

u n i q u e s
special ones

SEPTEMBER 28th - 30th, 2012
Giardino, Conventino and Palazzo della Gherardesca
Four Seasons Hotel Firenze



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u n i q u e s
—
words of welcome



Sandro Binelli

President of MAC Group

It is with great pleasure that I find myself presenting for the third year now **uniques special ones**[®]. I'm proud to say that the original concept and format of the event has not changed, proving that this exceptional showcase of unique artifacts is appreciated by the collectors and the critics and is stepping forward towards its development: communicating an aesthetics of contemporary luxury that is beyond style, fashion and personal taste.

I myself each year take part to the process of carefully hone the selection of cars on display, living proof of workmanship and of the most refined levels of manual skill. This of course is referred to all elements of which **uniques special ones**[®] is made up: the cars involved in the Unique Cars International Concours along with the gallery of pieces of art and high profile objects showed. A unique atmosphere reserved to all lovers of excellence, beauty and high quality living, collectors or simple enthusiasts willing to be surrounded by rare cars from all over the world with the common denominators of uniqueness, exclusivity, exceptionality, rarity, and singularity. A pleasure which is universally real thus international. It's no accident that the percentage of Italian participants to the event is significantly lower than the one of foreigners, coming all over from Europe, North America, BRIC and East European countries: **uniques special ones**[®] was originally designed and created to go abroad, in a transversal concept and widespread system of values and expression.

Florence, representing the genius to transform power and money into works of art and architecture that were destined to endure across the ages, was the natural choice where to first host **uniques**. The city's gift for conserving the 'signs of the past' as 'products' of a glorious history for the last three years made the atmosphere of **uniques** close to perfect: something I will always be thankful for.

It's now the time for **uniques special ones**[®] to lead internationally to convey the essence of the original concept in excellent locations in the day by day more leading developing countries: there we will express the spirit of a *savoir vivre* that is exclusive, inimitable and unique. On the short term we are working on St Petersburg, St. Moritz and Principauté de Monaco, to then move towards Brasil, China, India, Middle East and Usa. With this aim and objective, a second but no less important development will be undertaken: the creation of an International Register of unique cars to create an exclusive community of collectors, continuing throughout the year. The **uniques special ones**[®] **International Register** goes beyond the event and is transverse with other car registers: it conducts a census and gives value to cars, promoting their history and tradition through the latest communication media and networks and tracing their past and future path by recording their attendance at international events. An ambitious scheme which may be realized with everyone's input: collectors, coachbuilders, car manufacturers, auction houses and professionals from the sector. This is an incredibly challenging project, as challenging as it was to first realize a **uniques** Concours that was only an ambitious idea in a boy's dream. A dream that could not become true without the faith and enthusiasm of all people involved: collectors, partners, enthusiasts, experts and all those who've worked on the project, whom I'd like to dedicate this message to.

My heartfelt thanks go to Stefano Ricci, exceptional Florentine designer who believed in this project from the very beginning. Please allow me to thank our partners Marcello Fratini with Tenuta Argentiera. My thanks also go to Florence's Mayor, Matteo Renzi as well as to Adolfo Orsi, Tom Tjaarda and to all judges who took part in the concours. A special thanks to Lilli Bertone for all the masterpieces she shared with us on the coachbuilder's Centenary.



Matteo Renzi

Mayor of Florence

It is with great pleasure and with deep attention that the City of Florence welcomes once more the new edition of **uniques special ones**, the multifaceted and sophisticated event that embodies the best in the field of collectible cars, and also the taste, passion and originality of these very rare or even unique high quality cars.

For three days, from September 28th to 30th, the Gherardesca garden and palace, in the heart of the city, will host a roundup of the "steering wheel" treasures, rare vehicles, produced in limited edition or even unique samples, in any case historical pieces.

These beautiful, famous and desired cars, for true connoisseurs, from this year on are going to be recorded in a special register that will, internationally and officially, certify their uniqueness and value.

uniques special ones is not only cars: rarities, excellences of originality and handy craft together with the best design will meet here, creating collectible items like clocks, artworks and jewels, attracting every year collectors, amateurs and enthusiasts from around the world.

Hence the City of Florence is glad to host this event related to beauty, high quality, technology and elegance.

These three days will be an occasion to experience a full immersion in an unknown intriguing world, to take a closer look at the nature of these extraordinary items and to enjoy a unique atmosphere.

Florence, a melting pot of beauty, art and culture, is therefore honored to welcome again **uniques special ones** and wishes the organizers and participants a pleasant journey into exclusivity with the hope that you will also take a chance to discover the other treasures this wonderful city can offer to its visitors.



Stefano Ricci

Stefano Ricci

Shared values are the main reasons why, with my family and my company, we decided to support **uniques special ones** for the third consecutive year.

Uniqueness, exclusivity, exceptionality and extraordinariness characterize this event.

Common elements in our actions and in our work where culture, tradition, "hand-made" craftsmanship, deftness of "made-to-measure", attention to detail are an integral part of our business philosophy.

