

Ferrari 125 C Formula Libre/F1-F2 Monoposto 1950, Chassis# 106

Single-seater Monoposto with a short wheelbase

- August 24, 1950 Sold by Scuderia Ferrari to Francisco Sacco "Chico" Landi, born on the 14 July 1907, a race driver from Sao Paulo, Brazil, the first Brazilian ever to take part in a Formula One Grand Prix
Car shipped from Genova, Italy, on the vessel "S/S Sestriere" to Rio de Janeiro, Brazil
- September 24, 1950 Raced at the Quinta da Boa Vista Formula Libre, at Rio de Janeiro, Brazil, by Chico Landi, placed 1st
- October 1, 1950 Raced at the Corsa Interstatale in Interlagos, Brazil, by Chico Landi, placed 1st
- January 25, 1951 Raced at the VI Grande Prêmio de Interlagos, Brazil, by Chico Landi, placed 1st
- Spring 1951 Raced at the Primo Premio Governador Lucas Nogueira Garcez by Chico Landi, placed 1st
- April 21, 1951 Raced at Boa Vista in Rio de Janeiro, Brazil, by Chico Landi on race #2, DNF due to differential failure
- May 31, 1951 Raced at the Grande Prêmio de São Paulo in Brazil, by Chico Landi, placed 1st
- June 24, 1951 Raced at the Quarto Boa Vista – Troféu D. Darcy Vargas, in Rio de Janeiro, Brazil, by Chico Landi, placed 1st
- June 26, 1951 Car shipped from Rio de Janeiro, Brazil, aboard the vessel "S/S Paolo Toscanelli", to Genova, Italy
- July 1951 Overhauled at the factory in Maranello
- September 13, 1951 Car returned from Italy to Rio de Janeiro, Brazil
- January 13, 1952 Raced at the VII Grande Prêmio Cidade de São Paulo, Brazil, by Chico Landi, placed 5th
- January 20, 1952 Raced at the XIII Grande Prêmio da Cidade de Rio de Janeiro, Circuito della Gavea, Brazil, by Chico Landi, placed 2nd
- February 3, 1952 Raced at the VII Grande Prêmio Quinta da Boa Vista, at Rio de Janeiro, Brazil, by Chico Landi, placed 2nd
- March 23, 1952 Raced at the Gran Premio de Piriapolis in Uruguay, by Chico Landi, placed 2nd, car is painted white
- *(pictured page 256 of the book "Ferrari Automobili 1947-1953", authored by Corrado Millanta, Luigi Orsini and Franco Zagari, published 1985 by Editoriale Olimpia)*
- March 30, 1952 Raced at the Gran Premio de Montevideo in Uruguay by Chico Landi, placed 2nd
- 1952 Raced at the Temporada Formula Libre race in Buenos Aires, Argentina, by Chico Landi on race #10
- December 14, 1952 Raced at the XIV Grande Prêmio da Cidade de Rio de Janeiro, Brazil, by Henrique Cassini, placed 1st
- Later Car damaged and thereafter stored for many years in Brazil, original bodywork removed and disappeared, a non-Ferrari was temporarily installed and the chassis modified
- 1970's Car owned by João Loco, a man a.k.a. "Mad John", located in Campinas (40 miles west of Sao Paulo), Brazil
- 1987 The drilled ladder chassis #106 without bodywork was sold by Loco to Colin Crabbe, Antique Automobiles, located in Greatford, Stamford, Lincolnshire, England

See also Crabbe's book "Thrill of the Chase", page 291 (Dalton Watson Publishing)

1987 Sold by Crabbe to Michael Vernon, resident in Acton Trussell, Staffordshire, England

Thereafter Sold by Vernon via dealer Adrian Hamilton and journalist Doug Nye to Anthony W. Wang, resident in Lloyd Harbor, NY/USA

1992-1994 Tony Merrick rebuilt the car for new owner Anthony Wang, with a completely new body fabricated by Shapecraft of Northampton, as the first version of the SWB single-seaters
Car erroneously painted lightblue with yellow hood in the Argentinean colors (Tony Merrick mistakenly restored Wang's car as chassis 011 F (but in reality it was 106) and a year later Tony Merrick got the real 011 F from Argentina and restored that for Carlos Monteverde).

July 30/31, 1994 Car #106 seen during the Coys Historic Race Festival at Silverstone, England

August 28, 1994 Shown at the Laguna Seca raceway during the 20th Annual Rolex Monterey Historic Automobile Races and the Pebble Beach Concours week

September 1994 Featured in a small article in the English magazine "Classic & Sportscar"

September 1999 Shown by Anthony Wang at the Louis Vuitton Concours held at the Rockefeller Center in New York, NY/USA

2010 Still owned by Anthony W. Wang

Then Sold via UK broker Andrew Hall to Stu Carpenter for Leslie Wexner, New Albany, OH/USA

Later Car repainted red

2020 Undergoing mechanical overhaul at Patrick Ottis Company in Berkeley, CA/USA

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