

entry, the two cars entered were both versions of the 125S. For the record they were chassis 01C and 02C, 01C with fully enclosed front wings while the latter looked generally similar but had open wheels and mudguards. The race should have been a Ferrari benefit, with the AAC 815 also being in the same race. Franco Cortese was the driver of 01C, Nino Farina was in 02C and Enrico Beltracchini was the driver of the AAC 815. What should have been a grand debut for Enzo turned into a disaster because both the AAC 815 and 01C failed to finish, and 02C didn't even start!


It was appropriate that the Ferrari factory agreed to provide its own, replicated 125S for the 2015 event. Despite Ferrari's apprentices building the 'new' 125S, the original cars actually still exist although in completely unrecognisable form. It seems that old Ferraris never die and sometimes reappear, often with vaguely supported claims of authenticity. However, it is popularly considered that 01C was renumbered 0101 and 02C became 0201. Currently what little remains of the original 0101 now has a Spider Corsa body of the style originally fitted to 02C, while 0201 is endowed with a Touring coupe body and a bigger replacement engine causing it to be called a 166.

The 1947 grid was made up of a mixed bag of machinery, not surprisingly many of the cars were powered by Fiat Topolino or Millecento based engines, the standard during the austere post war

years. However, there were a number of Lancia Aprilias, a couple of Alfa Romeos, a solitary BMW 328 and an 'exotic' Maserati 6CS/46.

For the 2015 event, PCAE were careful to keep the mix of period cars, although the number of post war cars still running in Italy are quite limited. One interesting entry was a Lancia Aprilia barchetta Bellucci which is thought to be the actual car that raced in 1947. Notable rarities included Tony Berni's Abarth 207, the Fiat Frua Sport 1100, thought to be the first car bodied by that carrozzeria, and the Weldangrind Parson Maserati. This one-off 150S engined car was mounted on a chassis built by the Weldangrind engineering company of Fulham, London in 1957. It was run by father John and son Stuart Young. The body was designed by Stuart Young himself and the acronym Parson is derived from Pa and Son – father and son.

Apart from the factory's 125S, Ferrari were well represented by a fine variety of cars that included a 250 Scaglietti, 340 America, 166 Barchetta, 212 LM, 500 TRC, and 750 and 875 Monzas. The sound of the V12 cars resonating wonderfully off the buildings as they accelerated hard out the hairpin into Stradone Farnese is a memory that will linger.

It is not certain if and when the Circuito di Piacenza will be operated again but if the city decides to close its streets once more then international visitors will be made most welcome. 

*RIGHT: Tony Berni in 1955 Abarth 207A
FAR RIGHT: 1946 Fia 1100, said to be first bodied by Frua
BELOW: Lancia Aprilia Barchetta thought to be the actual car enter the original 1947 rac*

