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Stefano Ricci's Fashion Show at the Galleria degli Uffizi on the occasion of its 40th Anniversary



The Loggia dei Lanzi's new lighting donated by Stefano Ricci

Stefano Ricci and the Galleria degli Uffizi united to celebrate the 40th anniversary of the luxury fashion company. For the first time in history, a designer was granted the privilege to present his collection among the masterpieces of Botticelli, Leonardo, Raphael and Michelangelo, in the most important museum of Italy.

A moving scene created from Stefano Ricci's haute-couture outfits modeling alongside Maasai warriors, who exceptionally travelled from Arusha in Tanzania. This extraordinary fashion show launched the 82nd Pitti Immagine Uomo fair that has awarded Mr. Stefano Ricci for his career achievements and his company.

Dedicated to true Italian know-how, this unique event led to the creation of Stefano Ricci's latest catalogue, an homage to the Florentine Art world. The extraordinary paintings of the Galleria degli Uffizi's Self-Portraits collection are featured beside the designer's sartorial reinterpretation. This third chapter follows the brand's Tributes to the surrealism of René Magritte and the photographic interpretations of Jack Vettriano's paintings, testifying once more of Stefano Ricci's sensitivity to beauty and uniqueness at their highest level.

As in the company's meticulous research for top-quality fabrics, the craftsmanship of precious details, the deftness of skilled workers who continuously renew old traditions, this choice of exclusive paintings confirms the fashion house's pursuit for harmony and true elegance. A careful selection among the 500 pieces exhibited in the Vasarian Corridor and Gallery, near a third of the 1676 Self-Portraits heritage made with numerous techniques. A collection that was first undertaken by Cardinal Leopoldo de' Medici in 1664. It is to the international guests of uniques that the brand will grant an extraordinary preview of its Tribute to the Galleria degli Uffizi catalogue.

This year, Stefano Ricci, main sponsor of the uniques special ones and 1000 Miglia events, donated to the city of Florence a new lighting for the Loggia dei Lanzi, the most beautiful open-air museum cradle of art in Piazza della Signoria which houses masterpieces such as "Perseus".

A further testimony of the special relationship the company holds with the land in which all its collections are born, beginning with a special atelier where its suits are finished exclusively by hand to the production departments for shirts, ties, knitwear, jewelry, belts, bags, fine leather accessories, the sportswear line and the home collection. Florence, the city that hosts its flagship store in Palazzo Tornabuoni, a 7th century historical building that expresses an inimitable style.

STEFANO RICCI



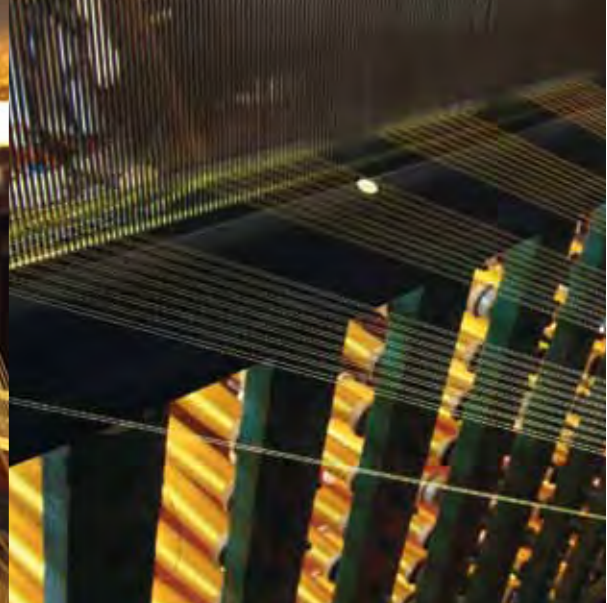
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Tenuta Argentiera celebrates its uniqueness presenting a great, exclusive event: unives special ones. Corrado and Marcello Fradini's wonderful wine estate, and unives special ones share a partnership that lays its foundations on the two interests they have in common: uniqueness and excellence, showing exquisite collector's cars and top quality wines.

The winery located on the charming Tuscan coast in the DOC Bolgheri region offers excellent red wines: Argentiera Bolgheri Superiore, Villa Donoratico, Poggio ai Ginepri and Giorgio Bartholomäus (a limited edition of 100% Merlot). The event shows Tenuta Argentiera's commitment in communicating the unique "terroir" of Bolgheri, which gives distinguish personality to the wines with great freshness and finesse beside soft tannins, intense aroma and silky bouquet.

All clients and visitors will have the opportunity to enter the "Tenuta" and its exclusive atmosphere. Guided tours of the Cantina and of the evocative vineyards, spreading on the hills over the Costa degli Etruschi, are the once-in-a-lifetime occasion to experience the property's unforgettable charm and beauty.



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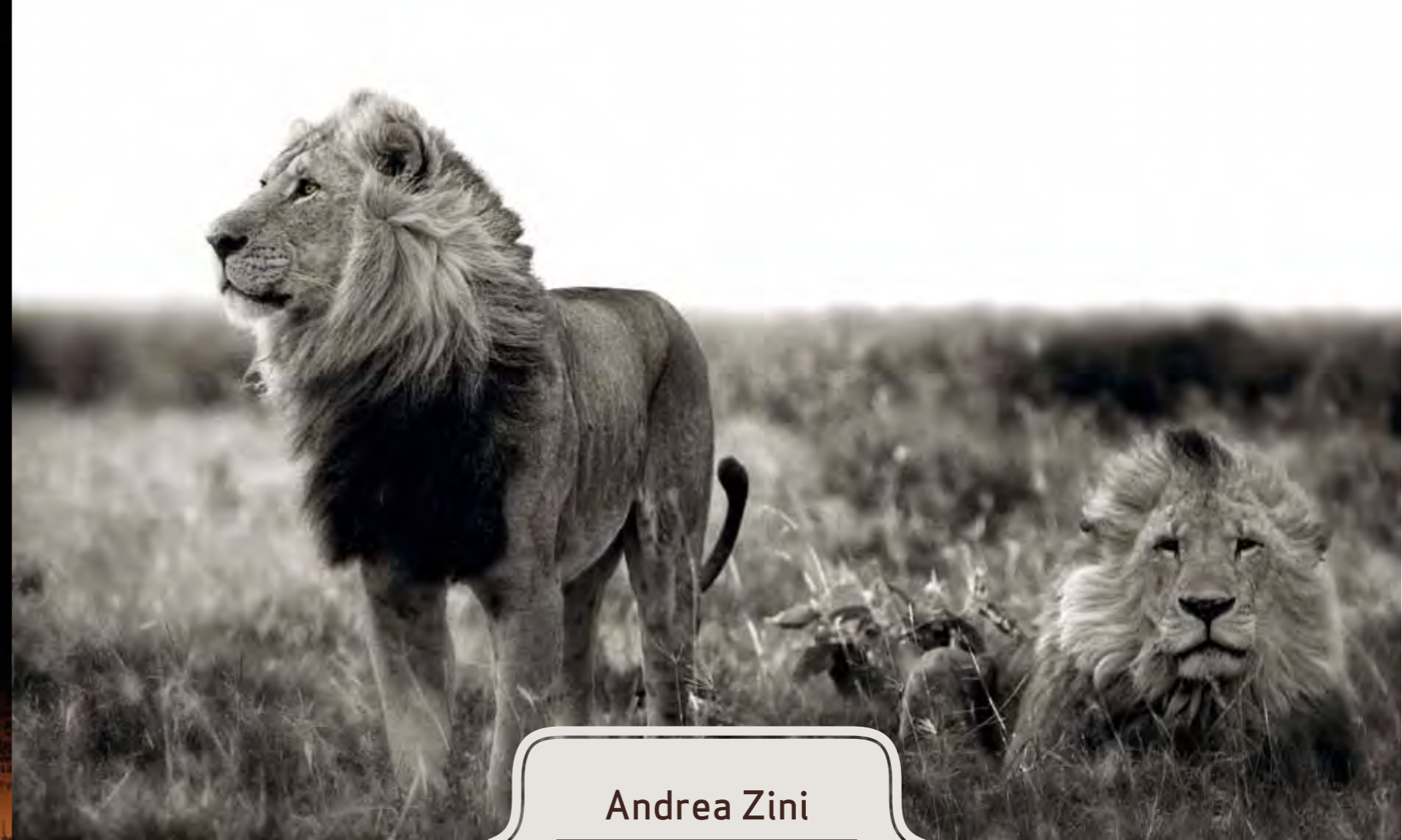
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Andrea Zini

Africa's Eyes

Pictures that capture the soul of the animals in the savannah, a timeless and unlimited soul. Africa's Eyes is a project where the eyes of the animals want to transmit their fears, strength, sensitivity, the essence of life. The author wishes to reproduce in his photos the same feeling of the pathos experienced at the moment of taking the shots. Cheetahs, lions, buffalos, zebras, elephants are some of the animals immortalized in Africa's Eyes pictures. Africa's Eyes, an ambitious project of study and research that aims to describe, interpreting it in a totally new way, the soul of the black continent. Photography that succeeds in conveying, by means of its animals, feelings of joy, pain, passion, life. Africa's Eyes, a project that, most of all, wants to be witness to the natural world, to be conserved and handed down. Africa's Eyes gathers more than one hundred photos chosen from Andrea Zini's Savannah pictures, taken between 2009 and 2011 in the fascinating clearings and glades in Namibia and Kenya's parks. The exhibition's photos have been chosen for their similarity of feelings and sensations. Thanks to the author's artistic sensitivity in his use of light and colour, the animals seem to be alive within the photo itself. The pictures have been printed on a special handmade Japanese paper with deckles on four sides, realized purposely for the Africa's Eyes exhibition.

The printing has been carried out by the American Jon Cone with a monochrome ink formula made exclusively for the author and called "Zinitype". The photos are different from others due to the fact that, even though they are monochrome with sepia/orange nuances, the animals' eyes are still their natural colour. By using this method the concept of Africa's Eyes was born. To further underline this special ef-