But also recovery, research and innovation for yarns and fabrics. And with regard to these two important elements we decided to acquire the "Antico Setificio Fiorentino" to give back life to this true historical factory, where the most precious and delicate silks and brocades are produced, using antique looms since 1786.

An appointment in Florence and for Florence, where I am pleased to welcome all foreign and Italian collectors.

u n i q u e s

the event

U n i q u e s



A uniques event

The Concours

At its third year, **uniques special ones** renews its original formula providing simultaneously for an international Concours, an exhibition conceived to showcase and add value to 'unique' or 'rare' cars and other artifacts that are limited editions or special due to the role they have played in history, and an international public relations format. In this 2012 edition **uniques** will celebrate Excellence, through exclusive craftsmanship, manufacture and very special products worldwide.

The heart of **uniques** is The Unique Cars International Concours dedicated to those special collectors who own cars of which only one was built or remains today: one-off cars, the remaining cars of extremely limited series, prototypes, concept and show cars, famous cars (cars that gained fame through their participation in historical events; cars that belonged to famous owners; press cars; team cars; works cars; cars that have appeared in films or TV series; cars with the first or last chassis number and/or the earliest surviving or most recently built example remaining of a particular model) and limited edition cars (fewer than 20 examples built or that still remain) are the categories chosen for the selection process of eligible cars.

The concept was developed so to be easily exported with its format on an international level.

Every year **uniques special ones** celebrates a main coachbuilder, an activity that is naturally linked to create unique, one-off cars. 2012 is dedicated to Bertone, the great Italian coachbuilder that signed over the years so many outstanding designs. Among the real treasures exposed there will be the amazing Bertone Nuccio, an European premiere, the car designed to celebrate Bertone's Centennial.

Then the Ramarro and the Nivola, both based on the Chevrolet Corvette. And the 1991 Lotus Emotion, the 1994 Porsche 911 Karisma, the 1999 Alfa Romeo La Bella, the 2011 Jaguar Bgg GT: everyone a masterpiece in itself.

Eligible cars have been selected by a commission, which also entered each vehicle in a specific class: an international jury will be in charge of assigning the awards for each class, while some historic cars and all new cars will be voted exclusively by the public.



A uniques event

The Exhibition

uniques is about more than cars, it includes exceptional unique artifacts as an integral part of the concept. An integral part of the event's concept is its presentation of rare and unique objects: cars, naturally, but also important, unparalleled objects from the high-end world, from jewellery to objects of design and from fashion accessories to works of art. A carefully chosen selection of deluxe brands will put their savoir-faire on display, presenting objects and artistry characterized by the most refined craftsmanship. Companies will not only present their items, but also the processes that lead to the creation of unique models.

The aim for the coming years is to welcome private collectors to contribute proactively to the process of the exhibition. A valuable input has been made by our presenting sponsors.

Florence itself provides for a memorable exhibition and experience: the city's artistic heritage, indeed, is second to none, a glorious testimony to centuries of patronage and creativity as in the Palazzo della Gherardesca, the Museo Nazionale del Bargello and Teatro della Pergola.



“q” as in uniques
the brand

The *uniques* brand was conceived to convey the essence of its concept, to reflect the character and values of the event, to express the spirit of a *savoir vivre* that is exclusive, inimitable and unique in the experiences it brings to life.

The creative project is the result of a process of analysis and research which drew on the expertise of Carmine Ubertis, Milan, and their staff of specialists in the art of communicating an aesthetics of contemporary luxury that is beyond style, fashion and personal taste.

The aim was to create a brand image which allows the works exhibited to speak the essence of their own unique nature, simultaneously conveying *uniques'* extraordinary power to showcase every creation in a manner that speaks the language of collectors, experts and connoisseurs of beauty.

The team's first strategic decision was to take the name 'uniques' and ally it with 'special ones' to divest it of any association with 'alone', transforming it into an evocation of creations that are 'exclusive', 'peerless', 'authentic' and 'inestimable'.

They then developed a typestyle that reflects the creative process behind the works exhibited, being based on an existing typeface with a contemporary design that is elegant without being baroque, and modern without being ephemeral.

Manual creative touches accentuate the grace of each individual letter's contours, focusing on 'q', 'e' and 'u' in a secret play on the initials of the words that encapsulate the essence of *uniques*: Quality, Exceptional and Unique.

Completing the architecture of the graphic design, a modular motif built around the logo allows it to be repeated infinitely in a texture capable of emblazoning areas, installations and communications media with the full character and heritage of the event, even when the logo itself is not present.

The colour palette was likewise chosen to be complementary without being obtrusive, providing an understated foil to the rich diversity of works exhibited, just like *uniques* itself.



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The uniques special ones International Register

The ultimate opus

It was written in our concept from the beginning and it's really evident today: uniques special ones is way more than just a charming exclusive event. One of the more ambitious and visionary uniques projects is now here: the **uniques special ones International Register**.

