016 I SPYDER CORSA

EXTENSIVE NEW RESEARCH INTO THE ORIGINS OF THE FERRARI IN AMERICA BY HISTORIAN DAVID N. SEIELSTAD

Luigi Chinetti, Sr. probably become acquainted with Enzo Ferrari when they both worked at Alfa Romeo during the 1920s. In December 1946, Chinetti famously made a trip, by automobile, from Paris to Modena to meet with Ferrari and, depending on which version of the story you have heard or read, convinced him to build cars that he (Chinetti) would sell, or he placed an order for a number of cars to be built, or convinced Ferrari that there were buyers for his cars in the new world and England that he knew.

These stories are contradicted by the facts. By June 1946, Ferrari had already started to build a new racing car. Gioachino Colombo had completed a design in August 1945, an engine had been run on a test stand by September 1946, and in November 1946 Ferrari issued a brochure outlining the type of cars he intended to build. It is unlikely that Chinetti would have committed to buy any cars at this stage of the endeavor, as he lacked the resources to do so. Lastly, Ferrari remained unconvinced that building automobiles for regular road use or the US market should be part of his plan.

The most likely purpose was that Chinetti encouraged Ferrari to proceed with his plans and offered to be his agent in France and the United States. During the 1920s and 1930s, Chinetti had been based in Paris selling and racing Alfa Romeos and Talbots. He knew the French sports car buyers and racers well. He had become acquainted with the British gentlemen racers during the 1930s at Le Mans, where he had entered eight times and won the 24 hour race twice. He also spent WW II in the United States and had gotten to know both the Indianapolis participants as well as members of the Automobile Racing Club of America. (ARCA was a predecessor of the Sports Car Club of America - SCCA.)

As early as 1946 Chinetti was sourcing pre-war Talbots, Alfa Romeos and a Mercedes-Benz W154 GP car from war battered Europe for customers in the United States. He was also aware of the dynamic economy in the U.S. which had not been decimated by aerial bombing or ground war during the recent warfare, in sharp contrast to the European situation. It would have been his conviction that Ferrari could build race winning sports cars and he would have no difficulty finding customers.

Enzo Ferrari's first racing season with cars of his own manufacture was 1947. By the end of the season, three experimental cars had made 17 race starts and had achieved six overall or class victories.

This experience demonstrated that the engine, transmission, differential, frame and suspension parts, which had undergone evolutionary development in the first season, were able to win races. Ferrari proceeded to build a racing automobile for sale to the public based on these mechanical components and the definitive body of the car that Raymond Sommer had won at the Valentino Park circuit - GP di Torino - in October 1947.

This first commercial design came to be known as the spyder corsa. Ferrari quickly found customers for his new car. There was enough interest that Ferrari bought parts sufficient to construct eight more examples. A total of nine spyder corsas were built. The first car was 002, that had debuted at Modena, then won at Valentino Park. Two other cars were assembled from re-purposed components of the 1947 cars and six new spyder corsas were built. Unused parts for two others were deployed in different designs in 1948 and 1949. For more detail, see Cavallino #150, page 29 ff and #179, page 56 ff.

Luigi Chinetti was the buyer of the next to last spyder corsa, serial 016 I, in May 1948. It was reported that he insisted on a "new" spyder corsa, one which "had not been raced." It was quickly put to use in Chinetti's first race with a Ferrari on 10-11 July 1948 when he and Louis Chiron drove it in the Spa 24 hours (*13e Grand Prix des 24 heures de Belgique* - to give its full name). This race is remembered for the terrible weather. The track was drenched in rain throughout practice and the 24 hours. The Ferrari was a favorite to win. Jock Horsfall/Leslie Johnson driving an Aston Martin DB1 2000 cc endured to win by two laps. Although 016 I retired on lap 39, after 4 hr. 25 min. with a blown head gasket attributed to the inferior quality 78 octane fuel contestants were required to use, it set the fastest lap time during the race.

Images from The Revs Institute for Automotive Research

016 I at the Paris 12 hour race at Montlhéry on 12 September, 1948, with Luigi Chinetti and Baron Selsdon.

On 12 September 1948, Chinetti and Baron Selsdon were entered in the Paris 12 hours at Montlhéry in France. By this point it appears that Selsdon was the owner of the spyder corsa. Peter Mitchell-Thomson was a British aristocrat who had been racing automobiles at Brooklands in the 1930s before he became the second Baron Selsdon. It is likely that Chinetti had met Selsdon at the 1939 Le Mans where Selsdon was 4th OA in a Lagonda V-12 and Chinetti was DNF in a Talbot T26.

At the Paris 12 hours, Chinetti did all the driving and won the race at an average speed of 72 mph. Although Selsdon is listed as co-driver and was in the pits, he was not offered the opportunity to drive "his" new Ferrari.

On 10 October 1948, 016 I was back at Montlhéry for the GP du Salon. This was classified as a Formula 1 race. None of the factory teams attended. Jean-Pierre Wimille had entered a 158 Alfetta, but none was sent to Paris. Gordini did have two cars entered; the rest were a mix of private Formula 1 cars such as the ERA E-type, Maserati 4CL and new 4CTL/48s. There were several Talbot-Lago 26Cs and miscellaneous specials using Simca, Peugeot, Delahaye 135S and Bristol engines. Chinetti entered 016 I after removing the fenders and headlights, but leaving the fender struts in situ. He qualified 8th on the third row. Louis Rosier led from start to finish in his Talbot 26C. The first three finishers were Talbots followed by a Maserati 4CL. Chinetti retired. Prince Bira set fastest lap in his new 4CLT/48, but retired after a radius rod was damaged by a tire failure.

On 3 November 1948, Chinetti successfully achieved three class E (2 liters) world speed records at Montlhéry with 016 I. They were:

200 km @ 203.378 km/h
One hour @ 202.800 km/h
100 miles @ 126.415 mph.

Chinetti continued to fulfill his promise that he knew people who would buy Ferraris. The new 166 MM Touring Ferrari, 0002 M, which was soon christened "barchetta", was shown at the Turin Salon in September, then exhibited by Chinetti at the Paris Salon in October and was sold to Tommy Lee, a Los Angeles broadcasting magnate who was also a customer for an 8C 2900 Alfa Romeo, a couple of Talbots and a Mercedes W154 GP car. The barchetta was delivered to California in March or April 1949 and became the first Ferrari to arrive in the U.S.

Meanwhile, Chinetti had also sold Briggs Cunningham, a well-known classic car collector, former member of ARCA and a sports car racer based in Connecticut, 016 I around December. It was delivered in New York on 7 June 1949, becoming the second Ferrari in the U.S. and raced at Bridgehampton, Long Island on 11 June 1949. It thus became the first Ferrari to be raced in the U.S. Prepared by Alfred Momo, who had employed Chinetti during his WW II stay in New York, it was driven by George Rand.