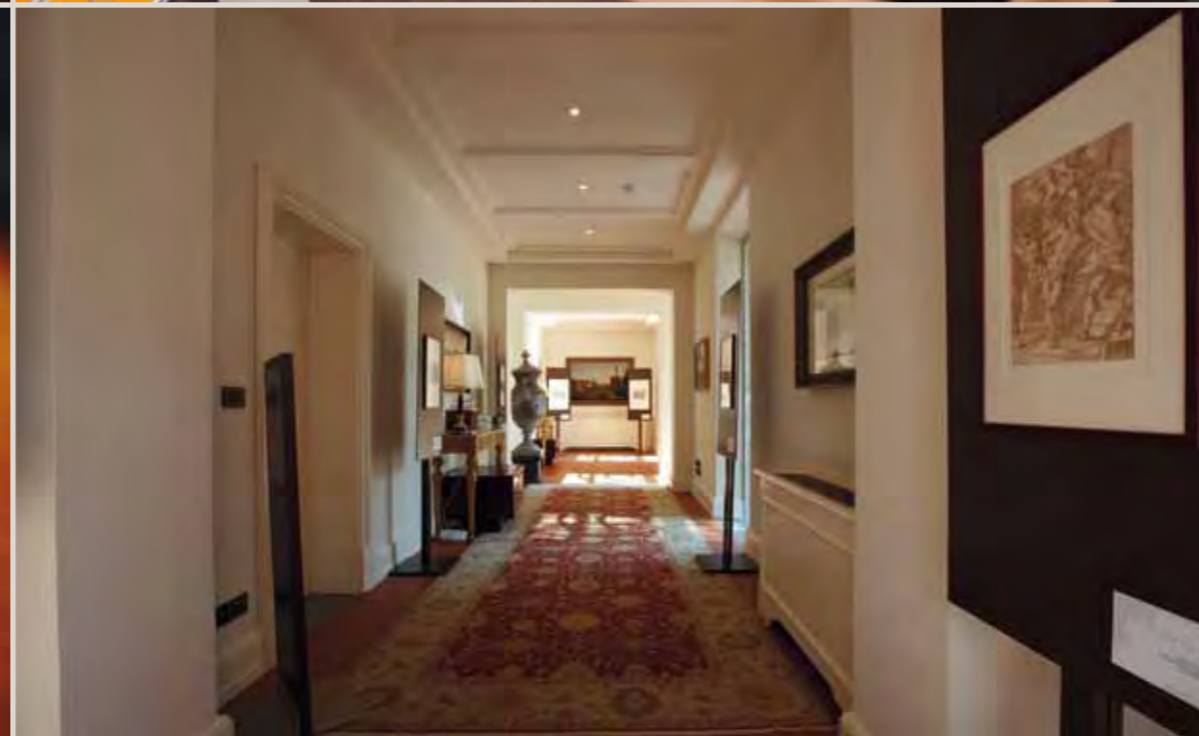
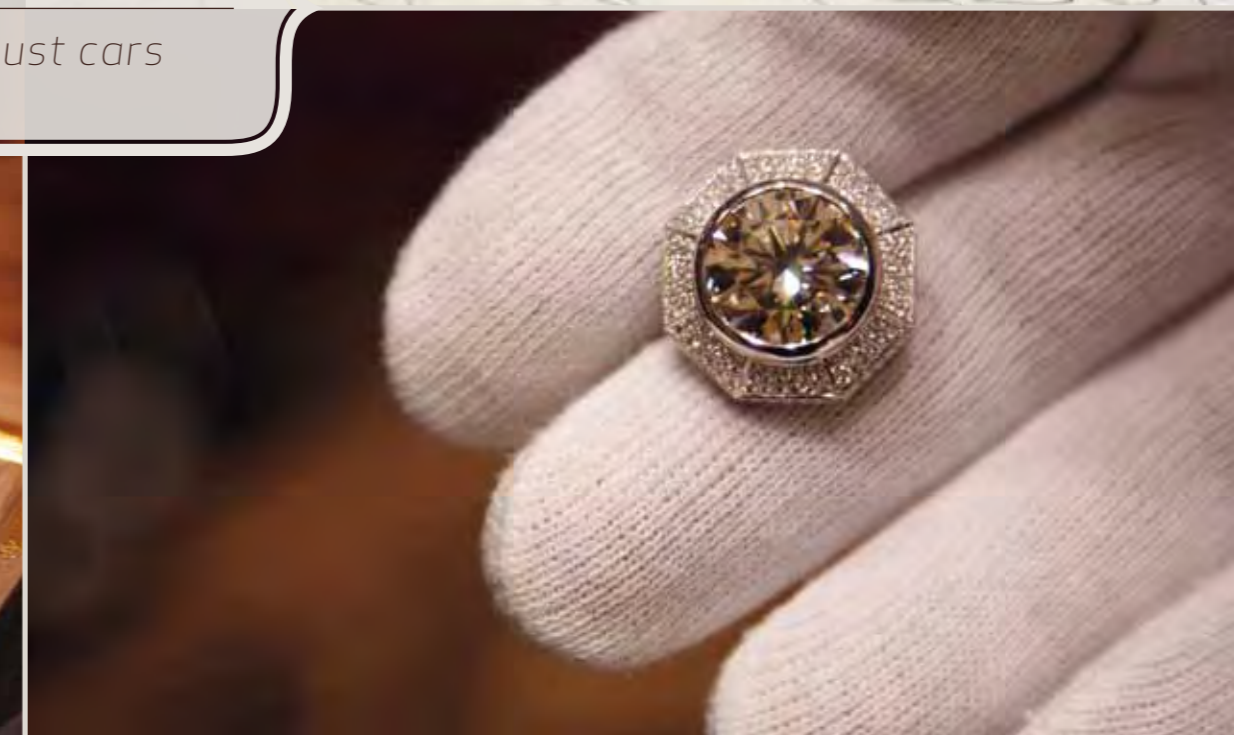
fect, the animals' eyes are then painted by an artist. The visual effect is extremely emotional. Incisive and fascinating images that remain printed in your mind, that make you think, that make you dream. These are timeless photos where you can breathe the essence of life. An exceptional photographic reportage that displays an unusual and wonderfully real vision of Africa. Africa's Eyes pays homage to the timeless natural world and to life itself.

"The Zini photographs are so masterfully rendered. While he may not be the first to train his camera on these subjects, he has found a way to make them his own. They stand to his unique vision..... From this came the ink set I designed for his work. And this ink set is very unique to his work because I have agreed to use it on an exclusive basis for his prints. Purposely, these prints will be very rare. These are truly original prints - and in this knowledge - this project becomes one of the greatest projects ever produced at Cone Editions." Jone Cone - Cone Edition.



uniques

not just cars



u n i q u e s

uniques cars

Class 1

Elegance in the Thirties



1932 **ROLLS-ROYCE Phantom II Continental coupé**

01 Chassis no: 81JS - Coachwork: Windovers
Owner: Derek Hood - Category: E

This Phantom II Continental was ordered new by Robin McAlpine and sent to Windovers Coachbuilders to be bodied in coupé form with central a spotlight and twin spare wheels. Mr. McAlpine shipped his new Phantom II to the USA for a coast-to-coast trip from the Waldorf Astoria Hotel in New York to Los Angeles. Mr. McAlpine and his friends left New York on 3rd October 1933 and arrived in Los Angeles on 11th November, 1933 after covering 6,845 miles. The car has never been restored and is still in the same condition it was when completed the American trip.



1938 **ROLLS-ROYCE Wraith 2-door saloon**

04 Chassis no: WX106 - Coachwork: Erdmann & Rossi
Owner: Saulius Karosas - Category: A

The Wraith, presented in 1938, was the last "small" engined Rolls-Royce produced prior to the outbreak of the Second World War. Fitted with the 6-cylinder 4,257 cc engine, the car was of course available also in rolling chassis form to be clothed with bespoke coachworks such as this elegant one-off 2-door saloon created by the Berlin Erdmann & Rossi firm. One of the most important pre-war German coachbuilders, Erdmann & Rossi became successful with bodying Maybach and Mercedes-Benz chassis, such as the SS-Type fitted with a cabriolet body for the famous driver Rudolf Caracciola.

Class 2

The early sports cars



1935 **ALFA ROMEO 6C 2003 Pescara spider**

02 Chassis no: 700635 - Coachwork: Carrozzeria Touring
Owner: Luigi Carlini - Category: A

The 6C 2300 Pescara model was so called after the triumph at the 1934 Targa Abruzzo, a 24 hour race run on the roads around the city of Pescara, where three Alfa Romeo 6C 2300 Aternum coupés, bodied by Touring, placed 1st-2nd-3rd overall. This Pescara spider was ordered by Benito Mussolini, an Alfa Romeo fan, for his personal use and was specially bodied by Carrozzeria Touring on Mussolini's request. In 1936 Mussolini had the car raced at the Mille Miglia by the couple Boratto/Mancinelli and in 1939 the car was bought by another member of the Fascist Party. Hidden during the war, in 2005 the car was restored in Italy saving as much as possible its original specification.



1937 **MAYBACH SW 38 sport cabriolet**

03 Chassis no: 1947 - Coachwork: Erdmann & Rossi
Owner: Saulius Karosas - Category: A

Pioneer of the German automobile industry, Wilhelm Maybach was strictly linked to the work of Gottlieb Daimler from the project of his first car in 1885, to the founding of the Daimler make and to the project of the first Daimler racing cars. In 1907 Maybach left Daimler to design engines for Zeppelin dirigibles and in 1912 he founded his own company, which started manufacturing cars in 1921. Today Maybach is a brand of the Mercedes-Benz Empire. Presented in 1936, the SW 38 was powered by a 140 bhp 6-cylinder 3.8-liter engine and, as for so many other exclusive cars, its chassis was clothed by the most important coachbuilders of the 1930s. This one-off Sport Cabriolet is the creation of the well-known Berlin coachbuilder Erdmann & Rossi.



1927 **BUGATTI T40 cabriolet**

05 Chassis no: 40488 - Coachwork: Gangloff
Owner: Bernard Marreyt - Category: B

Presented in 1927, the Type 40 was fitted with a 1.5-liter 4-cylinder engine derived from the unit of the successful Type 37. As usual for the Bugatti cars, the Type 40 was also sold in rolling chassis form, as was this example which was produced in 1927 and sent to coachbuilder Gangloff, in Colmar, to be clothed with this one-off 2-seater cabriolet body in 1928. Sold by Stand-Auto, the Bugatti agent in Paris, the car remained with the same family for 60 years and is still in original untouched condition.



1930 **BENTLEY 4 Litre Tourer**

06 Chassis no: VA4089 - Coachwork: Vanden Plas
Owner: Richard van Maanen - Category: B

The last Bentley model produced before the company was taken over by Rolls-Royce, the 4 Litre was based on the 8 Litre chassis and fitted with a 120bhp six-cylinder engine. Built in just 50 examples, it was concurrent with the 20/25HP Rolls-Royce model. Used in Bentley sales brochures in 1931, this car remained with its first owner until 1952. Exported to the USA, it was on display in a Californian motor museum from 1953 to 1986 and was restored in the UK between 1994 and 1998.



1930 | AUSTIN Seven Ulster Sports

07 | Chassis no: 125147 - Coachwork: _
Owner: Andrew Storer - Category: E

The Austin Seven was presented in 1922; a small capacity car that was cheap to buy and with low maintenance costs, it was produced until 1939 in approximately 300,000 examples in over 20 different models. It was also produced under license abroad, in France and Germany, and in the USA by the Austin American Car Co. The Seven's race career started in 1923 and in 1924 two racing models were offered, the Sports and the Brooklands Super-Sports. This Ulster Sports was raced in 1931 and 1932 by its first owner G.G.C. Knight at some trial events in England. It ran also very well at the 1931 Mille Miglia: the car driven by Charles Goodacre and Italian Francesco Trevisan placed 34th overall and 2nd in class.



1932 | ALFA ROMEO 8C 2300 Monza

08 | Chassis no: 2211077 - Coachwork: _
Owner: Hugh Taylor - Category: E

According to the research of the famous Alfa Romeo historian Luigi Fusi, just 10 examples of the 8C 2300 Monza model were built. This car was first registered with Italian plate MI 12188 and was sold new to Swedish driver Per Wiktor Widengren. Finished in the same blue livery (the Swedish national racing colour) it wears today, the car has had a long race career mainly in North-European tracks. It ran its last race in 1948. In 1935 the car was converted to single-seat configuration and had its engine enlarged to 2.6-liter. Exactly the same displacement Enzo Ferrari gave to the Scuderia Ferrari Monzas. When restored, the body was returned to its original two-seater form.