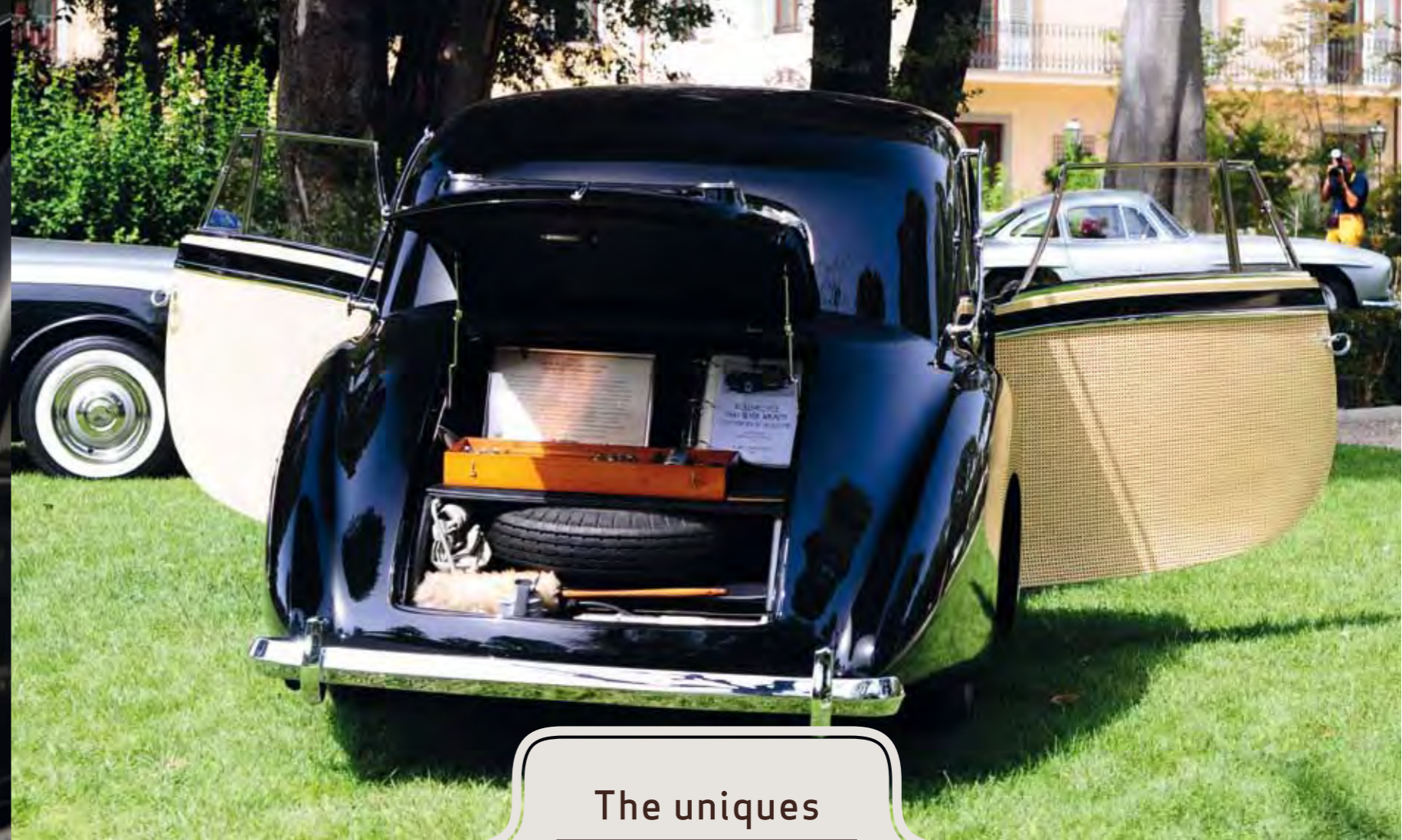
Pre launched in the second half of 2012 and fully activated from 2013, the uniques special ones International Register will be able for the first time to gather and classify every unique car existing in the world, with the same eligibility criteria as uniques concours. Focused on cars in this launch phase, later on it will include other fine objects that are often sought after by classic car collectors.

The International Register will have the patronage and collaboration of two eminent worldwide organizations: the **FIVA**, "Fédération Internationale des Véhicules Anciens" and the **Foundation for UNESCO** – Education for Children in Need. It is a work that noone had ever thought of before and that had never been achieved: a world first able to really change the classic car universe as we know it today. Until now nobody has tried to classify such unique cars outside the specific marque registers, club, experts: this is a definitive, overall register, based on impartial judgements, in-depth analysis and research, able to define a car's uniqueness. A team of several international FIVA marque experts for every different brand will certify eligibility as uniques cars. On top of that Official Brand Museums will be involved too, if necessary, to give further qualified judgement. A sort of international organisation apt to gather together the true uniques cars in the world.

Thanks to the collaboration with the Foundation for UNESCO – Education for Children in Need, the International Register will support a

project to realize a training center for motor mechanics in Burkina Faso. But the International Register will not be a stiff, lifeless directory.