The June 1949 Bridgehampton race was only the second American road race for sports cars held since the end of hostilities. The first had been Watkins Glen on 2 October 1948. Organized by Cameron Argetsinger, most of the racers and of-

"This 166 Spyder Corsa, 016 I, was the Ferrari that had now scored a win in a main race in the U.S. for the very first time. It was fitting that Briggs Cunningham was driving his own car in this historic event."

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The 166 Spyder Corsa, 016 I, restored to its livery at Watkins Glen on 23 September 1950.

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ficials were former ARCA members. The cars were predominantly per-war European with a large contingent of new MG TCs. Frank Griswold won the First Watkins Glen "Grand Prix", fittingly driving an 8C 2900 Alfa Romeo Touring coupe. Griswold had also won the last ever ARCA race, held at the New York World's Fair on 6 October 1940 driving an Alfa Romeo P3. Cunningham almost won the first Watkins Glen Grand Prix. He finished only 2/10ths of a second behind Griswold in his Bu-Merc, a Buick chassis/engine with a Mercedes SSK body that he had built in 1940.

The second U.S. race, at Bridgehampton, organized by Bruce Stevenson, consisted of three races. The first for unsupercharged cars up to 1250 cc was mainly an MG TC affair with two 1100 cc Cisitalias and was won by Jim Pauley in one of the Cisitalias. Race 2 was for supercharged cars up to 1250 cc and for unsupercharged cars from 1250 cc to 1950 cc. Sam Collier, one of the founders of ARCA, won in a supercharged MG of Cunningham's.

The main race was 25 laps (100 miles) and consisted of 17 starters, which included four Bugattis, three Alfa 8Cs, two BMWs, an SS Jaguar, a Lagonda V-12, an Allard Ford, two Ford specials and the 166 spyder corsa driven by George Rand. Rand was another former ARCA member and final president in the years 1940 and 1941. He had been racing since 1933 with ARCA and had won many events including Montauk in 1940. Rand was noted for his smooth, fluid driving style and rare driving errors.

The sound and speed of the spyder corsa thrilled the fans in attendance. The three supercharged Alfas, especially the 2.6, were the strongest competition for the new Ferrari. A Bugatti T35/38 driven by Charles Moran, who had raced a du Pont at Le Mans in 1929 (retired) and Indianapolis in 1930 (qualified 17th, retired), was expected to do well also.

Rand had drawn the pole position in the lottery start and at the drop of the flag tore away in the lead which he relentlessly extended lap after lap until the 16th, when a plume of oil smoke came from the Ferrari. An oil line to the oil radiator had broken which put him out of the race. Before retiring, the Ferrari had demonstrated its superiority and won a lot of publicity for the marque in the U.S. It set the fastest lap of the race at 80.44 mph, before retiring.

George Huntoon, another ARCA regular, in the 2.6 Alfa, had been working up through the field and inherited the lead which he held until the end. Tom Cole in the Jaguar SS was 2nd, then Sam Collier was 3rd in Cunningham's supercharged MG. Only three other cars finished the race, including Cowles Miles Collier (known as Miles), the instigator for the ARCA, in his Riley-Ford which had overheating problems and was in last place.

In September, Cunningham took his Ferrari to Watkins Glen for the second edition of these races. To his disappointment, he finished 2nd in the Seneca Cup to George Weaver's Maserati V-8 RI, but garnered 1st in class C. Cunningham was 2nd again in the "Grand Prix" following Miles Collier in the Riley-Ford that was running well this time.

Cunningham and several other SCCA members wintered in second homes in Palm Beach, Florida. The SCCA, along with Scholarship Carnival, Inc. sponsored a race on Singer Island just north of Palm Beach. A 2.1 mile course was laid out over the streets of Palm Beach Shores for a 50 lap (105 miles) race on 3 January 1950. This was the sixth sports car race scheduled in the U.S. post-war. For the first time, the Jaguar XK-120 was raced in the U.S. Six showed up and five raced. Huntoon won the rain swept race driving a Duesenberg special powered by a Ford engine. Cunningham was 2nd with his Cadillac-Healey Silverstone. One lap behind was Rand, again racing 016 I in 3rd, but 1st in class.

The next race for 016 I was on 7 May 1950 at Suffolk County Airport, Westhampton, Long Island. The 100 mile, 33 lap Heart Trophy main race was preceded by four qualifying races. This event was sanctioned by the AAA and organized by Alec Ulmann, who later created the Sebring 12 hour race. It was an early airport race. Using airports for sports car races became the norm after the public roads the SCCA was using were ruled out of bounds by local governments.

Cunningham in the Ferrari captured the lead in qualifying race 4 against unsupercharged cars over 1950 cc and supercharged cars over 1450 cc. He was pitted against Cadillac Allards, XK-120s and Alfa Romeo 2500s. Cunningham won the race, which was the first time a Ferrari won a race in the U.S.

In the main race, it was a repeat of race 4. Tom Cole in the Cadillac Allard was first away from the Le Mans start and quickly built a lead over Erwin Goldschmidt's XK-120, Larry Kulok's Frazer-Nash and Cunningham's 016 I on the fast airport circuit. Cunningham slipped past Kulok and hounded the XK from lap five until he passed on lap 13. From there he began pressing the 5500 cc Cadillac Allard and made it past on lap 28. Two laps later he took the checker. A Ferrari had now scored a win in a main race in the U.S. for the first time. It was fitting that Cunningham was driving his own car in this historic event.

A month later the sports car fraternity converged on Bridgehampton for the second running of this event. Cunningham turned the Ferrari over to Sam Collier while he drove the Bu-Merc. Jim Kimberly entered his newly acquired 166 MM barchetta 0010 M, the Spa winner, that had been purchased from Chinetti and it became the third Ferrari in the U.S.

As in the previous year, the cars ran in preliminary races to qualify for the main event. Sam Collier, in 016 I, shot into the lead and led the race from start to finish. Kulok followed along in 2nd while Kimberly gradually gained confidence in the barchetta and crept up on the erratically driven Frazer Nash. Kulok bobbled on lap 8 and Kimberly slipped by. Try as he did, Kulok could not regain 2nd and the race ended Ferrari 1-2.

IMAGES FROM THE REVS INSTITUTE FOR AUTOMOTIVE RESEARCH

Left page: 016 I at the Grand Prix du Salon on 10 October 1948, with Luigi Chinetti.
Above: 016 I at Bridgehampton on 11 June 1949, with George Rand. It became the first Ferrari to be raced in the U.S.

The main race included the big cars over 3000 cc and the first four from each qualifying race. At the start the big engine cars were at the front. From the rolling start, Cole's Cadillac Allard J2 took the lead and was never headed. Huntoon in a Duesenberg Ford, Collier and Kimberly in 166 Ferraris followed, then Kulok's Frazer Nash trailed along behind.

Huntoon began losing coolant. When he slowed Collier nipped by and set out after Cole. At one point he closed up to within 10 seconds when he set a lap record. Cole was signaled to speed up and retook the lap record as he pulled away to win. Collier was 2nd, 1st in class, followed by Huntoon who was completely out of water. Kimberly finished 4th just ahead of Kulok whose engine also was overheating.