1949 | ALFA ROMEO 6C 2500 SS coupé

10 | Chassis no: 915769 - Coachwork: Pinin Farina
Owner: Corrado Lopresto - Category: A

In the post-war years the demand for bespoke coachworks was very high and probably more than fifteen Italian coachbuilders built special bodies to clothe the important Alfa Romeo 6C 2500 chassis; of course, Pinin Farina was one of them. Built on the SS short-chassis coupled to the 110 cv three-carburettor engine, this one-off coupé was ordered by a titled Sicilian family, who retained the car until 1961, when it was exported to England. In 1975 the car was sold to the USA and in 2000 it was bought back to Italy. Remarkably, it is believed to be one of the first cars featuring the twin headlamp configuration.



1949 | FERRARI 166 Inter coupé

11 | Chassis no: 015S - Coachwork: Carrozzeria Touring
Owner: Vittorio Zaniboni - Category: F

One of only eight examples built with this Carrozzeria Touring coupé body (as was usual at the time each example had a few personalized details) on the long-wheelbase Inter chassis, the car is fitted with the already famous 12-cylinder engine now with a 2-liter displacement. Exhibited at the 1949 Geneva Motor Show, the car was sold new in Italy and registered with plates MI 133890; it was also used, showing its MI registration plates, for an official Ferrari sale brochure. Exported in the late 1950s to South Africa and in the 1960s to the USA, in 2000 the car was re-imported to Italy, subsequently restored and in 2005 certified by Ferrari Classiche.

Class 3
Early post-war Italian coachbuilding elegance



1948 | FIAT 1100 S

09 | Chassis no: 500211 - Coachwork: _
Owner: Andrew Thomas Arduini - Category: E

Introduced in 1937 as 508 C Mille Miglia aerodynamic coupé, the model was put back into production in the post-war years as 1100 S. The body styling was slightly updated and the engine power was increased to 51 cv. Produced in small series, the car was the natural choice for private drivers for its easy maintenance and good performance in its category. This car was sold new in Milan and in 1950 was bought by Faustino Campostella who drove it at three consecutive editions of the Mille Miglia: in 1953, 1954 and 1955. It is believed the car engine was race-prepared in period by Stanguellini in Modena.



1949 | MASERATI A6 1500

12 | Chassis no: 079 - Coachwork: Pinin Farina
Owner: Gilberto Focardi - Category: E

The Maserati A6 1500 was Maserati's first purpose built Gran Turismo car. The project started in 1940 but, because of the war, the prototype was first shown at the Geneva Motor Show in March 1947. The elegant body by Carrozzeria Pinin Farina clothed a tubular chassis frame, fitted with a 65 bhp 1.5-liter 6-inline sohc engine. The car was produced from 1947 till 1950 in approximately 60 examples. This car was raced at the 1952 Mille Miglia driven by the Leghorn gentlemen drivers Graziani-Profumo who arrived in Brescia 115th overall. Immediately after the race, the car was sold to an American soldier who later took the car to the USA.



1950 | LANCIA Aprilia coupé *

13 | Chassis no: 6687 - Coachwork: Bertone
Owner: Massimo Massai - Category: A

Last Vincenzo Lancia's masterpiece, the Aprilia was presented in autumn 1936 at the Paris and London Motor Shows, just few months prior the death of the make founder. The legend say that after its first road test, Vincenzo Lancia told his collaborators "What a wonderful car!" Fitted with a 1351cc (since 1939 1485cc) V4 engine, the car was characterized by an aerodynamic styling and advanced mechanicals which allowed high performance; during the production years, most of the Italian coachbuilders built special bodies for the Aprilia chassis as well as Bertone too. This Bertone advanced styling, by Luigi Rapi, was first used on a Stanguellini 1100 chassis (of which was produced a small series) and subsequently used also for just a few Fiat 1500 and Lancia Aprilia chassis.



1951 LANCIA Aurelia B52 coupé

14 Chassis no: B52-1074 - Coachwork: Bertone
Owner: Jan Van Hoorick - Category: D



1951 STANGUELLINI 1100 Berlinetta Sport

15 Chassis no: 346389 - Coachwork: Bertone
Owner: Bernard Marreyt - Category: F



1954 MERCEDES BENZ 300 S Roadster

17 Chassis no: 1880120023853 - Coachwork: _
Owner: Andreas Astaller - Category: D



1959 ROLLS-ROYCE Silver Cloud convertible

18 Chassis no: LSGE466 - Coachwork: H.J. Mulliner
Owner: Sheikh Nasser Mohamed Al-Ahmed Al-Sabah - Category: A

1950 was a very important year for the Italian car industry as between the spring and fall the first real post-war models were presented: the Alfa Romeo 1900, Fiat 1400 and Lancia Aurelia. Probably the most technically advanced of the trio thanks to its V6 60° 1,754 cc engine, the Lancia Aurelia B10 saloon was first shown in May 1950 at the Turin Motor Show. From the beginning special long wheel-base rolling-chassis (named B50 and B51 in 1950, from 1952 B52 and B53) were destined to independent coachbuilders to be clothed with exclusive bodies for the most exigent customers. Built by Bertone, this 1,991 cc Aurelia B52 coupé was probably one of the cars exhibited at the Bertone stand at the 1952 Turin Motor Show.

At the end of WWII, the Modenese Vittorio Stanguellini returned to racing with unchanged energy and got to work on the new series of 1100 Sport National, which were raced by several drivers at the 1947 Italian Championship. During the season the 1100 Stanguellini obtained 10 overall and 37 class wins and Nuccio Bertone was one of these successful drivers. But the meeting between Bertone and Stanguellini also led to a business agreement with the birth of a small series of a lightweight "4-seater Berlinetta Sport", designed for Carrozzeria Bertone by Fabio Luigi Rapi. Fitted with the 60 bhp Stanguellini 1100 engine, the Berlinetta was produced between 1947 and 1954, in two different versions with an alloy or steel body.

In the early post-war years Mercedes-Benz production was based on the pre-war 170 range and only in 1951 two new models were presented: the 220, fitted with a 6-cylinder 2.2-liter engine, and the 300, powered by a 6-cylinder 3-liter unit. From July 1952 the 300 range was extended with the presentation of the 300 S, fitted with a more powerful, 150 bhp, engine and offered in coupé, cabriolet and roadster form. It was an expensive car and most of the production was destined to the wealthy USA market. This example was exhibited at the 1954 Turin Motor Show and later exported to the USA, where it was subsequently restored.

The Rolls-Royce Silver Cloud and Bentley S-Series were launched on April 1955. The model was built on a new separate chassis, fitted with the 4.9-liter 6-cylinder unit as already seen on the Bentley Continental but with a new light-alloy cylinder head casting. Of course also these models could wear a personalised body and all the most important British coachbuilders were commissioned by exigent customers to build exclusive bodies. Such is the case of this car, which is fitted with a Mulliner one-off cabriolet body, also featuring a detachable curved second windshield in the rear compartment and power top with rear quarter blind creating the illusion of a two-seater car when raised.

Class 4

*Moyenne Corniche
in the Fifties*



1954 BENTLEY R-Type Continental cabriolet

16 Chassis no: BC28D - Coachwork: Park Ward
Owner: Fred Kriz - Category: F

One of the fastest touring cars of its day, the first R-Type Continental had a fastback coupé body built by H.J. Mulliner. The model went into production in early 1952 and 193 of the 208 examples built received a Mulliner body. Only six examples were bodied by Park Ward, of which only were four in cabriolet form. Being a later example of the series, this car is fitted with the more powerful 4,887 cc engine and was exhibited at the 1955 Earls Court Motor Show in London. Sold new to Prince Frederick of Prussia, the car was later restored in the UK. The only departure from the original specification is the replacement of the automatic transmission with a manual unit.



1962 ROLLS-ROYCE Silver Cloud II Convertible

19 Chassis no: LSAE639 - Coachwork: Mulliner, Park Ward
Owner: Paolo Bianchi - Category: E

The Rolls-Royce Silver Cloud II (Roman number) and Bentley S2 (Arabic) were presented in 1959; externally there were not many evident differences when compared to their elder sisters but under the bonnet there was some very important news: for the first time a car designed at the Crewe premises was fitted with a V8 engine. Both the models retained their separate chassis and the most exigent customers could still order just the rolling chassis to be clothed by independent coachbuilders, even if the time of bespoke coachworks was coming to an end. H.J. Mulliner (who would merge with Park Ward in 1961) designed the beautiful convertible coupé body and this car is the last long-wheel chassis example built with this kind of body; it was delivered to its first owner in June 1962.

Class 5

Fifties road/racing berlinettas



1950 **ASTON MARTIN DB2 coupé**
20 Chassis no: LML/50/8 - Coachwork: _
Owner: Helmut Rothenberger - Category: E

Presented in 1950, the DB2 was the first Aston Martin model fitted with the 6-cylinder 2.6-engine, designed by W.O. Bentley during the last years of the war. As David Brown was convinced that racing would be the best promotional way for selling cars, in 1950 a three car Works team was sent to Le Mans for the 24 Hours race. LML/50/8 was one of the three Works cars, placing 5th overall and first in class. That same year it was also raced at the Dundrod Tourist Trophy and in 1951 it returned to Le Mans for another class win, won the Alpine Rally and also its class at the Mille Miglia. At the end of its fantastic race career, the car was exhibited at the 1952 Earls Court Show in London.



1954 **FIAT 8V**
24 Chassis no: 106.000102 - Coachwork: _
Owner: Giuliano Bensi - Category: E

Designed by Dante Giacosa and styled by Fabio Luigi Rapi, the Fiat 8V was presented to the Italian press in February 1952 and first exhibited in the following March at the Geneva Motor Show. A high-performance coupé destined to compete in the GT class, the 2-liter 8V model was a departure from the usual Fiat production. It was well accepted by Italian private drivers and tuners and was the car to beat in the 2-liter class, also thanks to the special versions built by Zagato or Siata. In the past this example was in the collection of Count Vittorio Zanon di Valgiurata, whose wife was no other than the daughter of its designer Dante Giacosa.



1954 **FIAT 8V Berlinetta**
25 Chassis no: 106.000059 - Coachwork: Zagato
Owner: David Reidie - Category: E

The first Berlinetta bodied Zagato V8 was built in 1952 for the well-known Italian gentleman driver Ovidio Cappelli, who was looking for a car lighter and faster than the production body designed by Fabio Luigi Rapi. The Cappelli victories convinced Zagato to build a small series of the 8V which became the car to beat in the GT class. Approximately 30 examples were built with some aesthetic differences amongst them. This car's body, for example, does not have the "double bubble" roof configuration. Raced in Italy in period, it had its debut at the 1954 Coppa InterEuropa at the Monza circuit and was also raced at the 1955 and 1956 Mille Miglia.



1953 **ASTON MARTIN DB2/4 coupé**
21 Chassis no: LML/549 - Coachwork: _
Owner: Ton Blankvoort - Category: E

The new Aston Martin DB2/4 was first exhibited in chassis form at the Turin Motor Show in 1953 while the finished car was presented to the British press that same autumn just before the Earls Court Show in London. The car designation meant that now it offered two rear seats for two occasional passengers. At the launch the engine was still the 2.6-liter unit of the DB2 but soon after it was enlarged to 2.9-liter. This car had been prepared at the Factory for the 1954 Mille Miglia but unfortunately on the way to Brescia it was damaged by a collision with a donkey!