On the contrary: it will be a living being, managed through a well-structured and complete website, ready to become an absolute benchmark for the top-level classic car world, a true « bible » for collectors as well as enthusiasts. Every owner will be able to constantly update and complete the mini-website dedicated to every single car in his possession, submitting the modifications to the register management each time he does. The mini-websites will house a very detailed set of information about the car, the most technical details, together with an accurate history, list of previous owners, photos – period, restoration, current - videos, press reviews and all the useful available data. There will be also a useful list: all the events the car has attended, both in period and modern times, such as concours, races, shows. Of course every collector, if necessary, can preserve his anonymity. And the overall website will become a virtual showcase of everything that matters in the uniques cars world: news, events all around the world, museums, exhibitions, modern one-offs from the most prestigious Brands and also a section dedicated to cars looking for a lucky new owner, in collaboration with the main auction houses and top level car sellers. A smart search engine will allow users to quickly find every uniques car, matching the most varied categories such as original Mille Miglia cars or the cars owned by a personality or the ones designed by a coachbuilder. Every month different Virtual Exhibitions dedicated to specific themes will put together a selected number of cars, which will be the basis for real life exhibitions and books. Membership will soon be a necessary mark



The uniques

Categories

of uniqueness for every outstanding car, increasing its appeal and value.

A brilliant intuition, a significant effort, an important achievement: all this is the uniques special ones International Register.

- A** One-off models
- B** The remaining cars from extremely limited productions
- C** Prototypes
- D** Concept and show cars
- E** Famous cars:
 - cars that gained fame through their participation in historical events
 - cars that belonged to famous owners
 - press cars
 - team cars
 - works cars
 - cars that have appeared in films or TV series
 - cars with the first or last chassis number and/or the earliest surviving or most recently built example remaining of a particular model
- F** Limited edition models (fewer than 20 units built or remaining)



Virtual Exhibitions
Real innovation

One of the most important features of the *uniques special ones International Register* is that it does not concern just one specific marque or event but it's a real overall register, able to gather together truly uniques cars of every manufacturer and every age. This allows the management of a very huge file of interesting, outstanding vehicles: so the idea is to create a series of Virtual Exhibitions that will put together a certain number of cars that have specific characteristics. The Virtual Exhibitions will have a dedicated space on the International Register website, with the aim being to eventually turn them into real exhibitions and/or illustrated books. All this also in the name of a sort of cultural mission that the register would like to accomplish. Remember that it has the patronage and collaboration of the FIVA, "Fédération Internationale des Véhicules Anciens" and the Foundation for UNESCO – Education for Children in Need, and we are not hiding the fact that in the long run the target is that the cars of the uniques special ones register be certified as a World Heritage. Several appealing themes could be the inspiration for such exhibitions. Focusing on the most important events, concours, races: cars that entered the Mille Miglia, or Le Mans, Monte Carlo Grand Prix, the Targa Florio, Villa d'Este, Pebble Beach, among others. The thing that really makes a difference is that – thanks to the uniques register – it will be possible to focus on cars that actually still exist, so not just a dead list of cars that have disappeared but a true living group made up of real important cars. So every Virtual Exhibition will be a real showcase for cars that will interest both historians and collectors.

Great Coachbuilders will be the protagonists of such exhibitions too. In this case the uniques special ones concours in Florence has already dedicated real-life exhibitions, a sort of event within the event, to some of the most relevant Italian coachbuilders, gathering many one-off and show cars together: Castagna in 2010, Zagato in 2011 and Bertone this year. Several Virtual Exhibitions are planned, from the great British coachbuilders of the past to the lesser known but very intriguing Swiss Coachbuilders. Imaginativeness and passion for uniques cars will be the inspiration to create other Virtual Exhibitions: cars owned by heads of state and monarchs, cars owned by outstanding personalities (such as the "avvocato" Giovanni Agnelli, of Fiat fame), cars owned by world-famous collectors (the Shah of Persia, the Sultan of Brunei), cars owned by artists or movie stars. More: Virtual Exhibitions will be able to celebrate important anniversaries, such as 50 or 100 years of a marque or of a specific model. In this case too the appealing fact is that the register will showcase existing specimens of that existing car. Show and press cars too could be topics generating a Virtual Exhibition: for instance "1968 show cars", or "Geneva show cars" or all the Press cars of a specific brand. Little by little, as the international register steadily grows, there will be endless possibilities of creating Virtual Exhibitions. Another string in the international register's bow, a further chance to really be the reference in the prestigious world of international classic cars .

Foundation for UNESCO & uniques special ones® International Register support vocational training center for car mechanics in Burkina Faso.

The center offers young people from the region the opportunity to acquire skills in reading and writing, and to learn the craft of car mechanics. This leads to an enhanced form of self-responsibility among young people and increases the chances of later pay even for the maintenance of the entire family.

The partnership with the uniques special ones® International Register is aimed at raising funds to realize the motor mechanics training center in Burkina Faso.

Trainings in management, specific techniques and practical teaching and the equipment with machinery and materials make income-generating activities more efficient, profitable and sustainable.



Help us to enable EDUCATION and therefore FUTURE for adolescents in BURKINA FASO.

