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RETURN TO PARADISE

IF HISTORY DOES REPEAT ITSELF, THEN THIS RECURRENCE IS FINE WITH US.
THE 166 MM, S/N 0006 M, RETURNS TO VILLA D'ESTE.

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e make a valiant effort from issue to issue not to cover the same car or same type of car more than once, and we would be poor stewards if we did so, since there is no lack of material to cover when it comes to Ferrari. After even twenty two years of publication, we find we have nowhere near exhausted the subject that is Ferrari. It is a felicitous problem that we face, in our efforts to bring you the best on Ferrari, because there is so much more to do on this never ending subject.

That being said, every now and then an incident or situation arises that is of enough interest in its own right, and/or is too good to pass up, that it would be an affront not to publish it and bring it to your attention, even when it involves a type of car which we had recently covered in some detail. Two issues ago, Alan Boe took a good hard look at a famous 166 MM Touring Barchetta (s/n 0010 M to be exact), and in doing so he also said a lot about the type in general. After this, and after all the other times we had something to say about 166 MMs in the magazine, not much more can be offered without being redundant and running the risk of losing your attention for good.

But we ask you to bear with us here.

Over the weekend of April 29 and 30, 2000, there took place a special Concorso d'Eleganza at the Villa d'Este Hotel in Cernobbio on Lake Como in Italy. It is a magnificent old hotel, architecturally significant, famous for its service and location, wonderfully restored, and surrounded on several sides by a magnificent park. Here over forty vintage cars of all marques were invited from some of the premier collections in Europe and America, and they were judged by a stellar group of automotive personalities, three of whom are of particular note to Ferrari enthusiasts. The first is Carlo Felice Bianchi Anderloni, the man who is credited with the design of the Touring barchetta in 1948, and who was also head of the family firm of Carrozzeria Touring at the time. The second is Paul Frère, the famous Ferrari endurance driver and winner of Le Mans in 1960, and the third is Lorenzo Ramaciotti, a long time director at Pininfarina.

The cars were first assembled on Saturday in the Piazza Cavour in the main square of Como, and then were paraded to the grounds of the 18th century Villa Olmo, with crowds gathered the whole route. On Sunday morning the cars were arranged throughout the gardens of Villa d'Este itself to be judged.

The adjudication here is different from most Concours, and in many ways it harkens back to the original nature of automobile Concours as envisioned in the first part of the last century. The newest automotive body styles from the best coachbuilders were paraded along the boulevards of Paris, along with ladies modeling the latest fashions from the finest couture houses of the day. The attending public was cultivated and interested, and if awards were given



Photograph Courtesy of Carlo Anderloni

The 166 MM Touring Barchetta, s/n 0006 M, at the 1949 Villa d'Este Concorso d'Eleganza, and where it was to return fifty one years later. The other cars have not held up as well.



Marcell Mastini Photograph

Messrs. Lyon and Russell approach the awards area at Villa d'Este to receive their trophy for Best in Class. Designer of the Touring body, way back when, was also a judge here – Carlo Felice Bianchi Anderloni and he was pleased.



Owner Ervin "Bud" Lyon sits in the driver's seat of his 166 MM, s/n 0006 M, at Villa d'Este. Next to him is the restorer Paul Russell.

A TOURING BARCHETTA



Marcel Massini Photographs

The 166 MM, s/n 0006 M, sits serenely in front of the famous formal gardens at the equally famous Villa d'Este Hotel on Lake Como in Italy in April of this year.

The elegant Barchetta was at Villa d'Este to take part in their annual Concorso d'Eleganza, and the uniqueness of this recent appearance is the fact that this very car was at this same Concorso at this same hotel fifty one years ago, in 1949 when it was barely six months old.

This particular chassis was considered a *lusso barchetta*, meaning that it was made for more luxurious motoring, in this case by simply adding leather trim to the cockpit. The rest of the car was pure 166 MM, and indeed the first owner, Giovanni Vaccari, raced this machine.

RETURNS TO VILLA D'ESTE



Mario Mattioli - Photograph

they were presented to the dress and car that was most elegant, hence the name. At the Villa d'Este affair, the cars were judged as best representing certain charming but certainly amorphous criteria such as The Appeal of Formality (won by a Hooper Bentley), Elegance and Comfort (a Corsica Invicta Cabriolet), Romantic Promenade (? , but won by a Torpedo Lancia Astura), Fast Touring (a Bugatti Atlantic), Wind and Speed (a Lagonda Rapide), and The Desire for the New (a 166 MM Touring Barchetta), among others. The Best of Show, the Coppa d'Oro Villa d'Este, was, however, given over to the public to choose and their choice was the Bugatti Atlantic. The Barchetta that took the award in its class is s/n 0006 M, and the key to this small story is that this very car, this very same Barchetta, was here fifty one years ago, entered in the 1949 Villa d'Este Concorso d'Eleganza! It also won first place in the same class, and back then it was awarded for "constructive ideas worthy of special recognition." It was flown over to the show by Ervin Lyon, the current owner of the car, along with his wife Thelma, and both are long time and serious supporters of the major Concours shows with a variety of excellent marques from their collection. Also along was Paul Russell, who restored the car and oversaw its transport and presentation at the event.

It was slightly overcast with a bit of spring chill in the air this time, but no spirits were dampened. The crowd was delighted to see this early memento of Ferrari history returning home to an earlier triumph, and were pleased to realize that the owners flew it from America just for the occasion. Most delighted of all was Mr. Anderloni, who was able to see one of his progeny return to the scene of earlier glory, and to see that the car and his ideas have been wonderfully preserved.



The 166 MM, s/n 0006 M, at the 1949 Circuito del Garda races where it was the official course car. It appears that owner Mr. Vaccari is in the driver's seat.