1953 **SIATA 208 CS coupé**
22 Chassis no: CS06g - Coachwork: Balbo
Owner: Jan De Reu - Category: F

Giorgio Ambrosini's SIATA was involved in the development of the new Fiat 8V production car from the beginning and subsequently, under the direction of Engineer Rudolf Hruska, also designed their own tubular chassis with all-round independent suspension. According to the research of historian Tony Adriansens, between 1952 and 1954 56 8V engines were supplied by Fiat to SIATA, for their spider and coupé models. Just 15 examples of the SIATA 208 CS coupé were built, the first six bodied by Stabilimenti Farina and the following nine by Carrozzeria Successori Balbo. It is believed this 208 CS Balbo was shown at the 1953 Turin Motor Show before being exported to the USA, where it was raced until 1956 by George Arents, who at some time fitted it with a Ferrari 500 Mondial engine.

23: see page 94



1955 **FERRARI 250 Europa GT**
26 Chassis no: 0409GT - Coachwork: Pinin Farina
Owner: Alessandro Bruni - Category: E

Presented in October 1954 at the Paris Motor Show, the 250 Granturismo replaced the 250 Europa but, also as in the first official sale catalogues, it retained the denomination 250 Europa and it is today known as the 250 Europa GT. Built in approximately 40 examples, all but one bodied by Pinin Farina, in 1956 the car was superseded by the new 250 GT, whose body was designed by Pinin Farina and built first by Boano and later by Ellena. This car has been under its current ownership since April 1966 and has covered less than 14,000 km. It is in original configuration, has never been restored, just always well maintained over the years by its owners.



1955 **MASERATI A6G/54 Berlinetta**
27 Chassis no: 2107 - Coachwork: Zagato
Owner: Joe Hayes - Category: E

In 1950 Maserati replaced the A6 1500 with the A6G 2000, still fitted with the sohc engine enlarged to 2-liter. In late 1954 they presented the A6G/54 powered by a new 6-cylinder 2-liter dohc engine delivering circa 150 bhp. The internal ancillaries were similar to those of the contemporary A6GCS/53 racer, but with chain driven distribution instead of the gear driven one; Allemano, Frua and Zagato supplied the bodies, the last two coachbuilders in both Berlinetta and Spider form. Finished in light blue with blue upholstery, this early Berlinetta was sold to the French importer Garage Mirabeau in Paris. The car raced the 1957 Tour de France driven by Ampouille-Berbiere and later it was part of the Pozzoli Collection before being exported to the USA.

Class 6

La dolce vita



1948 LANCIA Aprilia convertibile

28 Chassis no: 439-11667 - Coachwork: Bertone
Owner: Emilio Lacchio - Category: F

Vincenzo Lancia's last masterpiece, the Aprilia was presented in autumn 1936 at the Paris and London Motor Shows, just few months prior to the death of the founder of the make. Fitted with a 1351cc (1485cc from 1939) V4 engine, the car was characterized by an aerodynamic styling and advanced mechanicals which allowed high performance; they say that Vincenzo Lancia exclaimed to his collaborators after its first road test, "What a wonderful car!". During the production years, most of the Italian coachbuilders built special bodies for the Aprilia chassis, such as this convertible designed by Mario Revelli di Beaumont and built by Bertone. Ordered by Count Corrado Ferretti di Castelferretto, this car is the only survivor of probably just two examples built.



1954 ARNOLT BRISTOL De Luxe roadster*

31 Chassis no: 404X3097 - Coachwork: Bertone
Owner: Andreas Astaller - Category: E

Only 142 Arnolt Bristols were built: 85 Bolide roadsters, 54 DeLuxe roadsters, 3 DeLux coupés. There were very few differences between the Bolide and DeLux roadsters, the latter being also fitted with a hood, bumpers and side screens. This DeLux example was sold new to Efrain Aranda Osorio, Governor of the Chiapas, Mexico; later the car went to Guatemala and in the 1970s to the USA. A complete restoration was carried out in the UK between 2005 and 2006.



1955 LANCIA Aurelia B24 Spider

32 Chassis no: B24-1012 - Coachwork: Pinin Farina
Owner: Fabrizio Rossi - Category: E

One of Pinin Farina's masterpieces, the Lancia B24 Spider was first shown at the 1955 Brussels Motor Show. Built in 240 examples before being replaced by the B24 Convertibile, the car was fitted with the narrow V6 2.5-liter engine and its body was characterised by the panoramic windshield, the two-piece front and rear bumpers and the absence of side windows. This car was sold new in Florence and still has its original registration plates. In September 1955 it was used for the filming of the movie "Porta un bacione a Firenze", the same name as the famous Italian song written in 1939 by the Florentine "chansonnier" Odoardo Spadaro, who had a cameo role in the movie.



1949 JAGUAR XK 120 roadster

29 Chassis no: 670003 - Coachwork: _
Owner: Jeff Lotman - Category: E

First exhibited at the 1948 Earls Court Motor Show in open two-seater form, the Jaguar XK 120 was ready for delivery to customers only in Summer 1949. As one of the first 240 examples built, this example wears the aluminium body and is also known as the first left-hand drive customer XK 120 to leave the production line in June 1949. Exported to California in September 1949, it was subsequently delivered to its first owner, none other than Hollywood star Clark Gable. Discovered five years ago in Dallas, Texas, the car has been fully restored to concours condition by JD Classics and has been first showed this year at the Pebble Beach Concours d'Elegance where it was awarded Best in Class.



1952 CISITALIA 202 SC

30 Chassis no: 183SC - Coachwork: Stabilimenti Farina
Owner: Hubert Bonnet - Category: F

A good racer in the Thirties driving Alfas and Maseratis, in 1943 Piero Dusio founded in Turin the Cisitalia (Compagnia Industriale Sportiva Italia) Company. From the beginning he involved in his project Dante Giacosa (the father of the Fiat 500 "Topolino" and later of other post-war Fiat models) and Giovanni Savonuzzi. In 1946 Cisitalia presented the D46, a light and inexpensive single-seater, and soon after the 202, a sporting 2-seater powered by a 1.1-liter 4-cylinder Fiat engine. Designed by Pinin Farina, the 202 coupé and cabriolet bodies were built by Carrozzeria Pinin Farina and Stabilimenti Farina, as this example, one of the last 202 SC built; it is known it was in Austria in 1964.



1961 JAGUAR E-Type 3.8 roadster

33 Chassis no: 875056 - Coachwork: _
Owner: Carmen Pintado Engelhorn - Category: E

On 15 March, 1961 at the Geneva Motor Show a star was born: the Jaguar company unveiled to the motoring world their new E-Type model and all the visitors crowded round the Jaguar stand to admire the new wonder. Fitted with the 6-cylinder 3.8-liter XK engine delivering 265 bhp for a maximum speed of 240 kph, low and with an immensely long bonnet, the E-Type made all the other cars on exhibition look old and out-dated. This car was the first left-hand drive example sold to the noted Swiss importer Emil Frey; it has been restored by J.D. Classics to its original specification.

Class 7

Small barchettas



1937 LANCIA Aprilia barchetta

34 Chassis no: 39-1320 - Coachwork: Tenconi
Owner: Bernard Marreyt - Category: A

Built with a Pinin Farina cabriolet body, this car was bought new by Umberto Castiglioni, better known as "Ippocampo" in the Italian racing circle. In 1946 "Ippocampo" had the car re-bodied for competition use with an aerodynamic coupé body by Boneschi and the engine tuned by Volpini. At the end of the 1947 season he decided to modify the car again and commissioned Carrozzeria Tenconi, in Milan, to build the light barchetta body the car still wears today.

In the following years "Ippocampo" raced his Barchetta extensively at several events, including Coppa Intereuropa at Monza, Coppa d'Oro delle Dolomiti and two editions of the Mille Miglia in 1949 and 1950, the same year he won the Italian Touring Championship title.



1951 ERMINI Siluro Sport 1100

37 Chassis no: 028051 - Coachwork: _
Owner: Darren Morcombe - Category: E

In the mid-1920s Pasquale 'Pasquino' Ermini was working as mechanic for the Florentine Emilio Materassi's racing team. Following Materassi's death, Pasquino opened his workshop in Florence and started to race-prepare cars for himself and other private drivers.

In the early post-war years he built several race cars mainly using Fiat and Alfa Romeo engines, first fitted to Fiat-modified chassis and later also to Gilco chassis.

This car, fitted with a Fiat-derived 1100 engine, was raced at the 1951 Mille Miglia by the couple D'Angelo/Scarlati and from 1953 to 1955 at several Italian hillclimbs by Amerigo Pardini.

Class 8

Sports cars of the Fifties



1948 FIAT - ZANUSSI Fontebasso Sport

35 Chassis no: 5500748 - Coachwork: _
Owner: Corrado Minussi - Category: A

In the post-war years Fioravante Zanussi race-prepared several small-capacity cars for private drivers, mainly using Fiat, Alfa Romeo and BMW engines.

This car was built on a Fiat 500 B "Topolino" chassis, probably fitted with a 500cc engine with a Siata cylinder head.

In 1949 it was bought by Antonio Fontebasso and Diego Zanotto, fitted with a Lancia Ardea engine, reduced to 750cc, and raced at the 1949 Mille Miglia by the couple Giovan Battista Cavarzerani and Cesco Van der Borre.

In 1950 the car was also raced by Brescazin at the Coppa delle Dolomiti.



1950 ABARTH 204 A

36 Chassis no: 04 - Coachwork: Motto
Owner: Sergio Lugo Podestà - Category: E

Born in Vienna, moving to Turin later on, Karl Abarth was a young engineer when he became the Italian agent of the Ferdinand Porsche Studio. He was instrumental in the sale of the Porsche 360 Grand Prix project, later known as Cisitalia Grand Prix, to Carlo Dusio's Cisitalia. In 1949 Abarth and Armando Scagliarini founded the Abarth & C Company and took over the Cisitalia 204 sports spiders, which had been developed under Abarth technical supervision. In 1950 this example was driven by Tazio Nuvolari at the Giro di Sicilia/Targa Florio and on 10th April at the Palermo-Montepellegrino hillclimb, the last race of the legendary Flying Mantuan.

In later years he car was exported to Argentina, where it was carefully restored to original specification.



1949 HEALEY Silverstone

38 Chassis no: D1 - Coachwork: _
Owner: Massimiliano Bontempi - Category: E

First Healey Silverstone built, car chassis no. D1 was one of three Works cars prepared to compete in the BRDC International Trophy Race at Silverstone in August 1949. Driven by the famous French driver Louis Chiron, the new car placed sixth overall and fourth in class. Moreover, Healey won the Team Prize and the new model earned its "Silverstone" moniker. Fitted with the 2.4-liter Riley engine, the car was raced until 1952 prior to being destined for full road use.



1952 FERRARI 340 America spider

39 Chassis no: 0196A - Coachwork: Vignale
Owner: Michael Stehle - Category: E

Fitted with a Touring berlinetta body, the first Ferrari 340 America, with its V12 4.1-liter engine, was exhibited at the 1951 Turin Motor Show with the most important USA market in mind.

Just 23 examples were built in both coupé and spider form and mostly used in competitions.

An ex-Works car, in 1952 this example was raced at the Mille Miglia, Bern G.P., Le Mans 24 Hours and the Targa Florio. Sold to Italian private driver Piero Scotti and later to Camillo Luglio, the car was raced until 1954, when it was re-bodied by Vignale as a coupé and exported to the USA in 1955. In the late 1990s-early 2000s it was fully restored and returned to the original spider configuration.