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Judging Criteria for *uniques special ones*

uniques special ones sets a first by adopting an innovative method of judging: each car is judged by not one, but two separate teams of judges.

The first team is composed of restorers, historians and experts with knowledge of a specific marque, model, or period in history. They assess the originality and condition of preserved cars, or the quality of the restoration of restored cars.

The second team appraises cars purely on their aesthetic merits.

For each class, three prizes are awarded: one for restoration/originality, one for style, and the Overall Class winner, combining the two evaluations. In some classes a single car can receive all three prizes, while in others two or three different cars may share the awards. The public thus understands more clearly how different criteria can be applied in judging classic cars.

The Best of Show is chosen from the Overall Class winners, also taking into consideration the uniqueness of the car.



u n i q u e s

2011 Best of Show

Ferrari 250 GT Berlinetta Zagato - David Sydorick

prize	nr.	marque	model	name and last name	country
BEST OF SHOW					
Best of Show	54	FERRARI	250 GT Berlinetta Zagato	David Sydorick	USA
1st Class - PRE-WAR ELEGANCE					
3rd	3	PIERCE-ARROW	1240 A Convertible Sedan	Arnold Kawlath	FRANCE
2nd	5	BUGATTI	Type 57 S Roadster	Arturo Keller	USA
Style	6	BUGATTI	Type 57 S Cabriolet	Arturo Keller	USA
Originality and Restoration	3	PIERCE-ARROW	1240 A Convertible Sedan	Arnold Kawlath	FRANCE
Overall Class Winner	6	BUGATTI	Type 57 S Cabriolet	Arturo Keller	USA
2nd Class - PRE-WAR OPEN CARS					
3rd	8	FIAT	508 S Balilla Sport	Ezio Perletti	ITALY
2nd	9	JAWA	Minor 1 Roadster	Stanislaw Gierat	POLAND
Style	10	JAGUAR	SS Jaguar 100 2.5 - liter	Florian Seidl	GERMANY
Originality and Restoration	10	JAGUAR	SS Jaguar 100 2.5 - liter	Florian Seidl	GERMANY
Overall Class Winner	10	JAGUAR	SS Jaguar 100 2.5 - liter	Florian Seidl	GERMANY
3rd Class - SPORTS AND RACING CARS					
3rd	16	BANDINI	750 Siluro	Johann Georg Fendt	GERMANY
2nd	12	ASTON MARTIN	GP	Robert Eyben	BELGIUM
Style	18	FERRARI	268 SP	Bernard Carl	USA
Originality and Restoration	18	FERRARI	268 SP	Bernard Carl	USA
Overall Class Winner	18	FERRARI	268 SP	Bernard Carl	USA
4th Class - POST-WAR BRITISH ELEGANCE					
3rd	20	BENTLEY	S-Type Continental Cabriolet	Paolo Bianchi	ITALY
2nd	21	ROLLS-ROYCE	Silver Cloud Estate Car	Marcello Fratini	ITALY
Style	20	BENTLEY	S-Type Continental Cabriolet	Paolo Bianchi	ITALY
Originality and Restoration	19	ROLLS-ROYCE	Silver Wraith Sedanca Coupé	Robert Matteucci	USA
Overall Class Winner	19	ROLLS-ROYCE	Silver Wraith Sedanca Coupé	Robert Matteucci	USA
5th Class - POST-WAR OPEN CARS					
3rd	27	FACEL VEGA	Facellia Cabriolet	Stefano Ricci	ITALY
2nd	25	ALFA ROMEO	1900 Super Sprint Cabriolet	Herbert Mutschlechner	ITALY
Style	25	ALFA ROMEO	1900 Super Sprint Cabriolet	Herbert Mutschlechner	ITALY
Originality and Restoration	22	LEA-FRANCIS	2.5 - litre Sport	Andrè Walliman	SWITZERLAND
Overall Class Winner	26	MERCEDES-BENZ	300 SL Roadster	Wael Buheiry	EAU
6th Class - POST-WAR ITALIAN STYLE					
3rd	32	ALFA ROMEO	2000 Sprint Praha	Corrado Lopresto	ITALY
2nd	30	MERCEDES-BENZ	300 SC Coupé	Fred Kriz	P. MONACO
Style	29	FERRARI	212 Export Coupé	Peter McCoy	USA
Originality and Restoration	29	FERRARI	212 Export Coupé	Peter McCoy	USA
Overall Class Winner	29	FERRARI	212 Export Coupé	Peter McCoy	USA
7th Class - BARCHETTAS					
3rd	37	ARNOLT BRISTOL	Bolide Roadster	Eric Brumenil	BELGIUM
2nd	40	MASERATI	A6GCS/53	Jeffrey Mamorsky	USA
Style	40	MASERATI	A6GCS/53	Jeffrey Mamorsky	USA
Originality and Restoration	38	AUSTIN-HEALEY	100 S	Michael Darcey	GB
Overall Class Winner	38	AUSTIN-HEALEY	100 S	Michael Darcey	GB