Photograph Courtesy of Giorgio Naldi Editore

The 166 MM, s/n 0006 M, at the 1951 Mille Miglia, driven by Eraldo Stoppioni with co-driver Nello Bartolini.

THE HISTORY OF THE 1949 FERRARI 166 MM BARCHETTA TOURING, S/N 0006 M...

Engine number 0004 M; Touring body number 3243; Lusso interior

- March 16, 1949: Certificate of Origin issued
- April 24, 1949: Raced at the XVI Mille Miglia by Giovanni Vaccari and co-driver Arnaldo Mori, race number 635, placed 34th
- June 13, 1949: Registered on Italian plates of Milan: MI 131231
- June 14, 1949: Sold new by the Factory to first owner Giovanni Vaccari, Milan, Italy, who paid Italian Lire 2,950,000
- August 30, 1949: Shown by Vaccari during the Venice Concours in Italy
- September 17/18, 1949: Shown by Vaccari during the Concours d'Elegance at Villa d'Este, Lake Como, Italy, awarded the Orlandi Cup for "constructive ideas worthy of special recognition"
- April 28, 1951: Raced at the XVIII Mille Miglia by Eraldo Stoppioni and co-driver Nello Bartolini, race number 354, DNF
- June 1, 1951: Sold by Vaccari to second owner Eraldo Stoppioni, Rome, Italy
- April 4, 1952: Registered by Stoppioni on Italian plates of Rome: Roma 161159
- December 1, 1952: Sold by Stoppioni to third owner Guglielmo Bellisari, Aquila, Italy
- March 28, 1953: Re-registered on Italian plates of Aquila: AQ 8514
- April 8, 1953: Sold by Bellisari to fourth owner Fernando Mancini, Frasimone, Italy
- May 20, 1954: Re-registered on Italian plates of Frasimone: FR 12382
- 1955: Sold to Paul Flandrak, Paris, France, who purchased it from a young American serviceman and proceeded to race it in small French races
- 1956: Sold to a dealer in West Paris, France, who then had it for sale at an asking price of US\$ 2,500.00
- 1957: Sold by Flandrak to Mark Wallach, Paris, France, who paid US\$ 1,600.00
Registered on French plates: 75 TT 8471
- 1958: At the Cadours races in France, photographed with Adrian Conan Doyle, race number 52, placed 10th
- Then: Sold by Wallach to Don Jetter, who had the transmission rebuilt in Maranello
- 1960s: Imported to USA and sold to Jerry Miller, NJ, USA
- Then: Sold to Bob Morgan who re-sold it to Richard Paine, Mount Desert, ME, USA
Displayed at Paine's museum in Seal Cove, ME
- 1970: Stored by Paine at Waldron Motors, Miami, FL, USA
- 1973: Sold by Paine through Richard F. Merritt with help of Don Andrews of Waldron Motors to John and Bill Gelles, Chappaqua, NY, USA (Andrews was delivering the car to Florida from Paine's Seal

COMPILED BY MARCEL MASSINI

- 1973-1976: Cove, Maine museum, to Waldron Motors. William Gelles met them in Norwalk, CT at 2 am in the morning and states he bought the car "on the spot"
- 1979: Gelles was then a partner in Wide World of Cars in Spring Valley, NY, and did a lot of work restoring the car. Much work was also done by Alberto Pedretti at Modena Sports Cars in New York City
- 1981: Sold by Gelles brothers to Albert Obrist, Gstaad, Switzerland
- May 1, 1986: Used by Obrist with Swiss dealer plates: BE 570-U
Sold by Obrist to Jürg Brigel, Nyon, Switzerland
Driven at the Mille Miglia Historica by Brigel and Hans Matti on race number 112, using Swiss plates: VD 95021
- June 11/12, 1988: Driven by Brigel at the Bugatti-Ferrari Owners Club Switzerland meeting at Cortailod-Lignières-Gruyères, Swiss plates: VD 40359
- August 19, 1989: Driven by Brigel during the 166 MM Barchetta Reunion meeting at Monterey and Laguna Seca, CA, USA on Swiss plates: VD 40359
- 1993: Sold by Brigel to Dr. Ervin F. Lyon, Lexington, MA, USA
- August 24, 1994: Displayed by Lyon during the Ferrari Club of America International Concours d'Elegance, Monterey, CA, USA
- 1996-1998: Fully restored by Paul Russell and Company, Essex, MA, USA
- August 16, 1998: Shown by Lyon at the 48th Annual Pebble Beach Concours d'Elegance, Pebble Beach, CA; winner of the Strathair MacMinn Memorial Trophy for the Most Elegant Sports Car
- January 23, 1999: Shown by Lyon at the Cavallino Classic VIII Concorso d'Eleganza at Palm Beach, FL; winner of the Scuderia Ferrari Cup for the Most Outstanding Competition Ferrari
- February/March, 1999: Featured by former owner Mark Wallach in *Cavallino* magazine, issue 109
- March 19-21, 1999: Shown at the Amelia Island Concours d'Elegance by Lyon, winner of the Most Elegant Sports Car Award (pictured page 22 of *Farza* magazine, issue 18)
- May 16-21, 1999: Driven by Bud and Thelma Lyon during the New England 1000 in Vermont, Massachusetts and New York
- September 26-October 1, 1999: Driven by Bud and Thelma Lyon during the 4th Annual Farza Mille V-12 event in America
- April 29/30, 2000: Shown by Bud and Thelma Lyon, and Paul Russell, at the Villa d'Este Concours at Villa Olmo and Villa d'Este in Cernobbio, Lake Como, Italy; class winner (same award as 51 years ago!)