

# CARL'S CARS



## 1950 FERRARI 166 CHASSIS #0065S

About this very early, Vignale-bodied 166 Ferrari, Carl remembers: *"This was one of the first Ferraris that I owned. It never ran right and I had five or six Ferraris very soon after, so I never got that car going well. But I used to love pushing it out in front of my banqueting hall, just to look at it. I asked my brother Jim to sell it for me and he placed an ad in Road and Track in his name and that's how we sold it."*

By 1950, Ferrari had become a factory that was building and successfully selling both street and race cars to the public.

One of the first odd numbered chassis, meant for the street, was this 166 "Inter", which usually had just one carburetor, instead of three and a lowered compression ratio, in order to de-tune the engine and make it more accommodating of fuels that it might encounter in foreign climes.

This particular 166, chassis number 0065S, was test driven at the factory on 12th September 1950 and (probably) was then sent to Vignale's bodyworks to have the two-seater coupe body fitted. On 24th January 1951, it was sold to Inico Bernabei of Rome, promptly uprated to 195 specification (2.3 liters) and sold on to Federico Munz, who entered it in the Coppa InterEuropa, a race strictly for GT cars, at Monza. It wore race number 112 and where it finished, we don't know.

Munz raced the 195 S in the 1951 Mille Miglia, race number 409, however, it was a DNF.

0065S went through one more owner in Italy before being sold to America in 1952 and Carl bought it in around 1967. He thinks he paid around \$2k. Carl kept it until 1970 before he sold it to Ernie D. Mendicki in 1971.

The old Ferrari went through several well-known Ferrari collectors in America, such as Steve Forristal and Bill Jacobs, before being brokered by Mike Sheehan in 1987, back to Italy, where Giorgio Schoes of Milan bought it.

It appeared in both 1987 and 1988 at the re-runs of the Mille Miglia.