prize	nr.	marque	model	name and lastname	country
8th Class - GRANTURISMO COUPES					
3rd	43	FERRARI	375 America	Jaime Muldoon	MEXICO
2nd	44	MERCEDES-BENZ	300 SL Gullwing	Derek Hood	GB
Style	45	FERRARI	250 Europa GT	Kenneth Roath	USA
Originality and Restoration	43	FERRARI	375 America	Jaime Muldoon	MEXICO
Overall Class Winner	45	FERRARI	250 Europa GT	Kenneth Roath	USA
9th Class - THE GENTLEMEN DRIVER'S CHOICE					
3rd	53	FIAT	8V Zagato	Marc Behaegel	BELGIUM
2nd	49	FIAT	1100 E Berlinetta Zagato	Roberto Vesco	ITALY
Style	54	FERRARI	250 GT Berlinetta Zagato	David Sydorick	USA
Originality and Restoration	54	FERRARI	250 GT Berlinetta Zagato	David Sydorick	USA
Overall Class Winner	54	FERRARI	250 GT Berlinetta Zagato	David Sydorick	USA
10th Class - SHOW CARS					
3rd	58	ALFA ROMEO	Z6	Corrado Lopresto	ITALY
2nd	59	ASTON MARTIN	DB AR1	Daniel A. Waltenberg	THAILANDIA
Style	59	ASTON MARTIN	DB AR1	Daniel A. Waltenberg	THAILANDIA
Originality and Restoration	57	DE TOMASO	Pantera Serie II	Corrado Lopresto	ITALY
Overall Class Winner	57	DE TOMASO	Pantera Serie II	Corrado Lopresto	ITALY
CATEGORIES					
A - One-off model	24	MASERATI	ASG/54 Zagato Spider250	Brandon Wang	GB
B - The only remaining car	1	DELAGE	CO Salamanca	Albert Fellner	AUSTRIA
C - Prototypes	57	DE TOMASO	Pantera Serie II	Corrado Lopresto	ITALY
E - Famous Cars	3	PIERCE-ARROW	1240 A Convertible Sedan	Arnold Kawlath	FRANCE
F - Cars from an extremely limited production run	51	FERRARI	500 Mondial Berlinetta	Pierre Mellinger	FRANCE
PEOPLE'S CHOICE					
Saturday 3 rd of September	50	FIAT	8V Zagato	jan De Reu	BELGIUM
Sunday 4 th of September	54	FERRARI	250 GT Berlinetta Zagato	David Sydorick	USA
FIVA'S CHOICE					
FIVA's Choice	2	STUTZ	Series MB Cabriolet	Ugo Isgrò Themel	ITALY
FIVA'S CHOICE					
Press' choice	69	FERRARI	575 GT Zagato		
SPECIAL PRIZES					
Special Prize	11	FIAT	SB4 Eldridge 'Mefistofele'	Centro Storico FIAT	
Special Prize	79	BUGATTI	Veyron FBG par Hermès	Bugatti	
Special Prize	76	ASTON MARTIN	V12 Zagato	Aston Martin	
Special Prize	74	ALFA ROMEO	TZ3 Stradale	Zagato	
Special Prize	84	MERCEDES-BENZ	300 C Ghia	Alberto Cefis	ITALY



Class 1 - Pre-War Elegance
Best of Show nomination



Class 2 - Pre-War Open Cars



Class 3 - Sports and Racing Cars
Best of Show nomination



Class 10 - Show Cars



Class 4 - Post-War British Elegance



Class 9 - The Gentleman's Choice
Best of Show



Class 5 - Post-War Open Cars



Class 8 - Gran Turismo Coupes



Class 7 - Barchettas



Class 6 - Post-War Italian Style

uniques 2011
Overall Class Winners



Best of Show
uniques prizes

Best of Show

Voted by the judges from amongst the winners of each class. Announced during the Best of Show Ceremony at the Conventino, Sunday the 30th of September. Trophy provided by Stefano Ricci.

Class awards

Voted by the judges and announced during the parade on Sunday the 30th of September in the Giardino della Gherardesca. For each class there will be a prize for: Best of Class for originality and restoration, Best of Class for styling, Overall Best of Class. Overall Best of Class winner, second and third in Class will also receive a rosette.

Special awards

Voted by the selection committee and announced during the parade on Saturday the 29th in the Giardino della Gherardesca.

Special awards for the various Categories

Voted by the selection committee. Dedicated to the eligibility categories of the cars and announced during the parade on Sunday the 30th of September in the Giardino della Gherardesca.

Special awards for cars manufactured in the last twenty years

Announced by the selection committee and awarded during the parade on Saturday the 29th of September in the Giardino della Gherardesca.

FIVA award

Voted by the FIVA representatives present at the concours and awarded during the parade on Saturday the 29th of September in the Giardino della Gherardesca.

Press award

Voted by the press present at the concours and awarded during the parade on Sunday the 30th of September in the Giardino della Gherardesca.

