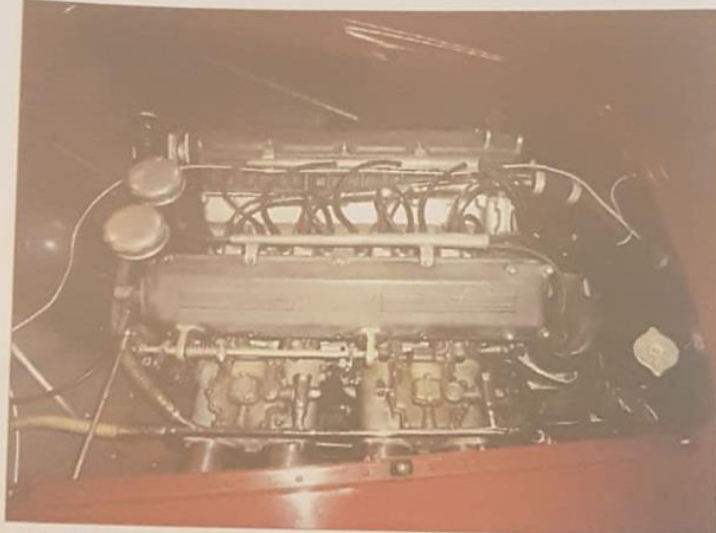
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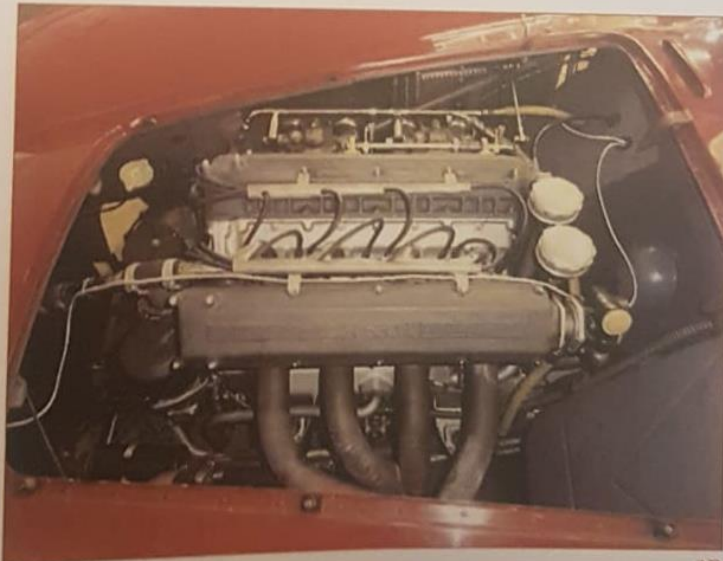


3. Motore ENGINE



Motore - vista lato destro
Engine -RH side view

3A



Motore - vista lato sinistro
Engine -LH side view

3B

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2. Telaio CHASSIS

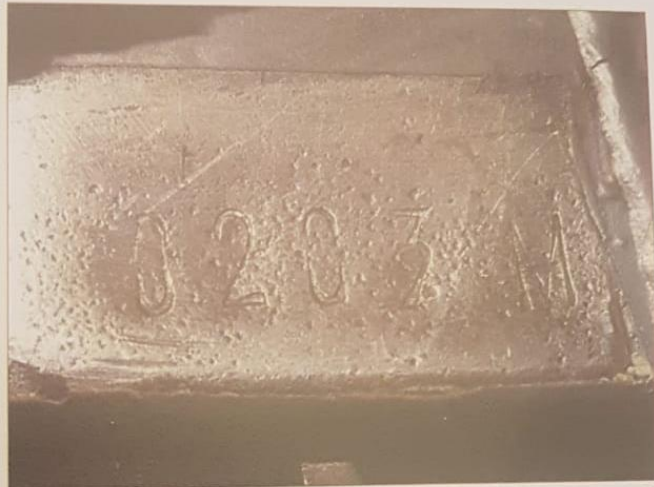


Foto punzonatura telaio (sul telaio)
Photograph of the chassis number (on the chassis)