The Cunningham team next made its first foray at Le Mans with a Cadillac Coupe de Ville-based special the French named Le Monstre and a regular Cadillac sedan for Sam and Miles Collier. The Colliers finished 10th and Cunningham/Phil Walters came 11th in Le Monstre. It was Cunningham's first attempt to win Le Mans with an American built car.

Returning to the U.S., Cunningham took the spyder corsa to the Mt. Equinox hill climb in Vermont on 29 July. Sam Collier was fastest in his Ford-Riley at 7 min. 13 sec. Cunningham in 016 I was 2nd FTD with a 7 min. 31 sec.

The third annual Watkins Glen was scheduled for 23 September 1950. Cunningham brought several cars including Le Monstre to be used as a pace car. For himself and Walters he had a Healey Cadillac, and the spyder corsa for Sam Collier. Miles Collier was driving the Ford-Riley. There were now three Ferraris racing in the U.S. Bill Spear had obtained 0054 M through Chinetti & Plisson the first week of September. It was the fourth Ferrari in the U.S.

Sam Collier, Kimberly and Spear all lined up for the start of the "Grand Prix". At the drop of the flag, Cole's Cadillac Allard J2 took the lead, followed by Bill Milliken on a Bugatti T54. Sam Collier muffed his start, but still passed a great many cars to reach 3rd at the end of lap one.

On lap two tragedy struck. Cole went off course, and rolled in a ditch just past Seneca Lodge. Cole was uninjured. Milliken assumed the lead with Collier close behind. At the Esses past White House, Collier went by Milliken and continued down the long straight at about 120 mph. As the Ferrari passed the railroad overpass and entered a right curve there was gravel on the road and the spyder corsa began a series of slides, left the road, went over a five foot bank and rolled end over end. During the tumbling Collier's seat belt broke and he was thrown out. Collier died from massive internal injuries at Shepard Niles Relief Hospital about one hour later.

Goldschmidt's Cadillac Allard won, followed by Cunningham in his Cadillac Healey and Fred Wacker in another Cadillac Allard. Kimberly was 4th and Spear came 6th, both in 166 Touring barchettas.

SPYDER CORSA 016 I

Etienne Vanaret Images

The SCCA membership was shocked and saddened by Sam Collier's death at Watkins Glen. Members expressed their views on race safety, pointing out that experienced drivers like Cole, Milliken and Collier had all lost control of very fast race cars on a narrow course with paved and unpaved sections, soft shoulders, track side obstacles and uneven terrain. A lack of crowd control, poor or absent flagging, lack of shoulder harnesses and roll bars and poor communications around the circuit were all debated within the SCCA. Some remedies were introduced, but racing on public roads was too dangerous and was banned or eliminated in the next few years.

Ulmann organized the first race to be held at Sebring on 31 December 1950 on Hendricks Field, Sebring, Florida. Ulmann longed for an American endurance classic of the stature of Le Mans. Planning began in the Spring of 1950. Sam Collier and Florida Region SCCA director Bob Gegen mapped out a course on the abandoned runways of the WW II B-17 training base. After Collier's untimely death at Watkins Glen, the race was renamed the Sam Collier Memorial Grand Prix of Endurance.

Cunningham had acquired his second Ferrari, through Chinetti, after the October Paris Salon. It was a 195 S Touring berlinetta, 0060 M. It became the fifth Ferrari to arrive in the U.S. Chinetti and Momo were the nominated drivers in the first Sebring 6 hour. Kimberly, with his mechanic Marshall Lewis in 0010 M, and Spear with George Roberts, Jr. in 0054 M, all participated.

The race was based on a handicap index of performance and formula, and was won by a Crosley Hot Shot with Kimberly/Lewis in 2nd OA (class E 1st), although they were 19 laps ahead of the Crosley. Spear/Roberts were 4th and Chinetti 7th (class D 1st). Chinetti did all the driving of 0060 M.

The Sebring race would return in 1952 as a 12 hour endurance event sanctioned by the AAA.

After the Watkins Glen accident, Cunningham told Rand he never wanted to see the car again. Instead Momo repaired the damaged spyder corsa. It next raced at Buenos Aires in a unique series arranged in Buenos Aires in March 1951 between the Automobile Club of Argentina and the SCCA. Eight American drivers were invited to race against local drivers in a sports car event in conjunction with the Temporada Internacional races for single seat, open wheel race cars. Two days of trials and the General Juan Peron GP were arranged on 8, 15 and 18 March. Cunningham sent his spyder corsa 016 I for Rand and the 195 berlinetta for Kimberly. Spear had his 166 MM.

John Fitch won the Gen. Peron GP driving Tom Cole's Cadillac Allard after battling with Wacker's Cadillac Allard on a street circuit at Castanera Norte de Buenos Aires on the River Plate. Rand was 5th, 7th and 6th in the trials and GP with 016 I. Kimberly brought the berlinetta home in 6th, 5th and 7th. Spear scored 9th, 10th and 8th.

Cunningham relented after the Buenos Aires showing of the spyder corsa and raced it himself until 1953, when he was not driving one of his new Cunningham sports cars.

At the 3rd Bridgehampton on 9 June 1951, Cunningham won the Mecox Trophy race in 016 I ahead of Phil Walters driving the 195 S berlinetta, and was 5th in the Bridgehampton Cup main race, also 1st in class E. Tom Cole won the race in a Chrysler Allard, while Walters came 2nd in 0060 M.

At the 4th Watkins Glen on 15 September, Cunningham was 3rd in the Seneca Cup driving 016 I behind Weaver in his Maserati V-8 RI, and Fitch with the Cunningham 195 S.

Then Cunningham loaned the spyder corsa to Kimberly, after his Ferrari 340 (0124 A) broke, to drive in the GP. Kimberly scored a 10th. The Watkins GP was won by Walters in a Cunningham C2R, Fitch 2nd with another C2R, Spear 3rd in his new Touring 340 spyder, 0118 A, and Cunningham himself 4th in another C2R. Logan Hill finished 13th in Spear's 166 barchetta while Charles Moran, Jr rounded out Ferrari participation at 14th in his 212 E Touring, 0100 E.

Cunningham closed out 1951 racing 016 I at three more events. At Convair airport in Allentown, PA on 20 October, he took 3rd place in the Miller Trophy over 1500 cc. First and 2nd were Fitch in Spear's 166 barchetta and Walt Hansgen in an XK-120. Spear was 4th in his 340. A week later, Cunningham entered the Mt. Equinox hill climb in Vermont. During practice he was 6th fastest. In the actual hill climb he was 5th OA, 1st in class 4.

The 2nd Palm Beach Shores races were on 8 December. In the 2 hour Riviera Beach trophy race, 016 I was 3rd OA and 1st in class 4. Fitch came 1st in Spear's 340, 2nd was Wacker in his Cadillac Allard J2. Fourth went to Spear driving his own 166 barchetta. Cunningham then entered the combined 2 hour A.O. Edwards Trophy and Kiwanis Cup race for modified cars under 1500 cc production. He was 4th in a 1500 cc 356 Porsche, 1st in class C and the first production car to finish.