1952 FERRARI 212 Export spider

40 Chassis no: 0172ET - Coachwork: Vignale
Owner: Joseph Koster - Category: E

As can be seen on the declaration of sale submitted by Enzo Ferrari himself in May 1952, this car was sold new to Count Paolo Marzotto, one of the famous private driver brothers (and Ferrari silent financial backers) from the textile industry family. The car was built on the short-wheelbase Export chassis and fitted with the 12-cylinder engine, with a 2.7-liter displacement. In 1952 Paolo Marzotto won the Italian Sport Champion title and drove this car at the Mille Miglia, where he was forced to retire when third overall, Coppa d'Oro delle Dolomiti, Giro delle Calabrie e Circuito di Senigallia, where he obtained three overall wins.



1954 COOPER T33 Sports

41 Chassis no: CJ154 - Coachwork: _
Owner: Derek Hood - Category: E

Born in Paris in 1893, Charles Cooper moved to England when he was still a child and was 15 when he started to work at the Napier repair shop. After WWI, he decided to manage his own garage business. In 1948, he and his son John founded the Cooper Car Co. Ltd. for building 500 cc and 1000 cc race cars, gaining a good reputation after just a few years. In 1954 the noted English racing driver Peter Whitehead ordered this car. Fitted with a 3.4-liter 6-cylinder Jaguar engine, this was the first large capacity car built by Cooper and had its race debut at the May Silverstone meeting. Whitehead raced the car during the 1954 season and was evidently satisfied by its performance as he ordered another improved Cooper-Jaguar for the 1955 season.



1968 ATS 1000 Sport Prototipo

43 Chassis no: 001 - Coachwork: Fantuzzi
Owner: Carlo A. Steinhauslin - Category: B

The first short-lived ATS company was established in 1961 by Giorgio Billi, Count Giovanni Volpi di Misurata and Jaime Ortiz Patino. The company started with ambitious projects, both in Formula One and Sport Car races, but the company went into liquidation in 1964. The last ATS attempt on the racing scene was in 1968 with the presentation of a 2-seater Sport Prototype powered by a 997 cc Ford Anglia engine. The car was probably built in just two examples and chassis 001 had its race debut at the 1968 Circuito del Mugello driven by Romano Martini, aka "Shangry-là". The car won its class.



1965 FERRARI Dino 166/206P

45 Chassis no: 0834 - Coachwork: Sports Cars
Owner: Andreas Mohringer - Category: C

Alfredo "Dino" Ferrari was the only son Enzo had from his marriage with Laura Garelo. Dino died in June 1956, aged 24 and in his memory Enzo named all the cars built with the V6 engine designed at the time by Vittorio Jano "Dino". Fitted with a Drogo Berlinetta body, the prototype chassis 0834 fitted with a 1.6 liter engine was tested on April 13, 1965 at the Modena Aerodromo by Lorenzo Bandini and did its race debut at the Monza 1000 Km on 25 April. After Le Mans, the engine capacity was taken to 2 liter, the roof was cut and the car was given to Ludovico Scarfiotti, who won the European Mountain Championship. In 1967 the car was loaned to Scuderia Nettuno for the Targa Florio, where it finished 4th overall with Venturi and Williams. Then the car was sold to Leandro Terra who kept it till 1997.



1956 ASTON MARTIN DB3 S

42 Chassis no: DB3S/11 - Coachwork: _
Owner: Alejandro Roemmers - Category: F

The eleventh and last "works" car built, this example was sold new to American racing driver Rod Carveth. A personal friend of Aston Martin team manager John Wyer, Carveth remained at the factory in England for two weeks in order to oversee the building of his new black race car. Raced at several events in the USA, in 1958 it was damaged in an accident at Nassau, repaired at the factory and raced again in 1959 by Carveth in Australia. Back to the USA, the car was sold to its new long-term owner who retained it for 30 years. In the late 1980s the car was fully restored and subsequently used at the most important historical events.

Class 9
Hill-climbers



1967 LANCIA Fulvia Sport

46 Chassis no: 818332-001289 - Coachwork: Zagato
Owner: Alessandro Carrara - Category: E

At the 1965 Geneva Motor Show Lancia introduced the new Fulvia Coupé and in the same year at the Turin Motor Show Zagato presented its own sporting interpretation, as he had done in the past for the Lancia Appia, Flaminia and Flavia models. Designed by Ercole Spada, the Fulvia Sport had an aerodynamic and lightened peraluminium body. Zagato built just less than 30 examples of the "Competizione" model, which achieved its best results winning the class at the 1969 Daytona 24 Hours and Sebring 12 Hours. This car, the second built, was sold to the Italian gentleman driver Fiorenzo Genta who ran it at the 1968 Monte Carlo Rally and Italian hill-climbs, winning the GT class up to 1.3-liter of the Italian Championship; in 1969 it was raced by Anastasio.



1968 ALFA ROMEO 33/2 Spider

47 Chassis no: 750.33.014 - Coachwork: _
Owner: Alessandro Carrara - Category: E

After winning the first two F1 World Championships, Alfa Romeo retired from GP races and from Sports races too in 1953. But in the 1960s Alfa Romeo took over Autodelta, the company founded by Carlo Chiti, and entrusted Chiti with its return to racing. Chiti started with the project and in 1967 the Alfa 33, a sports racer powered by a V8 2 liter engine, had its race debut. Fitted with a Berlinetta "Daytona" body, this example was a factory entry in the 1968 and 1969 Targa Florio races. Since Alfa moved to the 3-liter class in 1969, the car was sold to Aldo Bardelli, who raced it extensively in Italian hill-climbs from 1969 to 1971 and had it modified to Spider form by Autodelta. Later the car was part of the Peter Kaus' Museo Rosso Bianco in Germany.



1973 LANCIA Stratos

48 Chassis no: 001512 - Coachwork: Bertone
Owner: Alessandro Carrara - Category: E

The Lancia Stratos was presented at the 1971 Turin Motor Show: it was powered by the 2.4-liter V6 Ferrari Dino engine fitted transversally in the very short wheelbase chassis; the weight was mostly concentrated in the middle to have a better traction; the body was characterized by a panoramic windshield which gave the driver perfect vision. The car debuted at the 1972 Tour de Corse, but it was homologated only on October 1st, 1974, after Lancia demonstrated the manufacture of the 500 examples requested. This example was the first car registered by Lancia for its Reparto Corse in July 1974; it was raced at the Targa Florio by Munari-Andruet, at the Tour de France by Andruet-Biche and at the RAC Rally by Munari-Sodano. Subsequently it was used as a mule and sold in 1976 to the Scuderia Vaemenia.

Class 10

The swinging Sixties



1963 MORGAN Plus 4 2-seater cabriolet

51 Chassis no: 5446 - Coachwork: _
Owner: Vittorio Zaniboni - Category: E

The new Plus 4 model was introduced at the 1950 Earls Court Motor Show in London, fitted with a 4-cylinder 2,088 cc Standard Vanguard engine. Offered with 2- or 4-seater cabriolet body characterized by the flat radiator of the early 4-wheeler models, the Plus 4 body was updated in 1953 with a re-stylized cowled radiator, still in production today. In 1953 the Plus 4 was also offered with the Triumph TR2 engine, which in 1954 became the standard fitting and was replaced in 1956 by the TR3 unit and in 1962 by the TR4 engine. This car is fitted with the 4-cylinder 2,138 cc TR4 engine and was ordered new by the famous French actor Jean-Paul Belmondo.



1965 BIZZARRINI 5300 GT Strada

53 Chassis no: IA3-0248 - Coachwork: Sports Cars
Owner: Johann Georg Fendt - Category: E

The dynamic Tuscan designer Giotto Bizzarrini had a fascinating career; he was the father of some of the most important Italian Granturismos, like the Ferrari GTO and worked, among others, for Ferrari, ATS, Iso Rivolta companies before establishing his own make. The project for the 5300 GT Strada was born as Iso A3 "Grifo" when Bizzarrini was working at Iso Rivolta; fitted with a powerful V8 327 ci American engine and bodied by Carrozzeria Sports Cars in Modena on a Giorgetto Giugiaro's design, the car was first intended for use in competition. This example was raced at some Italian and French hillclimbs and was restored between 2008 and 2010; it is currently fitted with a replacement 1968 327 engine.



1961 JAGUAR E-Type 3.8 coupé

49 Chassis no: 860010 - Coachwork: _
Owner: Kurt Engelhorn - Category: E

One of three cars specially built for the launch of the model in 1961, this car was owned by the factory for two years, as stated in the Jaguar Heritage Trust Production Record Trace Certificate. Initially driven for high speed testing by Norman Dewis, Jaguar's chief competition test driver, this car was also used by the world motoring press for test driving and subsequently by the factory as a test development vehicle for the E-Type production upgrades. Subsequently stored for over 25 years, in recent years the car has been restored by JD Classics to its original specification.



1962 BENTLEY S3 Continental Flying Spur

50 Chassis no: BC44LXA - Coachwork: Mulliner, Park Ward
Owner: Joel Berg - Category: F

In 1959 Rolls-Royce presented the new Silver Cloud II and Bentley S2 and both models were fitted with the all new V8 6,280 cc engine. Of course, this unit also powered the Bentley S2 Continental and from 1962 the S3 Continental, which featured the new four headlamp front end, now standard on all Rolls-Royce and Bentley models. First seen on the S1 Continental chassis, the Flying Spur 4-door saloon was well accepted by Bentley aficionados and well cared for by all its fortunate owners. As is the case of this car, one of just 13 examples built in left-hand drive form, in absolutely original condition, paintwork included. Only the tyres have been changed over the years.



1968 FORD Mustang GT convertible

54 Chassis no: 8F03R183481 - Coachwork: _
Owner: Jeff Lotman - Category: F

The first Mustang was introduced in 1964 and was an immediate runaway success. 317,423 Mustangs were built in 1968. 25,385 had the convertible body and of them only 23 non-Shelby cars were fitted with the V8 428 Cobra Jet engine with automatic transmission. Only one was ordered painted in Gulfstream Aqua, just this car, which is also fitted with the GT Equipment Group, power convertible top, traction-lock differential, power steering and power disc brakes, among many other options.



1968 MASERATI Ghibli Speciale

55 Chassis no: 115-366 - Coachwork: Ghia
Owner: Robert Linwood - Category: A

The Ghibli is considered one of the masterpieces of Giorgetto Giugiaro, who was working at Carrozzeria Ghia at the time of its creation. Unveiled at the 1966 Turin Motor Show, it was powered by a dry-sump V8 dohc 4.7-liter engine (later enlarged to 5-liter in the S5 version) capable of 280 kph. The Genoa industrialist Enrico Wax (his Wax & Vitale company was the Italian importer of Johnny Walker whiskies) was an enthusiast of high performance cars (he owned also some one-off Ferraris) and was not an easy customer: a perfectionist never happy with a production car. Also for this car, a 5-liter S5 version, he requested at least 23 minor modifications to the production specification: mainly in the cockpit even if the most visible ones are the side air vents.



1970 ISO RIVOLTA Lele

56 Chassis no: 05210001 - Coachwork: Bertone
Owner: Corrado Lopresto - Category: E

At the 1953 Turin Motor Show Renzo Rivolta presented the micro-car Isetta, which was later produced under licence in Germany, France, Belgium, Brazil and Great Britain. In the early Sixties Rivolta decided to enter the luxury Gran Turismo field and hired Giotto Bizzarrini to project a new range of cars: the GT, a 2+2 seater, and the Grifo, a sporting 2 seater. Both were powered by a V8 GM engine and were clothed by Giorgetto Giugiaro, then chief designer at Bertone. After Renzo Rivolta passed away in 1966, his son Piero took the lead. In 1967 the S4, a 4-door saloon designed by Giugiaro, was introduced and in 1969 the Lele, the new 2+2, designed by Marcello Gandini was presented. This example is the first Lele built and was sold to a Spanish industrialist during the Turin Motor Show.