People's choice award

On Saturday and Sunday everyone present will vote for one of the cars in the Giardino della Gherardesca that was manufactured before the '90s.

Friday 28th September

10.00 am - 6.00 pm	Registration for event Shuttle to car park for those who booked parking Cars positioned in the Giardino della Gherardesca Free time for entrants; coffee served all day, lunch in the Giardino della Gherardesca
from 3.00 pm	Hotel Check in
6.00 pm - 7.00 pm	Shuttle from the Four Seasons Hotel to the Welcome Cocktail reception at the Boutique Stefano Ricci di Firenze
from 7.00 pm	Cocktail at the Boutique Stefano Ricci di Firenze After the cocktail reception, a shuttle service will be laid on to take participants to the Gala dinner at the Museo Nazionale del Bargello. For those who wish to go on foot, the Museo is just a short walk from the Boutique
8.30 pm	Gala dinner at the Museo Nazionale del Bargello <i>Dress code: cocktail dress - lounge suit</i>
after dinner	Shuttle to the Four Seasons Hotel and overnight stay

Saturday 29th September


9.00 am - 6.00 pm	Coffee break and musical moments throughout the day
10.00 am	The judges begin work
12.00 Noon	Lunch in the Giardino della Gherardesca
from 4.00 pm	All the cars parade. Beginning of presentation by Savina Confaloni and Marco Makaus and special prizes awarded, including the people's choice
7.00 pm - 8.00 pm	Shuttle from the Four Seasons Hotel to the Teatro della Pergola
from 8.30 pm	Cocktail and Gala dinner at the Teatro della Pergola <i>Dress code: cocktail dress - lounge suit</i> During the course of the evening, Dr. hc Ute-Henriette Ohoven, Special Ambassador for the UNESCO Foundation - Education for Children in Need, will give a talk to illustrate a project which originated from a collaboration with the <i>uniques special ones® International Register</i> : the building of a school for mechanics in Burkina Faso. When she has finished her speech, you will have the opportunity to make a donation in order to show your support for this <i>UNESCO Foundation</i> and <i>uniques special ones®</i> initiative
after dinner	Shuttle to the Four Seasons Hotel and overnight stay

Sunday 30th September

9.00 am - 6.00 pm	Coffee break and musical moments throughout the day
10.00 am	The judges begin work
12.00 Noon	Lunch in the Giardino della Gherardesca
2.30 pm	Entrants should go and check to see if a card has been left on their vehicles inviting them to parade
from 3.30 pm	Parade of 1 st , 2 nd and 3 rd in each class. Cars presented by Savina Confaloni and Marco Makaus and special prizes and people's choice awarded Class winners (1 st place), nominated for Best of Show, grouped together
from 7.00 pm	Cocktails at the Four Seasons Hotel with aperitif and music; announcement of Best of Show <i>Dress code: cocktail dress - lounge suit</i>

Monday 1st October

8.00 am - 12.00 Noon	Entrants and guests check out and cars leave the event
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u n i q u e s

uniques locations



Florence
unique among cities





Museo Nazionale del Bargello

uniques location

The Palazzo del Bargello, that has housed the museum since it was founded in 1865, is one of the oldest public buildings in Florence and its origins are closely linked to the emergence of municipal communities. Once Florence had constituted itself as a free municipality, it drew up its own constitution that envisaged a Podestà and a Capitano del Popolo as its highest authorities. To provide the Capitano del Popolo with a residence worthy of the title it was decided to construct this building. Its construction had already begun in 1255, as is testified by a tablet on the wall of the façade: the works having lasted almost a century. Riots, fires and natural disasters resulted in serious damage and required repeated restoration work to be carried out on the building that, by the middle of the fourteenth century, had also become the residence of the Podestà and must have looked something like it does today. As the setting for political events, that witnessed the Papacy and the Empire, the Guelphs and the Ghibellines, not to mention local factions, opposing one another in a fight for power, the building witnessed the gradual decline of republican institutions. The establishment of the Medicean hegemony in the latter half of the fifteenth century and with the transfer of political functions to Palazzo Vecchio, it first became the headquarters for the Council of Justice and the Guidici di Ruota (judges) and, from 1574, under the principality of Cosimo I and the Medicis, it became the city gaol. In the almost three centuries that followed it underwent ponderous alterations organised to exploit spaces more intensely. On the corner, between Via della Vigna and Via del Proconsolo, a tree stump on which the heads of those executed were displayed, constituted an unmistakable warning and a reminder of the building's true purpose.