By 1952 there were at least 10 Ferraris in the U.S. Five of them were starting off the new year in a 12 hour sports car race on 8 March organized at the Vero Beach, FL airport named the Second Sam Collier Endurance race. Kimberly showed up in his new 340 Touring roadster, 0124 A, driven by himself and Lewis. Spear/Walters raced Spear's 0054 M, Moran/John Gordon Bennett were driving Moran's Touring 212, 0100 E, and Cunningham was driving in the spyder corsa.

A 6 hour race was run concurrently with the 12 hour. Jim Simpson/George Colby entered the ex-Kimberly 166 barchetta 0010 M in the 6 hour. At the end of six hours, the production cars were flagged off. Simpson/Colby were 3rd OA and 1st in class, having covered 120 laps, two laps behind two XK-120s.

In the 12 hour contest, Kimberly assumed the lead at the three hour mark from Cole's Cadillac Allard J2X. Spear was in 3rd, Moran in 4th and Cunningham in 9th place. After four hours, Kimberly and Cole remained 1st and 2nd, Moran was now 3rd with Spear 4th, and Cunningham had moved up to 7th. At the halfway point, Kimberly/Lewis maintained the

Images from The Revs Institute for Automotive Research

Left page: Sam Collier before the start of the third annual Watkins Glen races on 23 September 1950.
Above: The aftermath of 016 I as a result of the fatal accident.

lead, but Wacker had moved his J2X Cadillac Hydromatic into 2nd and the remaining three Ferraris had slipped down the order behind sixth place. At nine hours, Wacker had faded and pitted for mechanical reasons. Kimberly/Lewis held the lead, but Cole was back in 2nd, Spear/Walters 3rd, Moran/Bennett 4th and Cunningham 5th.

On the handicap formula, Spear/Walters were 1st, with Cunningham 3rd. At 10 hours, Cole had closed up to Lewis in the 340 and only eleven cars were still running. Cole briefly retook the lead and just as quickly dropped back then pitted for more water in the radiator. At eleven hours, Kimberly/Lewis were still leading Cole, now by several laps. Spear/Walters were 3rd, Moran/Bennett 4th and Cunningham 5th. On the handicap scoring, the Ferraris were placed Spear 3rd, Cunningham 4th and Kimberly 5th.

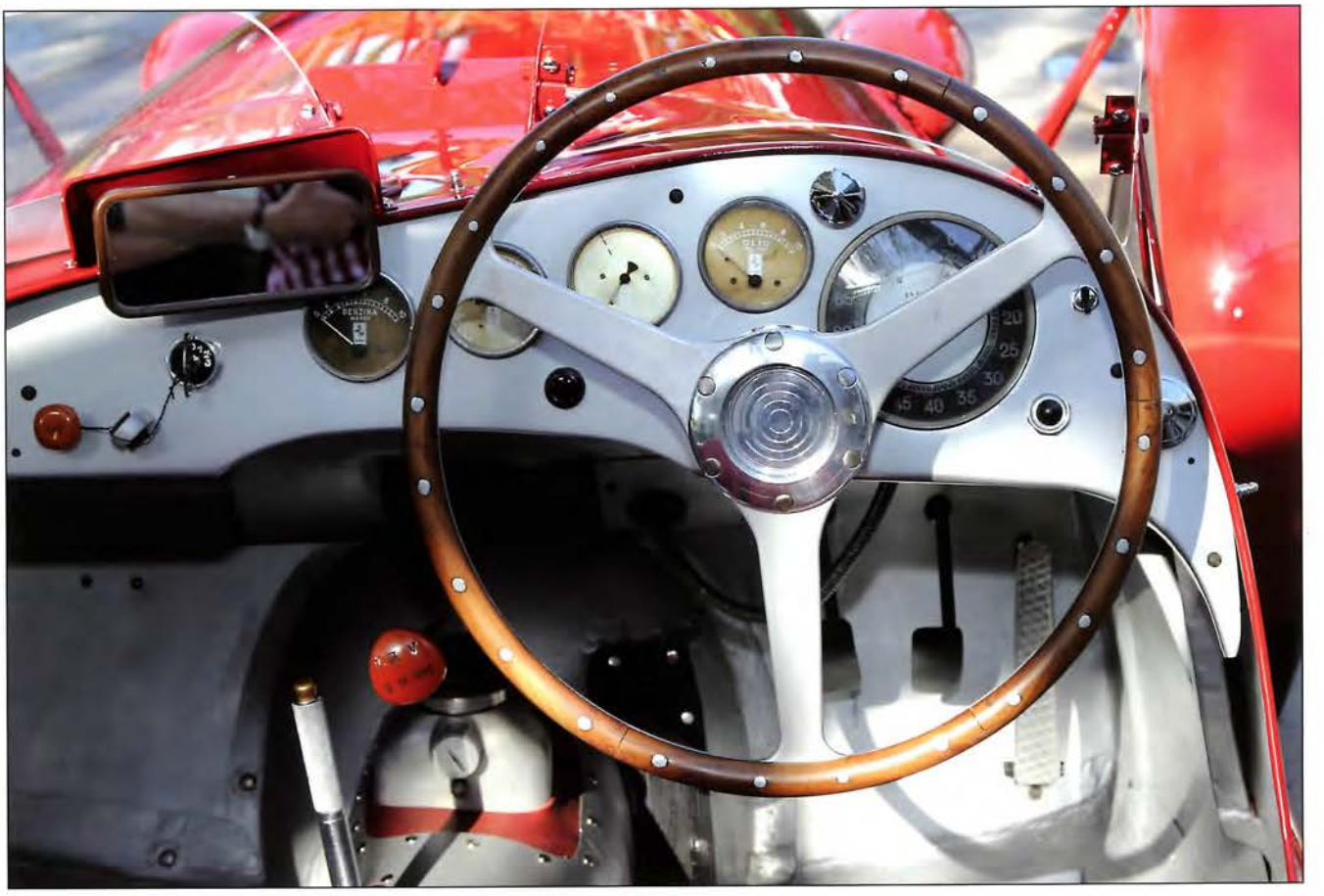
In the last hour, Cole caught up to Lewis after turning some very fast laps. The Allard was running 81 mph laps, with the Ferrari doing a comfortable 75 mph. The Allard was back in the pits at 11:33. The finish was anti-climatic. The Kimberly/Lewis 340, still running strong, was 1st OA and class 1st, Cole/Paul O'Shea 2nd OA in the Allard nine laps adrift, Spear/Walters 3rd OA/class 1st , Moran/Bennett 4th OA/class 2nd, with iron man Cunningham 5th OA/class 4th.

The handicap placings were Spear/Walters 2nd, Cunningham 4th, Kimberly/Lewis 5th and Moran/Bennett 6th.