Class 11

*Gentlemen's
small cars*



1967 MORRIS Mini Minor Traveller Estate

61 Chassis no: MAW4961853 - Coachwork: Radford
Owner: Marcello Fratini - Category: F

Presented in 1959 by both Austin and Morris makes, the Mini Minor is the masterpiece of the famous car designer Alec Issigonis and one of the most significant cars of the last century. With over 5 million units built, the Mini was personalised by many independent coachbuilders for anyone wanted to stand out from the crowd. Harold Radford, who started his company after WW2 building special estate cars on Bentley chassis, was known for his luxurious conversions of Minis. This example features Connolly leather interiors, electric windows, a walnut dash, a Webasto sunroof, additional gauges, Minilite wheels and a wooden steering wheel, among other exclusive accessories.



Class 12

Single-seaters



1959 FIAT 600 coupé

59 Chassis no: 100617033 - Coachwork: Viotti
Owner: Christian Hartmann - Category: F

The first popular car produced in Italy in the post-war years, the Fiat 600 was presented in 1955 and from 1956 it became the favourite car of all the independent Italian coachbuilders of the period for every kind of conversion: 2- and 4-door saloons, coupé, cabriolets, spiders, station wagons. Designed by Giovanni Michelotti and first showed by Carrozzeria Viotti at the 1956 Geneva Motor Show, this coupé was probably built in approximately 200 examples, of which today not more than 15 are known to exist. The car on display is in remarkably original condition; it has covered just 11,400 km from new and is still fitted with its factory delivered tyres.



1967 AUSTIN Mini Pick Up

60 Chassis no: AAU71194909A - Coachwork: _
Owner: Marcello Fratini - Category: E

Presented in 1959 by both Austin and Morris makes, the Mini Minor is the masterpiece of the famous car designer Alec Issigonis. Probably the very first "city car", the Mini was designed with low purchase and maintenance costs in mind; just 3.05 metres long, it featured small wheels located right at the four corners of the car for reducing volume and offering more room to the passengers. With over 5,000,000 examples built, the Mini was offered in several standard models and was personalised by many independent coachbuilders for anyone who wanted to stand out from the crowd. This Pick Up was built for the Royal Danish Army, was subsequently owned by H.M.H The King of Denmark and finished its royal career at the Danish Embassy in London for the use of Prince Georg of Denmark.



1948 COOPER Mk4 F2 *

62 Chassis no: CS100 - Coachwork: _
Owner: Florian Seidl - Category: F

Born in Paris in 1893, Charles Cooper moved to England when he was still a child and was 15 when he started to work at the Napier repair shop. After WWI, he decided to manage his own garage business. In 1948, he and his son John founded the Cooper Car Co. Ltd. for building 500 cc and 1000 cc race cars, gaining a good reputation after just a few years. This early single-seater was built between April and September 1948 and fitted with a twin-cylinder 1000 cc Black Lightning Vincent engine. It was raced on 18th September 1948 by John Cooper at Goodwood and by George Abecassis at Goodwood and Isle of Man during the 1949 season.



1952 CONNAUGHT A Type *

63 Chassis no: A6 - Coachwork: _
Owner: Kurt Engelhorn - Category: E

In 1948 Rodney Clarke and R.M. Oliver started to build sports cars mainly using Lea-Francis components. In 1950 thanks to Kenneth McAlpine, the financial backer of the project, they designed their first single-seater to compete in Formula 2 events. This 1952 Connaught A Type, fitted with the 1960 cc 4-cylinder engine, had its race debut at the 1952 Silverstone British Grand Prix driven by Eric Thompson and was also driven by Stirling Moss at the Monza Italian Grand Prix. Bought in 1953 by Ecurie Ecosse it was raced until 1956. First restored in 1989 and again in more recent years, in 2010 it was raced at Monte Carlo Historic, Dijon Grand Prix de l'Age d'Or, Silverstone Classic and Goodwood Revival.

on exhibition
only



1978 | LANCIA Sibilo*

64 | Chassis no: S12201 - Coachwork Bertone
Owner: Corrado Lopresto - Category: A

Concept-car first exhibited at the Bertone stand at the 1978 Turin Motor Show.

Designed by Marcello Gandini (who had also designed, among others, the Lamborghini Miura and Countach and the Lancia Stratos) and built on a lengthened Stratos chassis, fitted with the V6 2418 cc engine, this car is a further evolution of the wedge style devised by Carrozzeria Bertone over the years.

In running condition, the car remained in the Bertone Collection until May 2011, when it was bought by the current owner.

u n i q u e s

coachbuilders &
car manufacturers

uniques

Categories

- A - One-off models
- B - The surviving car from a limited edition
- C - Prototypes
- D - Concept and Show cars
- E - Famous Cars
- F - Cars from an extremely limited edition (<20)

Bertone
Contemporary cars





Bertone

The History

Bertone: a Century of tradition and innovation

The birth of the Bertone company dates back to November 1912. We can say that Bertone is one of the most ancient design house in the world. And we are proud to say that the true "taylor made car", is a specialty by Bertone since the beginning of its history. Bertone has a long lasting tradition in car design and also in technical innovation. Bertone is one of the most outstanding brand in Italian luxury design.

From the Twenties to the Forties: a fertile milieu in Turin

In the early 20th century, cars were a rarity in Turin, and those made by young Bertone immediately stood out for fine workmanship, sturdiness, top-notch quality.

A true milestone of this period is the Fiat 501 S, a stunning torpedo shape interpretation.

In the Twenties, the company entered into collaborations with nearly all the car manufacturers of the time. Of special importance were the ties established by Bertone with the biggest Turin-based carmakers: Fiat and Lancia, and began to produce top level luxury sedans.

In the Thirties, despite the great depression of 1929 had hit hard and many carmakers all around the world, Bertone created the Fiat 527S Ardita 2500, which introduced stunning details, such as the front headlights with fairing along the bonnet, and marked a key development in car design.

In the Forties, in the great difficulties of the war, Bertone went on with the production of luxury "taylor made" cars, such as the Fiat 2800 cabriolet.

The Fifties: from bodybuilder to car maker

In the Fifties began the cooperation between Bertone and Alfa Romeo. In those years Bertone signed some iconic cars that are still nowadays milestone of car design history, such as Giulietta Sprint, Giulietta SS, but also "tailor made" supercars such as the the Aston Martin DB2/4 and the Maserati 3500 GT.

The Sixties: GT cars take the limelight

The Sixties were characterised by the advent of the Italian-style GT by Bertone, that signed some of the most astonishing supercar ever, such as the Alfa Romeo 2600 Sprint, (in a coupé and a cabriolet version), two Ferrari 250 GTs, the Aston Martin DB4 GT "Jet", the Maserati 5000 GT, as well as the Iso Grifo.

The Sixties ended with the birth of an industrial partnership that was destined to make history in the automotive world: the alliance with Ferruccio Lamborghini. The first fruit of this encounter, the Miura, made its debut at the 1966 edition of the Geneva Show, where it redefined the very concept of high performance mid-engine coupé. The Miura was followed by the Marzal and the Espada.

To astound, to explore unprecedented shapes, to create a new graphic language that might take the forms of the motor car into the future, all these goals went into the Nuccio Bertone brand name, when the Carabo concept car, built on an Alfa 33 base, made its appearance at the 1968 Paris Show.

The Seventies: the great design transformation

The Seventies are deeply marked by the Lancia Stratos. With the prototype of the Stratos Zero, built on a Lancia Fulvia 1.6 HF base, Bertone astonished everyone, as he set new benchmarks for modern art and international car design. Unveiled at the Turin Motor Show in 1970, the Stratos Zero went beyond the notion of style, by embodying a timeless synthesis of architecture, sculpture and industrial design.

The following year, starting from a number of stylistic features of the Zero, Bertone penned the Lancia Stratos Stradale, a coupé of compact design, destined primarily for the racing circuit, that would reap wins at many World Rally Championships.

In the following years, Bertone produced the stunning Maserati Khamsin, the Lamborghini Countach and the Dino Ferrari 308 GT4.

The Eighties and Nineties: high technology and style

Between the Eighties and the Nineties, Bertone focused on innovative technologies, with electric cars, such as the Blitz and the Zer that set a new one-hour speed record (199.822 km covered in 60 minutes) and broke the 300 km/h barrier, gaining the world speed record for electric vehicles (with a peak of 303.977 km/h).

Bertone in the new Millennium

In 2009, having sold its Grugliasco plant and its production activities to the Fiat Group, the company was restructured to provide a full range of services to the automotive, transportation and industrial design sectors, working in a highly flexible manner so as to respond quickly to any customer request.

Bertone relies on a 200 people strong engineering and design staff, has a production capacity of up to 300 thousand hours/year of engineering work, and is able to develop up to four complete design projects per year, from the initial sketch to the prototype building stage. Furthermore, upon specific customer requests, the Bertone "atelier" continues to build luxury one-of-a-kind cars, thus taking the ancient art of the "carrozziere" into the future.



65

Chevrolet Corvette Ramarro

1984

The Ramarro was created as a design test bed for future technology applied to a mass production base. It uses the chassis and mechanicals of the Chevrolet Corvette, this concept has a different layout from the original car in order to optimize its modern style. The radiator and air conditioner unit are moved to the rear of the vehicle, the doors slide open to aid ingress. The large, full glass panoramic roof harmonizes the aesthetic function with the application of highly sophisticated technologies and materials. In 1985, the Ramarro was awarded the Car Design Award of the year, by a jury from the best European and American magazines.



Presented at the Geneva Motor Show in 1990, the Nivola was created using the mechanics of the Chevrolet Corvette ZR-1. The V8 engine which delivers 381 hp, was moved behind the passenger compartment and coupled to a new ZF gearbox, thereby obtaining a balanced weight distribution (40% front wheels, 60% on the rear). The car is a mid-engined supercar, a two-seater converting from coupe to convertible spider through the removal of the roof panel. Inside the seats have no cushions, the driver and passenger sit on the floor of the car itself, and hidden within the doors are two storage compartments. The suspension uses a hydro-pneumatic system that allows vertical adjustment of 6 cm from the ground.

Chevrolet Corvette Nivola

1990



66



67

Lotus Emotion

1991

In 1991 Bertone decided to develop a new concept based on the Lotus Esprit, owned then by GM. It was not the first time Bertone worked together with GM, in 1984 with the Ramarro and in 1990 with the Nivola, both using the Chevrolet Corvette engine. The Emotion, displayed at the Detroit Motor Show (USA), is a significant demonstration of classic elegance that is grafted with an undeniable modernity. The car keeps the Lotus Esprit's 245 cm wheelbase, but with the length reduced to little more than 4 meters (406 cm). The side windows are enclosed to the rear to merge with a rear window, this creates a singular triangular roof design.



The union between Bertone and Porsche extends from the nineties back to the mid-sixties, when Bertone rebodied a Porsche 911 as a spider and presented it at the 1966 Geneva Motor Show. The identity and personality of the 911 even today are so pronounced that Bertone avoided any stylistic confrontation with the production car, by directing research towards a high-performance sedan. The car is characterized by deep sculptural sides, a transparent roof and large gull-wing doors opening the entire side (already successfully tested on the Marzal). The interior, covered with exotic leathers signed by Bourbonnais, is fitted with four seats.

