



Left: The Delahaye in June 1936. Right, top and bottom: The Delahaye as it appeared prior to restoration to its proper configuration; The team of restoration resources: Jean-Paul Tissot, André Vaucourt, Jean-Luc Bonnefoy and Roger Tainguy. Missing: Bernard Brule. Below: Photo by Dan Vaughan, www.conceptcarz.com.

creative Italian realized that he needed additional capital to bring his designs to fruition along with an infusion of organizational and management expertise. By early 1935, the die was cast: he had to grow now or stagnate.

In May of 1935, the magical combination of the artist and the financier came about by way of Figoni's partnership with Ovidio Falaschi. Falaschi, like Figoni, was Italian by birth. The two Italians brought a common heritage of temperament, tradition and enthusiasm for the future to the automobile coach-building world. This arrangement was heightened when Figoni showed his potential partner the sketches of his artistic teardrop design. The designs would be costly to produce but Falaschi joined the venture with cash and management expertise to proclaim French creativity in automobile sculpture.

Before the partnership of the two men came to fruition in the teardrop model, one of the last solo Figoni creations of the pre-teardrop designs, was a magnificent two-plus-two Delahaye with a disappearing top and a very modern and stylish body: Figoni body #566. Finished in a stunning paint combination of black and yellow, featuring a stunning yellow leather interior, the finished product was one of Figoni's displayed models at the Paris Salon Show in October 1935.

Following the close of that Paris Salon, the automobile was sold to Madam Levy-Wolf of Marseilles, France. Records indicate that the Delahaye was sent to the company's agent in Marseilles, who in turn prepared the car for delivery sometime in late 1935 or early 1936.