Overall it was a strong Ferrari performance. Five started and five finished. All the Ferraris were at the head of the pack after a grueling 12 hour race. America was beginning to see the little red cars at the front of the field and running reliably. Chinetti was making good on his promise to find wealthy individuals to buy and race Ferraris.

Cunningham was now concentrating on racing his own cars, but brought out the spyder corsa for the fourth Bridgehampton race on 24 May 1952. There were seven Ferraris entered for race 3. It was a combined race for the Hamptons Cup, 10 laps for stock cars over 1500 cc that consisted of five Jaguar XK-120s and the Bridgehampton Cup of 25 laps for the modified cars. The Ferraris, besides 016 I, were Spear's 340, 0118 A, Kimberly's 340, 0124 A, Moran's 212, 0100 E, Simpson's 166, 0010 M, Edmund Lunken's 166 MM ex-Spear, 0054 M, and Robert Yung's 195 S ex-Cunningham, 0060 M. Yung was a Chinese college student, who with his brother Peter, owned and raced several sports cars including two Ferrari.

Race three had 25 starters, in addition to the six Ferrari (Lunken was an alternate and did not start) - there were seven Allards, six Jaguar specials, three BMWs, a brand new Cunningham C4R, a Frazer Nash and an Aston Martin. At the start, Cole and O'Shea driving Cadillac Allards roared to the front. Within five laps both were out due to bent push rods. Walters overtook them in the C4R and held the lead. Walters sailed away from Wacker (Allard) and Spear then set a new lap record of 93.1 mph. Momo signaled him to take it "EZ". Kimberly was



The spartan but complete interior of the 166 Spyder Corsa, 016 I - everything one needed.

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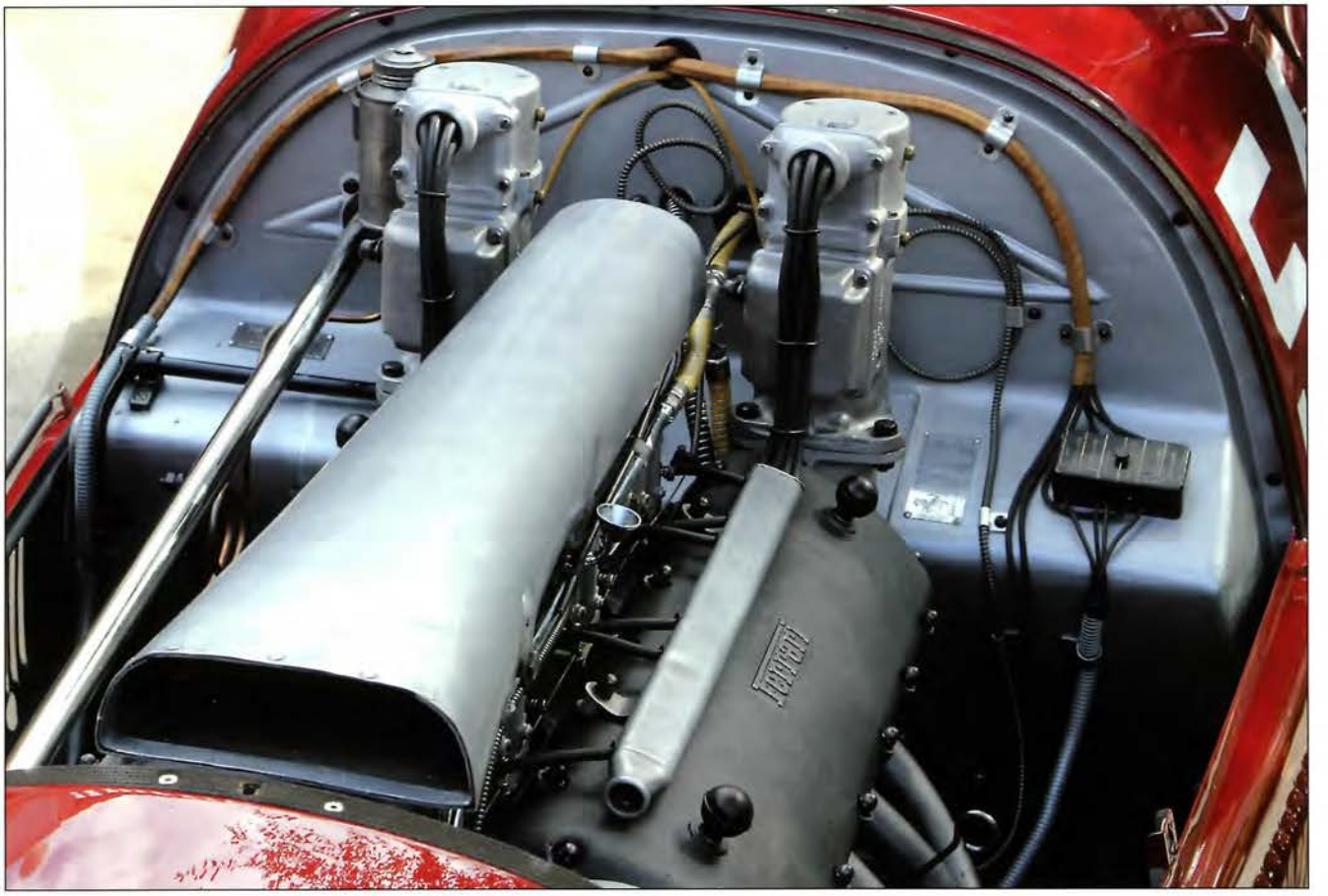
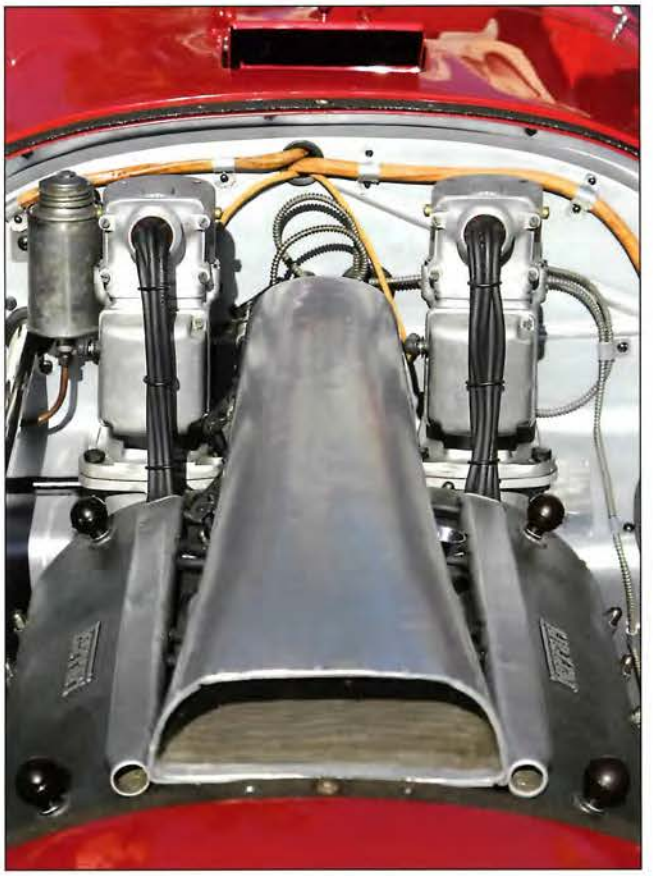


The engine details of the 166 Spyder Corsa, 016 I - 1995.02 cc, 60 mm x 58.8 mm, 150-160 cv horsepower - a beginning.