Porsche 911 Karisma

1994



68



69

Alfa Romeo La Bella

1999

The Bella is a 2+2 sports coupe built on an Alfa Romeo 166 platform and was presented at the 1999 Geneva Motor Show. The car reinterprets the tradition of coachbuilt Bertone Alfa Romeos that shined in the fifties and sixties. It's aggressive exterior style combines with a highly functional interior. Alfa Romeo styling elements are reinterpreted with masterly hand. The front hood is stretched and large, offset by the treatment of the very compact enveloping rear volume. The Alfa badge is positioned within the sculpted bonnet, giving rise to lines that characterize the entire car. The windscreen is integrated with the side windows without interruption and gives the impression of an aircraft cockpit.

The carryover components of the original sedan (front doors, greenhouse, hood and trunk) are very obvious but the 2.5 meter wide body leaves no doubt, the race version is just as wild as every Jaguar in the jungle, ready to eat the competition alive. The overall height car has been lowered 100mm compared to the street version, and has been given a mere 50mm ground clearance along with a perfectly flat belly for aerodynamic efficiency. The Pirelli PZero race tires are 325/30/19. The giant front spoiler pulls in the cooling air while the giant rear extractor returns it. The side spoilers are filled with giant exhaust side pipes. The rear spoiler is a traditional bi-level race spoiler.



The interior has been completely emptied and filled with a safety roll cage, a full race drivers seat and a few minimalist instruments. The graphics are in bright fluorescent green in contrast with the silver body and the carbon fiber aerodynamics components. In order to meet the demanding performance requirements on the track, the modular "pure" hybrid system in the Bg has been modified to include two additional Lucchi electric engines for a four-wheel drive layout producing the equivalent of 725 kW, around 980Cv. Now the Jaguar racing dynasty has a new member, the B 99 GT.

Jaguar B99 GT

2011

71



EUROPEAN
PREMIERE



73

Bertone Nuccio

2012

Designed to celebrate Bertone's Centennial, the Nuccio is a tribute to the company's historical owner, and represents the typically Bertone genetic code as an "extreme" sports car (4.3-liter, 8-cylinder engine with 480 hp). The car has a low, muscular monovolume architectural layout, which reverently refers to some historical Bertone designs of the past, true milestones of car design, like the 1968 Alfa Romeo Carabo, the 1970 Lancia Stratos o, and the 1971 Lamborghini Countach.



Zagato

Since 1919



Andrea and Marella Zagato

Ugo Zagato. In the beginning of the XX century, while the biggest part of coachbuilders was converting their production from horse-drawn carriages to horseless carriages Ugo Zagato entered the motoring universe coming from aeronautics. In 1919 he founded his own company, the "Carrozzeria Zagato". During the 30s he was among the first to introduce aerodynamics. And in the 40s he created a new kind of body that was characterized by the maximum lightness and visibility: the Panoramic concept.

Elio Zagato. Ugo's first born started his company career at the end of the 40s as a family's race cars pilot. He entered 160 official competitions and was on the podium 83 times. During the 50s Zagato bodies were requested to dress the most important chassis: Abarth, AC Cars,

Alfa Romeo, Aston Martin, Fiat, Ferrari, Lancia and Maserati. Many fuoriserie cars were manufactured during the 60s (Alfa Romeo SZ and TZ and all Sport versions for Lancia; Aurelia, Appia, Flaminia, Flavia e Fulvia), 70s and 80s (Alfa Romeo Junior Zagato, Lancia Beta Spider, Maserati Spyder and Aston Martin Vantage/Volante).

Andrea Zagato. Elio's son graduated from Milan's Bocconi University submitting a thesis on "Design in the Production and Marketing of Automobiles" then he began his professional career in the family business. In the beginning of the 90s, after Alfa Romeo S.Z. and Lancia Hye-na projects, Andrea and his wife **Marella Rivolta Zagato** transformed the company from a body assembler into a modern **Atelier**, specialized in tailor-making (from 9 to 999 units) for the best World Automotive Brands. Zagato cars with the "Z" emblem on the sides such as **Lamborghini** Super Diablo and Raptor, **Aston Martin** DB7 Zagato, AR1, **Ferrari** 575 GTZ & 550 Barchetta, **Maserati** G5 Zagato, **Bentley** GTZ and recent **Alfa Romeo** TZ3 Corsa and Stradale and the **Aston Martin** V12 Vantage Zagato, represent the real DNA of the **Atelier**. Equally prestigious yet addressed to a wider range of customers are the **Prêt-à-Conduire** projects (the Ypsilon Sport for **Lancia**, the 500 Coupé for **Fiat**, the 378 GT for **AC Cars**).

The company include a Classic branch for Sanction II projects. Its aim is to revamp vanished one off Zagato cars that deserve a more important role than a simple memory. They're not replicas, they're official continuation models (reconstructions).

The racing program takes place under the Scuderia Zagato umbrella through the most important classic competitions like the Mille Miglia (2012 edition was won by a Scuderia Sports's Alfa Romeo 6C 1500 Zagato).



Ugo Zagato



Elio Zagato

Zagato

BMW Coupé & Roadster



BMW Zagato Coupé

Zagato and BMW have worked in close collaboration to create an exciting and emotionally charged car in the finest tradition of automotive workmanship: the BMW Zagato Coupé. It embodies the unbridled fascination of a coupé and fuses the design DNA of the two companies into a fresh and distinctive whole. This project is the product of many hours of skilled hand-craftsmanship and breathes new life into the tradition of coachbuilding. The Milanese Team together with Senior Vice President BMW Group Design **Adrian Von Hoeydoonk** and Head of BMW Design **Karim Habid** designed and made a new body on an existing BMW Platform with the task to respect modern homologation restrictions. The two partners settled on a realistic and applied approach to the development of the BMW Zagato Coupé, which was introduced on last May. The extremely long bonnet, greenhouse set well back and double bubble roof and Kamm Tail sum up the dynamic focus of the car as only a Zagato coupé could. "Zagato has always provided its customers with ready-to-drive cars which can be sent into action on the road or race track without further ado – and the BMW Zagato Coupé fits the same template," says Andrea Zagato, third generation of his family to sit at the helm of the company. "It is relatively easy to build a design study which is not intended for use on the road. Not having to meet any stipulations governing crash safety or pedestrian protection opens up a host of new avenues in terms of design," he adds. "The challenge lies in injecting the emotional appeal of a concept car into a road-legal machine. And I think we succeeded". The body of the BMW Zagato Coupé has been built entirely by hand. As in the past, the new skin was tailored to fit the car's mechanical architecture, tracing its lines yet giving it space to breathe. The Zagato experts spent many hours crafting the aluminium sheet metal by hand and meticulously moulding it to give the car its unique form.

BMW Zagato Roadster

The second "Zagato for BMW" bodywork, which is shown at Unique Special Ones for the first time in Europe, was introduced on last August in California only 90 days after the BMW Zagato Coupé. The two historical brands, which share the same aeronautical heritage, decided to go further and started the development of a new car with state-of-the-art BMW mechanical layout and unmistakable Zagato design. BMW and Zagato can both look back on a long and successful tradition of building roadsters, and the BMW Zagato Roadster sees their respective design DNAs melting into one. It matches a typical layout in the Bavarian brand's tradition, BMW front engine / rear drive architectures, long nose and rearward cockpit, with Zagato's Milanese philosophy characterized by minimalistic design. Zagato built the BMW Zagato Roadster in a very short time: only 6 weeks. Exactly like the coupé version, the Roadster is a V-Max concept in line with the Milanese Atelier tradition in making limited editions instead of static models. Since its foundation the Company's philosophy was always customer oriented. Zagato Clients' cars have been always conceived and manufactured for immediate road and/or racing use. Coherently with this heritage, BMW committed a fully homologated car to Andrea and Marella Zagato. It would have been too easy to conceive an open top version of the coupé simply by removing the roof of the BMW Zagato Coupé. Following the typical heritage of Zagato and the Italian motoring history the Coupé was reengineered. For this reason the Roadster's style is different from the Coupé's one. Differences are noticeable most of all in the design of the tail: new rear bumper, new boot design, new rear splitter, new rounded glass fascia which includes the tail lights. The Zagato Roadster features a fully automatic metallic folding roof which enhances even more the sporty, elegant and aerodynamic Zagato style and recalls both the historical Milanese and BMW roadsters.

Zagato

Carrera Speedster

WORLD
PREMIERE



76

Porsche and Zagato

65 years after the creation of the first Zagato bodied Porsche, the Milanese Atelier introduces at Uniques Special Ones a masterpiece of its lightweight body production, started in Milano in 1919.

Porsche Carrera Zagato Speedster

When the French gentleman driver and official Porsche pilot - Claude Storez - approached Zagato in mid 50s, he had already consolidated a strong racing experience with 356 A Carrera and 550 RS.

He was in Italy to attend the important races of the period like Mille Miglia when he decided to committed to the Milanese Atelier a light aluminium body for his car Porsche Carrera Speedster GS - the lightest and most performing version of the entire 356 model range.

The final result was a very compact and streamline body characterized by the low rounded glass and by the two rear longitudinal wings. The Carrera Zagato Speedster raced and won many competitions in 1957 and 1958 until it was lost on Feb 7th 1959.

Thanks to photometric process, Zagato was able to start from black and white pictures of the car to recreate its Sanction II aluminium body.

Car n.1 has been committed by the American Porsche enthusiast Herb Wetanson, who owns also a Porsche 962 and raced with Porsche 904, 906, 910, 917 competition versions.

Mr. Wetanson will present the Porsche Carrera Zagato among the best classic competitions like the Monterey Motors Sports reunion on Laguna Seca race circuit.

Alfa Romeo

4C Concept



74

The charm of the present, the technology of the future.

Fruit of the brand's experience the 4C Concept represents the true essence of a sports car according to the Alfa Romeo brand's values: Italian style, light weight, technologically advanced engine, and dynamism aimed at maximum driving pleasure in total safety. The concept is a two-seater, rear-wheel drive coupé with the engine at the center. It is approximately 4 meters long with wheelbase of less than 2.4 meters. Thanks to the extensive use of lightweight materials such as carbon fiber its weight does not exceed 900 kg.

These features emphasize the car's agility and its weight/power ratio which is lower than 4 kg/HP.

The Alfa Romeo 4C Concept is equipped with the brand new 1750 Turbo Petrol engine with aluminum block combined with twin dry clutch transmission the TCT and the Alfa DNA system for dynamic control of the vehicle in all conditions.

Alfa Romeo

2000 Sportiva - 1954



23

hors concours

Alfa Romeo Automobilmismo Storico, Centro Documentazione (Arese, Milano)

Built in 1954 under the authorization of Orazio Satta Puliga, equipped with an engine derived from the "1900" unit (in-line 4, twin cam), the "Sportiva" is certainly an interesting prototype positioned between the GT's and the racing cars.

The engine with its "reasonable" power fit in between the 115 hp of the "1900 Super Sprint", coupé version of the "berlina" and the 158 of the 2-liter racing spider "Disco Volante", (each models bodied by Toruing). The twin-cam engine of the "2000 Sportiva" has an output of 138 hp for a high-performance speed of 220 kmph.

Worthy of note is the De Dion rear axle interpreted in a modern key with triangular transversely-anchored axle-struts of the Watt type. The rear brake drums, beside being mounted inside, has transverse inclined finning for cooling. The whole, in a sense, has been the forerunner of the "Alfetta" berlina by almost twenty years.