2A



Posizione marcatura telaio
Chassis number position

2B

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857 Sport

0584 M 55 *** 2 di 4 ***

Ferrari 857 / S, Monza Spyder Scaglietti, RHD

0584M ridisegnate a 0578M prima di essere vendute a de Portago

0578M schede dati di assemblaggio rinumerate a 0584M

tipo di telaio 510

anche timbrate 0203M

sulla vettura entrambi i numeri sono timbrati l'uno vicino all'altro

Data	Risultato	Evento	autista	#	Riferimento
55 - Scuderia Ferrari					
56 / Gen / 29	2 °	1000 km Buenos Aires	Olivier Gendebien / Phil Hill	# 36	C77 p23 Non 0584
55 / giu / 19	dnf S2.0	Coppa Shell, Imola 2ltr	P Taruffi	# 56	
55 / Jul / 23	1 °	10 Ore Messina 3ltr	Eugenio Castellotti Maurice Trintignant		
56 / feb / 26	1 ° OA	GP Agadir	Maurice Trintignant	# 5	C152 p5
56 / mar / 11	1 ° OA	GP Senegal, Dakar	Maurice Trintignant	# 31	
56 / apr / 0 8	1st OA 1st S + 2.0	XVI. Giro di Sicilia	Peter Collins / Louis Klemantaski	# 337GdS	p115
56 - rinumerato prima di essere venduto a <u>0578M</u> ... rinumerato 0203					
56 - Marchese Alfonso de Portago, E					
56 / giu / 10	5o OA 5a S3.0	1000km Parigi, Monthlery	Alfonso de Portago / Phil Hill	# 7	
56 / giu / 17	1 ° OA	GP Porto Circuito da Boavista	Alfonso de Portago	# 14	
56 / Jul / 22	DNF	GP di Bari 3000	Alfonso de Portago	# 44	
56 / nov / 0 4	DNF	GP du Venezuela, Caracas	Alfonso de Portago	# 4	
56 / DEC / 08	2 ° OA	5 ° giro Ferrari, Nassau	Alfonso de Portago	# 13	
57 / feb / 25	3a OA 3a S + 2.0	GP Cuba, L'Avana	Alfonso de Portago	# 12	
<p>Nota: vedi anche 0584 poiché l'identità delle auto è stata cambiata una volta nella vita e le informazioni indicano che 0584M è stato ricostruito dopo la gara argentina, alcuni risultati sono elencati su entrambe le vetture che necessitano di ulteriori informazioni per effettuare una correzione futura</p>					
56 - Gene (Eugene) Greenspun, NY, NY, USA					
57 / mar / 23	pratica solo S5.0	<u>12h Sebring</u>	Collins / Trintignant / de Portago /	#	Ingresso 16T Scuderia Ferrari

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57 / Aug / 04	9 ° OA 4 ° DM	Inaugural Grand Prix Sports Car Races SCCA National Virginia VIR, Danville BM + CM + DM Race 5	Musso / Hill / von Trips Gene Greenspun	# 44
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57 / Aug / 04	acc. DM	Inaugural Grand Prix Sports Car Races SCCA National Virginia VIR, Danville BM + CM + DM + EM Race 10	Gene Greenspun	# 44
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- ribaltato e arrotolato a VIR

57 / sep - Chinetti rimosse il motore e lo vendette a ED Martin, Columbus, OH, USA

57 / set - ED Martin ha installato il motore originale in 0498M (750 Monza)

79 - "relitto" trovato nel Bronx, NY, USA

79 - Steven Kessler, NY, NY, USA - 4 cil. Motore Facel Vega, fondamentalmente un set di guide telaio con sospensioni MG e resti di un corpo così malconco che non è stato possibile identificarlo

81 / ott / 18 - offerto da Joe Alphabet, ha bisogno di tutto. LA Times, memorizzato presso European Auto

82 - motore solo con Caveng, CH (MC a MB a Silverstone)

84 - Giorgio Schoen, Milano, I - restaurato da Livio Guarneri

FW6

Stephen Griswold ... "con il nuovo corpo l'originale è stato mantenuto ed eventualmente rimontato da Angelo Galeazzi che ha affidato questo lavoro ai dipendenti di Quality Car ex Cognolato".

.. - motore 0688 installato da 0664

89	Mille Miglia	Guarneri / Guarneri	# 246"32049 B6"
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89 / giu / 11	La Leggenda Ferrari - Sport e Prototipi, Imola	Guarneri	
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89 / nov - offerto da Livio Guarneri in T & CC 11/89 p203 + 02-331-3864 FAX

93 - CFF25

97 / lug / 26 - NS - Asta di Coys Silverstone

98 / maggio - chiedendo \$ 1,0 milioni

99 / sep - Coys of Kensington, Londra, Regno Unito

00 - David Clark, Londra, Regno Unito (Taylor & Crawley)

00 / maggio / 27-28	GP Historique Monaco	David Clark	# 9c
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00 / set / 15-17	Goodwood Revival Meeting	David Clark	# 8
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01 / giu - offerto da Taylor & Crawley, Londra, Regno Unito che chiede PDS 700k C123 p18

01 / nov / 30-dec / 09 - esposti al Motor Show, Essen, D

.. / ... - Steve Griswold

02 / feb - Angelo Galeazzi, Brescia, I

02 / maggio / 02-04	Mille Miglia	Angelo Galeazzi / Jacopo Galeazzi	# 209
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03 / maggio / 22-24	Mille Miglia	Galeazzi / Portesi	# 174
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09 / maggio / 14-16	Mille Miglia	Angelo Galeazzi / Jacopo Galeazzi	# 298
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10 / ritardo - Emilio Comelli, I

11 / feb / 02-06 - esposti a Retromobile, Parigi, F di Sport & Collection C182 p4