Etienne Vanaret Images

in 5th, with Briggs Cunningham, Robert Yung and Jim Simpson running in 8th, 9th and 10th.

On lap 13 Walters appeared a sure winner, but an exhaust hanger broke causing the whole system to drag on the ground. Momo was unable to effect a quick fix and the new Cunningham was withdrawn leaving Spear in 1st place. Just after this the spyder corsa suffered the same fate as the C4R, but the pit crew were able to wire the exhaust back on quickly and Cunningham resumed the race. On lap 16 Spear half spun allowing Wacker into the lead, but the Ferrari rapidly overtook and repassed the Allard. From there to the checker on lap 25, the Allard would edge ahead on the straight, but the Ferrari would catch it entering the corners with its superior brakes. Spear won. Kimberly was 5th, Moran 7th, Yung 8th, Cunningham 12th and Simpson 13th.

The spyder corsa remained idle for the remainder of 1952, while Cunningham concentrated on racing one of his new C4Rs. The continuing success of the Cunningham sports cars meant that the five year old spyder corsa did not see action until the fifth Bridgehampton race on 23 May 1953. The team cars were on the water headed for Le Mans, so Cunningham again entered the 166 for the Bridgehampton Cup. There were five other Ferrari entered, Spear in his new 340 Mexico Vignale spyder 0228 AT, Simpson in 166 MM 0010 M, Robert Yung with a new Vignale 225 S berlinetta 0168 ED, Vivian Corradini driving the Mille Miglia-winning 340 Vignale Berlinetta 0082 A and Bill Lloyd in an ex-Eugenio Castellotti 225 Touring roadster 0166 ED.

The large crowd was becoming unruly and kept encroaching on the road. After attempting to clear spectators the race was started. An Allard led until lap three when Spear passed into first place. Back in the pack the winner of the Mecox trophy Phil Walters in Cunningham's 1382 cc Osca was up to 5th overall from his last place grid start. On the fourth lap he set a time of 91 mph and moved into 2nd overall.

Harry Gray driving a C-type Jaguar spun in a turn and flipped over in a run off area. There were three spectators in the danger zone. One suffered two broken ankles, another an injured foot and the third had minor scrapes. Gray emerged from under the Jaguar uninjured. The race was red flagged. Spectators rushed to the accident site and police were unable to restore order. The race was terminated. It was classified as "no race" and ended with no results. This was the last Bridgehampton race on public roads. Spear had been leading, Cunningham was in 4th or 5th place and leading in his class at the red flag.

Cunningham took the spyder corsa to Thompson for the National races on 6 September 1953. Race 7 was for the big modified cars. Spear was driving his 225 Vignale spyder 0218 ET in the same race as Cunningham. Walters won the main in a Cunningham C4RK, Spear was 4th OA/DM 1st, Cunningham 5th OA/EM 1st.

This was the last race for spyder corsa 016 I. It retired to a corner of the Cunningham family garage.

Briggs continued to race with success in his own Cunninghams, then a Maserati 300 S and D Jaguars, followed by Lister Jags, Corvettes, T60 and 61 Maseratis, Light Weight E Jaguar, Cooper Monacos and a T64 Maserati. He disbanded the team in 1963 after Le Mans, but continued racing a Porsche 904 occasionally until 1966 when he teamed with John Fitch in the 904 at Sebring for a swan song and failed to finish.

Now 64 years old he embarked on a new life. He had retained the most significant cars that were in his large home garage at Greens Farm, Connecticut. If he was home and a friend dropped by he would often give a guided tour of his collection. After he shut down the racing team he moved to California where his collection rapidly grew as he tracked down important cars from his youth. The collection was stored in a warehouse. Missing a chance to buy land near Disneyland, he eventually bought five acres in Costa Mesa and constructed a 40,000 sq. ft. museum that opened on 5 February 1966. This was the first time his cars were on exhibition to the public. The spyder corsa had been refurbished and held a place of honor in the museum.

The museum remained open for 20 years, but was never very profitable due to its off the beaten track location. In 1986, as Cunningham approached 85 and with the tax laws scheduled to change, the entire collection of 72 cars was sold to Miles C. Collier, Naples, Florida, son of C. Miles and nephew of Sam and Barron, who had been close friends of Cunningham in the ARCA era and helped him in his attempt to win Le Mans for America in the 1950s. Cunningham kept a baby Bugatti electric that he had bought in Paris in 1926 for his own children.

Collier had been planning on opening a museum and already had two dozen Porsches including three 917s, plus all the significant cars between the 356 and 917, and was interested in acquiring the Cunningham competition cars plus any that his uncles or father might have raced. Once talks began he realized that this was the most outstanding collection of sports cars that might ever come on the market.

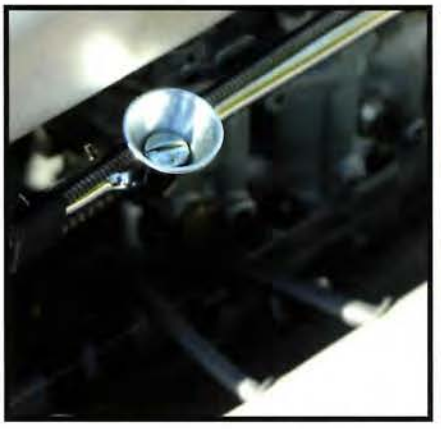
Now that he had the collection, plans for the Naples museum were accelerated. He sold off some of the cars including the Type 41 Bugatti Royale Kellner coach, because it did not fit his plan for the museum and he had better Bugattis. He also let go the Talbot Lago T26 E GP car and a 1932 Hispano-Suiza V-12 dual cowl phaeton. Other cars, such as the antiques, were traded for examples more in tune with the theme of the core collection. Forty-eight of the Cunningham automobiles remain. The funds from the sales were used to defray construction costs of the 50,000 sq. ft. museum buildings.