The body, superbly designed by Franco Scaglione during his experience at Carrozzeria Bertone, had the broad rear window and the streamlined tail like the beautiful 1954 "Giulietta Sprint", an icon of 1950s, one of Scaglione's masterpieces. The styling of the "2000 Sportiva" is based on lightness, aerodynamic and smooth styling, a typical example of the finest Italian post-war design, thoroughbreds mechanics.

Alfa Romeo

Giulia SS prototipo - 1965



52

hors concours

Alfa Romeo Automobilmismo Storico, Centro Documentazione (Arese, Milano)

This intriguing gran turismo is based on the platform of Giulia Sprint GT and was styled and built by Bertone. This one-off model is completely unreleased and presents any styling solutions that anticipate some Italian sports cars of the 1970's.

Ferrari

250 GTO



44

hors concours

Back in 1947, Scuderia Ferrari designed and produced the first Sport Car with the Prancing Horse on the bonnet, the 125 S, fitted with a radical and extraordinary 12 cylinder engine which would have a profound effect on the international motoring scene as well as becoming a signature piece for the car company. From that day on, Ferrari has been ever present in the Formula 1 World Championship as well as building competition cars with 4, 6, 8, 10 and 12 cylinder engines and grand touring cars with an exceptional mechanical pedigree. Almost all these cars are still in existence today and the Maranello company considers it extremely important to continue providing, through its Ferrari Classiche arm:

Certification of authenticity;

Attestation for vehicles of historic interest;

Restoration and maintenance services.

This service is available to Ferrari road cars over twenty years of age and to Ferrari F1 cars, sports and sports prototypes, irrespective of their year of manufacture. The aim is to provide owners with a document attesting to the authenticity of their vehicle.

The Ferrari brand has always been a symbol of mechanical excellence and high technical characteristics. The Prancing Horse classics need special attention to preserve their exclusive performance. Owners can rely on Ferrari SpA to carry out restoration work, servicing and maintenance, as well for general technical assistance.

At Ferrari Classiche we feel that the best way to demonstrate the quality of our work is to simply show it to the world and 2012 was another important year for our department with a number of important restoration projects, one of which of a particularly significant car. Chassis no. 4675 was a 250 GTO built in 1963 and returned to the factory for repair after a crash during the 1963 Tour de France. It was rebodied by Ferrari with the

'64 body style and in 1964 was raced by Jean Guichet in the Targa Florio (DNF) and 500 km of Spa (2nd overall) and by Oddone Sigala in Mugello (3rd overall) and Coppa Inter Europa in Monza (5th overall). The complete restoration allowed us to return it to its original splendour.

All of the restoration work carried out by Ferrari Classiche is underpinned by in-depth research carried out using Ferrari's historic archive, a treasure trove of invaluable technical information on every car built at the factory. This extensive archive also allows us to supply all major mechanical components manufactured to the original specifications.



Ferrari

F12 Berlinetta



75

Every time Ferrari has unveiled a new 12-cylinder sports car something magical has happened. Perhaps this has to do with the fact that the very first Ferrari, the 1947 125 S, was itself powered by a V12, or maybe it's because purists see the 12-cylinder as the Ferrari engine par excellence. Be that as it may, every time such a model makes its debut, it hails the start of a new era.

Many are the V12-engined sports cars that have gone down in the annals of automotive history, from the earliest cars to the seminal 250 series which spawned some of Ferrari's most successful competition models – the 250 Testa Rossa, the 250 Berlinetta passo corto and the 250 GTO. That list must also include, of course, the 1968 365 GTB4, better known as the Daytona, which shone both on the road and on the track.

All of these cars represented a major generational leap, as does the F12 Berlinetta today. It is not merely the latest mid-front-mounted V12 model, but the most high-performance Ferrari ever built. The F12 Berlinetta is equipped with an exceptional new 740 hp engine that delivers 690 Nm of torque and extraordinary performance figures: 0-200 km/h in 8.5 seconds and a Fiorano lap time of just 1'23." Yet it still effortlessly marries that extreme performance with benchmark efficiency, delivering fuel consumption and emissions that are 30 per cent lower than the previous V12.

The engineers were also tasked with creating a mid-front-engined model that could match the chassis dynamics and handling qualities of a rear-mid-engined car. To this end one of the biggest advances has been made thanks to the conceptual layout of the chassis and the running gear, culminating in a car that is lighter and more compact than the 599 GTB Fiorano, with a lower centre of gravity that is further back in the chassis for perfect weight distribution. At the same time passenger and

luggage space have been improved to ensure maximum comfort over longer journeys.

Designed by the Ferrari Styling Centre in collaboration with Pininfarina, the F12 Berlinetta strikes a perfect balance between maximum aerodynamic efficiency and the elegant proportions typical of Ferrari's front-engined V12 cars. The result is that the F12 Berlinetta is the most aerodynamically efficient Ferrari ever with a Cd of 0.299 and downforce of 123 kg at 200 km/h.

Lamborghini

Aventador LP 700-4



72

Unique design and technology package for the new reference among super sports cars

Lamborghini Aventador LP 700-4 redefines the very pinnacle of the world super sports car market – brutal power, outstanding lightweight engineering and phenomenal handling precision are combined with peerless design and the very finest equipment to deliver an unparalleled driving experience.

The technology package of the Lamborghini Aventador LP 700-4 is utterly unique. It is based on an innovative monocoque made from carbon-fiber that combines exceptional lightweight engineering with the highest levels of stiffness and safety. The entire occupant cell, with tub and roof, is one single physical component ensuring extreme rigidity and thus outstanding driving precision, as well as an extremely high level of passive safety for the driver and his passenger. The entire monocoque weighs only 147.5 kilograms (325.18 lb).

The new twelve-cylinder with 6.5 liters' displacement and 515 kW / 700 hp brings together the ultimate in high-revving pleasure with astonishing low-end torque. Thanks to a dry weight of only 1,575 kilograms, which is extremely low for this class of vehicle, the weight-to-power ratio stands at only 2.25 kilograms per hp. Even the fantastic 0-100 km/h acceleration figure of just 2.9 seconds and the top speed of 350 km/h (217 mph) do not fully describe the Aventador's extreme performance. And yet, fuel consumption and CO₂ emissions are down by around 20 percent compared with its predecessor, despite the considerable increase in power (+8%). The ISR transmission is unique among road-going vehicles, guaranteeing the fastest shifting time (only 50 milliseconds) and a highly emotional shift feel, while the lightweight chassis with pushrod suspension delivers absolute handling precision and competition-level performance.

With the new Aventador LP 700-4, the designers at the Centro Stile Lamborghini in Sant'Agata Bolognese have taken the brand's characteristic and distinctive design to a new edge.

The Aventador extreme, razor-sharp lines portray a precision that is without parallel in automotive design. And its clean, taut and expertly executed surfaces demonstrate the exceptional competence and depth of experience possessed by Lamborghini in carbon-fiber body shell design. The surface of the roof has a new geometry that provides greater spaciousness for the passengers while at the same time giving relief to the lines of the front section.

This also addresses the aim of obtaining a better aerodynamic coefficient, continuing Lamborghini's design philosophy of 'form follows function'.

Launched in 2011, year and a half from its official debut, the Aventador has been crowned queen of the super sports cars with no less than 36 international prizes for its design and innovative technological solutions. The success of the Aventador is also demonstrated by its order book, which continues to cover the next 18 months of production.

Lamborghini

Miura SV



57

hors concours

When the 1971 Geneva Auto Show opened its doors, everyone already knew that the Lamborghini stand would be one of the most interesting because it would display an automobile destined to go down in history. It was the Miura SV: the logical evolution of the Miura, designed by Bertone under the direction of the designer Marcello Gandini, in production for five years. Despite a little-altered outward appearance, the SV was in reality much improved over the "S"; the chassis was further stiffened, the engine and gearbox were finally separated so that different lubricants could be used for the two groups, and thanks to this solution the customer could order the self-blocking differential and dry-sump lubrication. Other details were retouched during this revision process: the headlights lost their characteristic "eyelashes" and their border from black became silver, the front grills were barely touched and the interior was left practically the same.

The SV was considered even faster than the Miura S, due to its more powerful engine with 385 HP at 7850 rpm and widened tires, ensuring a considerable improvement in acceleration and stability, so that the SV could be truly deemed the fastest automobile in production at that time. It would continue to hold that record until the Countach was refined many years later. Meanwhile, the SV was built in very limited quantities, only on order, for one of the few fortunate people able to indulge in one of the most glamorous examples of automotive art ever put into production. When, a year later, Lamborghini decided to cease producing it, only 150 SVs had left the assembly lines of Sant'Agata Bolognese; today they are considered collectors' items of exceptional importance.

This car model was once owned by Canadian Formula 1 team owner Walter Wolf who bought it as a gift for his wife. Fitted with Wolf's trade mark F1 steering wheel. Fully factory restored this is the only one displayed

at Museo Lamborghini in Sant'Agata Bolognese. Certainly, this Miura SV contributes significantly to the beauty and reputation of the museum which is visited every year by several thousand people coming from every part of globe, to admire the legendary super sport cars that made automotive history.

Pagani

Zonda Cinque Roadster



70

The Pagani roadcar model range would not be complete without a Roadster version of the Zonda Cinque. As the name implies it is created in the Modenese Atelier in a limited production run of merely five exclusive pieces like its coupé sister.

All weight reduction measures adopted by Pagani to improve driving pleasure, performance and emission of the Zonda Cinque have found use in the Cinque Roadster as well. The Carbon-Titanium chassis has been redesigned for the compensation of a missing roof.

The Cinque experience is enhanced with the roof stored in the front bonnet, when the storm of air being fed to the 678hp Mercedes AMG V12 engine through the massive intake just inches over the passengers' ears, accompanies the exhaust note of the bespoke Zonda Cinque Inconel and Titanium exhaust system.

Whether you opt for a relaxed country drive in Tuscany's hills, visiting Florence and other centres of the Italian Renaissance, or a record hunt at the Nürburgring, this 1.3 million Euro + taxes jewel will reward with every day driveability and ultimate performance thanks to the different drive modes of the sequential robotised gearbox and an adjustable suspension setup that feels at home as well at the racetrack as on bumpy roads.

The constant efforts of Horacio Pagani and his team shows once again how art and engineering can be combined in the Zonda Cinque Roadster.

Technical Specifications:

- Mercedes Benz AMG engine, Power: 678 hp, Torque: 780 Nm
- Carbon-titanium monocoque
- ECU, Traction control, ABS by Bosch Engineering
- Inconel/titanium exhaust system coated with ceramic
- Suspensions in magnesium and titanium
- Cima sequential gearbox (6 speed), robotized by Automac engineering
- APP monolithic wheels forged in aluminium and magnesium. Size: front 9x19 - rear 12,5x20
- Pirelli PZero tyres. Size: front 255/35/19 - rear 335/30/20
- Pagani leather/carbon fibre racing seats
- Brembo brakes in carbo-ceramic self ventilated with hydraulic servo brake. Size: front 380x34 mm, monolithic 6 piston caliper; rear 380x34 mm, monolithic 4 piston caliper
- Dry weight 1.210 kg
- Weight distribution in driving condition: 47% front, 53% rear
- Acceleration: 0-100 Km in 3.4 sec., 0-200 in 9.6 sec.
- Braking: 100-0 km in 2.1 sec., 200-0 km 4.3 sec.
- Maximum side acceleration: 1.45 G (with road tyres)
- Downforce at 300 kph: 750 kg



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