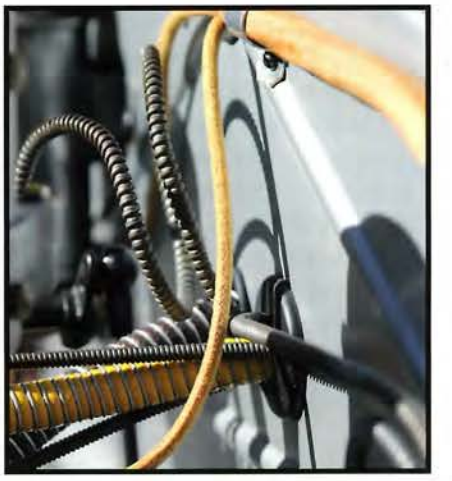
"Established in 1988, the Collier Automotive Museum is a 501(c)3 non-profit corporation dedicated to the preservation and display of one of the world's most significant assemblages of classic racing and sports automobiles... [the museum] promotes the history of the sporting automobile with respect to its technology, its impact on society, its economic effects and its aesthetic development". The previous is the official statement describing the mission and organization of the museum and its collection that includes a vast archive of literature and original period photographs.

016 I USA RACE HISTORY... COMPILED BY DAVID N. SEIELSTAD & MICHAEL T. LYNCH

DATE	RACE	DRIVER	RACE #	CAR	S/N	RESULT
11.06.1949	1st Bridgehampton NY	George Rand	18	166 SC	016 I	DNF Main
	First time a Ferrari raced in the US, arrived on 7 June; set fastest lap at 80.44 mph					
17.09.1949	2nd Watkins Glen NY	Briggs Cunningham	4	166 SC	016 I	2nd Seneca Cup - 1st in class C
17.09.1949	2nd Watkins Glen NY	Briggs Cunningham	6	166 SC	016 I	2nd Grand Prix - 2nd in class D
3.01.1950	1st Palm Beach Shores FL	George Rand	21	166 SC	016 I	3rd - 1st in class E
7.05.1950	Suffolk Airport NY	Briggs Cunningham	37	166 SC	016 I	1st race 3 - Preliminary
	First victory for Briggs Cunningham with 016 I, first Ferrari victory in US					
7.05.1950	Suffolk Airport NY	Briggs Cunningham	37	166 SC	016 I	1st Heart Trophy
	First victory for Briggs Cunningham with 016 I, first major Ferrari victory in US					
10.06.1950	2nd Bridgehampton NY	Sam Collier	3	166 SC	016 I	1st race 2 - Preliminary
10.06.1950	2nd Bridgehampton NY	Sam Collier	3	166 SC	016 I	2nd race 6 - Main - 1st in class E
29.07.1950	Mt Equinox hill climb VT	Briggs Cunningham	None	166 SC	016 I	2nd FTD - 1st in class E
	Numbers not used					
23.09.1950	3rd Watkins Glen NY	Sam Collier	54	166 SC	016 I	DNF - Fatal crash
8.03.1951	Buenos Aires Argentina	George Rand	2	166 SC	016 I	5th trials
15.03.1951	Buenos Aires Argentina	George Rand	2	166 SC	016 I	7th trials
18.03.1951	Buenos Aires Argentina	George Rand	2	166 SC	016 I	6th General Peron GP
9.06.1951	3rd Bridgehampton NY	Briggs Cunningham	42	166 SC	016 I	1st Mecox Trophy
9.06.1951	3rd Bridgehampton NY	Briggs Cunningham	42	166 SC	016 I	5th Bridgehampton Cup - 1st cl E
15.09.1951	4th Watkins Glen NY	Briggs Cunningham	42	166 SC	016 I	3rd Seneca Cup - 3rd in class E
	Finished after Spear, but was awarded 3rd					
15.09.1951	4th Watkins Glen NY	Jim Kimberly	42	166 SC	016 I	10th Grand Prix - 1st in class E
	Broke his 340 at Elkhart Lake					
20.10.1951	Convair Airport PA	Briggs Cunningham	42	166 SC	016 I	3rd Miller Trophy - 2nd in class E
27.10.1951	Mt Equinox HC VT	Briggs Cunningham	?	166 SC	016 I	6th practice - 1st in class 4
	Numbers do not seem to have been assigned; 5.35 miles					
28.10.1951	Mt Equinox HC VT	Briggs Cunningham	?	166 SC	016 I	5th/6th (?) FTD - 1st in class 4
	Numbers not used; course shortened to 2.5 miles, 4th best on 5.35 mile practice run					
8.12.1951	2nd Palm Beach Shores FL	Briggs Cunningham	2	166 SC	016 I	3rd Riviera Beach 2 hour - 1st cl 4
8.03.1952	Vero Beach FL	Briggs Cunningham	32	166 SC	016 I	5th 12 hour - 3rd/4th (?) in class 4
	2nd Annual Sam Collier Endurance Race					
24.05.1952	4th Bridgehampton NY	Briggs Cunningham	16	166 SC	016 I	11th/12th race 3 -3rd in class 4
23.05.1953	5th Bridgehampton NY	Briggs Cunningham	15	166 SC	016 I	No result
	4th or 5th Bridgehampton Cup; race abandoned due to accident; photo Prancing Horse #52 page 10					
	Photos of Cunningham and SC in Auto Sport Review, 9/53, pages 16-17					
6.09.1953	Thompson CT	Briggs Cunningham	34	166 SC	016 I	5th Main - 1st in class EM race 7

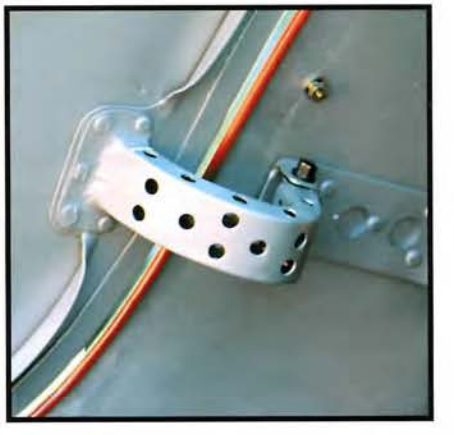
David N. Seielstad is a noted researcher, historian and author of numerous articles on the history of sports car racing and early Ferraris. He is a recipient of the Warren Fitzgerald Award for Excellence in Ferrari Historical Research/Writing. He is a Contributing Editor to Cavallino magazine and to the Prancing Horse, the magazine of the Ferrari Club of America. As a collector, he has amassed a great number of books, periodicals and papers on auto racing history. He is also a long-time Ferrari owner, with a 166 MM Barchetta and a 250 GT SWB being in his stable. Since he is regarded as such an authority, he is a member of the IAC/PFA, and is a Senior IAC/PFA Judge. This sees him frequently as a Judge at the Pebble Beach Concours d'Elegance, the Cavallino Classic and the FCA National.





Exquisite mechanical details of the 166 Spyder Corsa, 016 I.

Etienne Vanaret Images



Handmade chassis details of the 166 Spyder Corsa, 016 I.

ETIENNE VANARET IMAGES

IMAGES FROM THE REVS INSTITUTE FOR AUTOMOTIVE RESEARCH

Jim Kimberly (top), Alfred Momo (right) and mechanics with 016 I at the 4th Watkins Glen races in September of 1951.

016 I at the 5th Bridgehampton races on 23 May 1953, with a pleased Briggs Cunningham.

NOTES ON THE CARE & LATER RESTORATION OF 016 I

THEN - ALFRED MOMO

During its racing life with Cunningham, the spyder corsa was maintained by one Alfred Momo. Momo was born in Turin in September 1896, the youngest of six children. Momo's father was a steam fitter with a prosperous business maintaining the heating systems of the Turin school district. When Momo was two, his father died from a ruptured appendix. Bored in school, Alfred longed to be a machinist. At 10 years of age, he left school and became an apprentice at the Masera Machine shop. After work he attended night school.

Momo moved to several other shops, then, at age 14, to S.C.A.T. (Societa Ceirano Automobili Torino) where he managed to get work in the racing department. In May 1911 Ernesto Ceirano showed up to work on his Targa Florio race car. When his usual riding mechanic became ill he drafted Alfred to be his replacement. After nine hours and 22 minutes, Ceirano and Momo won the 6th Targa Florio. Momo said he remembered little as he saw nothing and spent the entire race with his head down pumping.

In 1912 he got a job at Fiat as a machinist. His work was so superior Fiat put him into a training program then sent him to engineering school. When Italy entered WW I in May 1915 he was soon transferred to the aviation engine department. Although he did excellent work on Fiat's 12 cylinder 700 hp aero engine he was forced to enlist. He was allowed to stay at Fiat working, in the testing department and he learned to fly the S.P.A.D. Gabriele D'Annunzio, the politician, poet and war hero plucked Alfred out of the testing department to be a mechanic in his squadron.

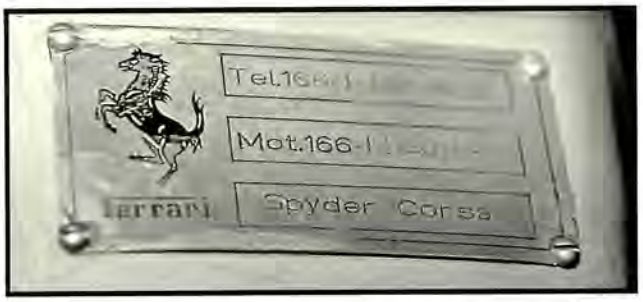
After the war D'Annunzio conceived the Rome-Tokyo "Raid," a stunt to showcase Italian aviation. Momo was appointed engineer on one of the three planes scheduled to make the trip. On the second day out Momo spotted a fuel leak to one of the Caproni triplane's engines. He grabbed some tools and crawled out of the cockpit, lowered himself to the bottom wing and made his way along the fuselage to repair the fuel line then returned to the cockpit. Later his plane dropped out after crashing on take off in Anatolia.

In 1920, Fiat sent Momo to New York City as field engineer for its U.S. distributor. In 1923, Fiat called him back to Torino, but he was shocked with the political condition and the rise of the Fascists. He went to his boss and told him he wanted to go back to America. He was sent to Senator Giovanni Agnelli, whom he told that he wanted to go to Detroit and study the systems used there. Agnelli approved.

One of his brothers suggested that he look up a friend in New York. He did and found a wife, Mary Guidice. They were married in 1925. He also went job hunting and was hired by Roll-Royce to be superintendent of the RR shops in the US. In 1933, Rolls Royce's U.S. business went into receivership. In 1936, J. S. Inskip became the RR distributor and asked Alfred to remain as Executive Vice President. One of his first jobs was to create a machine shop for defense contract work.

In 1940, Momo gave Luigi Chinetti, stranded by the war, a job as machinist. Chinetti had come to the U.S. as mechanic for Lucy O'Reilly Schell's Ecurie Bleue. Chinetti accompanied René Dreyfus, René LeBeque and a young Harry Schell to race two Maserati 8 CTFs at Indianapolis. After the war, Inskip's business increased substantially and they became the importer of MGs. The machine shop business boomed under Momo.

In 1945, Briggs Cunningham took a Lagonda to Momo for repair. Cunningham was impressed with Momo's experience



Left: The Ferrari horse embossed blots used by Ferrari at the time, here on 016 I.
Right: The 166 SC, 016 I, on display for many years at the Cunningham Museum in California.

Images from The Revs Institute for Automotive Research & Paul Russell

Special thanks to Paul Russell and Patrick Ottis for comments & information about the restoration of 016 I.

Now - Paul Russell

and ability. He spread the word among his sports car owning friends. Momo was soon servicing the cars of the former ARCA and SCCA members. In 1949, when 016 I arrived, Momo became an independent Ferrari expert detecting and repairing porous crankcases, and assisting the 1952 Indianapolis Ferrari venture.

Cunningham suggested that they should collaborate on a racing program. In 1951, he left Inskip setting up in Woodside, Queens, New York as the Momo Corporation, a machine shop and repair shop for exotic cars. He also imported several Ferrari and Maseratis for Cunningham and his team. Later he became a Maserati then a Jaguar dealer.

The Ferrari 166 spyder corsa was retained in the museum. It had never been restored, only maintained as a race car then given some cosmetic attention to its outward appearance. After Collier bought the collection the headlights were replaced, the voltage regulator and rear shocks were changed, but the shapes always bothered Collier when he walked past the car at his facility. In 2012, Collier sent 016 I to Paul Russell and Company for a full restoration. The point in time to represent was Watkins Glen 1950, just prior to the unfortunate accident.

Paul Russell was pleased to find that much was original to the car. A new grille section was incorporated into the original nose cone. Research indicated that the grille of the spyder corsa was part of the nose cone and only painted silver to resemble a separate part. A new door was made. The edges of the cowling and engine bay side panels were repaired and rewired. The fender struts needed realigning, but were saved. The rear body cone was a disaster of old welds and filled dents, but the metal was planished out, welds were dressed and it was saved. The repairs and welds remain inside.

Paul Russell treated the body and chassis to a sympathetic refurbishing to its appearance on the morning of 23 September 1950. Everywhere on the body and chassis there was evidence from 1948. One of the undertrays was found to still have some of the original dark red paint. A section of stuffing of one seat had "MODENA" written on it in maroon ink. There were numerous prancing horse bolts on the engine and chassis.

The chassis was crooked, being "up" in one corner by 35 mm as a result of the 1950 accident. The frame was straightened to get the four corners square on the ground and corner weights even. No chassis tubes were replaced, so evidence of the damage remains. The engine mounts were moved back to their original positions.

After an assessment the engine was shipped to Patrick Ottis Company for rebuilding. Upon disassembly the engine was found to be in original condition and well cared for by Momo, the quantity of properly numbered surviving parts was stunning, including the original 50 mm crankshaft, babbitt main bearings and 32 DCF Webers. There was no evidence of catastrophic engine damage from its long racing life. After the rebuild the engine produced 123 hp at 6500 rpm and 109 pound feet of torque at 5300 rpm.

Period pictures of the car leading up to that fateful day were studied at length to insure all the details and finishes were correct for that moment in time. The decision was made to paint the car in nitrocellulose lacquer. It soon started to die back and "ring out" around the body rivets. Mr. Collier wouldn't want it any other way.