The reappraisal and the spur for the recovery of the monument began in the mid-nineteenth century when the search for a portrait of Dante, that Vasari recalled had been painted by Giotto in the building's chapel, proved fruitful. As time went on the paintings in the chapel, which had lain hidden under the layers of whitewash that had been applied when the rooms were converted into prison cells - causing serious damage, were all uncovered and restored. The decision to restore the building was taken once the jail had been permanently transferred to the prison of Murate: This led to the idea for a National Museum that would document the history of the arts of Tuscany. This first phase saw the organisation of two armouries on the ground floor containing what remained of the Medici's armoury, other arms from the Wardrobe of Palazzo Vecchio and a fifteenth-sixteenth century sculpture. The room on the first floor contained the sculptures from the Salone dei Cinquecento in Palazzo Vecchio. Bronze and marble sculptures were subsequently added, as were the collections of applied arts as well as private donations and loans. Other materials poured in from public institutions whilst the suppressions of monastic orders, that occurred following Italy's unification, provided ceramics, other sculptures and sacred precious works in gold. On the centenary of Donatello in 1887 the room on the first floor received numerous sculptures by the artist, beginning with the san Giorgio del tabernacolo dei corazzai (Saint George from the Tabernacle of the Armourers) of the church of Orsanmichele. From that moment, even with minor changes, the location has been used for documenting the works of Donatello and Florence's early fifteenth-century sculptors.



Teatro della Pergola

uniques location

Passion and modernity, tradition and the drive to innovate, charm and mystery: this is the Teatro della Pergola. More than 350 years have passed since the Pergola was inaugurated with the comic opera "Il Podestà di Cognole" by Giovanni Andrea Moneglia, which marked the beginning of a long series of shows to come. Designed by Ferdinando Tacca, a unique hall was created taking inspiration from the way plays were viewed in the courtyards of renaissance palaces. Following the model used by Ammannati on the Pitti Palace, the nobility could look out the window to admire games, battles and naval scenes acted out below. Thus the boxes were formed, a characteristic peculiarity that first began at the Pergola, where small, separated spaces allowed each family to enjoy the spectacle from a privileged position. Closing off the stage was a curtain with paintings depicting Florence and the Arno that opened in the finally completed theatre from 1661 onwards. However, shortly after this the theatre was closed for a long period, perhaps for the only time in its history, beginning as a sign of mourning for cardinal Giovan Carlo de'Medici and lasting over twenty-seven years. Between 1823 and 1855 Florence became one of the most important stages of classic Italian opera. The most important composers stayed in via della Pergola, starting with Bellini, and in 1847 Giuseppe Verdi debuted his Macbeth there, leaving behind the stool he sat on during rehearsals as a lasting token of his memory that is still preserved in the theatre museum. A young stage apprentice, Antonio Meucci,

experimented with a vocal communication system between the grid roof and the surface of the stage: it was a forerunner of the telephone, and Meucci later ingeniously but unsuccessfully perfected it after emigrating to the United States. ...now the Pergola is much more than a theatre. It is a living cultural centre that draws strength from its history and the prestige of its spaces. It is home to a multitude of activities culminating in the great drama season, and also hosts hundreds of diverse events, all of which are important. Strolling through the corridors of the theatre is like reading a book strewn with immortal names. Every object has a story to tell, the individual fibres of the fabric and the particles of the wood bear witness to unforgettable events. Then the ritual ends. Every night the theatre ceases to be, but it is never lost. At night it breathes like a body and transmits its magic to everything around it. The Pergola has always looked to the future whilst retaining its history as an invaluable wealth. It reaffirms its role as a temple to drama, and theatre to the city it serves as an irreplaceable meeting point. Because in Florence, the Pergola is the Theatre.



u n i q u e s
judges & speakers



Adolfo Orsi

Chief Judge

Adolfo Orsi's passion for motorcars was honed through his teenage years. In fact, as the grandson of Adolfo and son of Omar Orsi who held the reins of Maserati between 1937 and 1969, he grew up surrounded by cars. Aged only 17, it was he who suggested the name "Indy" for the latest addition to the Modenese manufacturer's range, while at age 22 he oversaw his first automotive restoration project. To this day, Adolfo still co-ordinates the restoration of unique motor cars that have received important awards from the most prominent concours around the world. Since 1987 he dedicated himself full-time to his love for automobile history, in particular that regarding Italy's sports car manufacturers. In 1989 he founded the company *Historica Selecta*, of which he is President, and which acts as a consultancy catering for manufacturers, museums and private collectors. *Historica Selecta* also publishes the *Classic Car Auction Yearbook*, the most authoritative annual that compiles worldwide auction results for collectors' cars. Dr. Orsi has organised numerous exhibitions featuring Bugatti, Lotus, Maserati and Fangio, as well as the *MitoMacchina* retrospective at Rovereto's MART museum in 2007 and the 2009 *Quando Scatta Nuvolari* exhibition in Mantua. He was the scientific curator of the XIth World Forum for Motor Museums held in Italy in 2009. Since 1997 he has been a judge at the Pebble Beach Concours d'Elegance. Convinced of the importance of keeping cars in their original condition, he inspired the FIVA Award in 1999 for the best conserved car at the show, and has been Chief Judge of this class since its inception. Since 2002 he has been a judge at Palm Beach's Cavallino Classic, in 2007 he was Chief Judge at the Ferrari 60 Concours and since 2011 he is a member of the Louis Vuitton Classic Concours Award.

Adolfo is a member of the IAC/PFA (International Advisory Council for the Preservation of Ferrari Automobiles), an advisor to the Fondazione Casa Natale Enzo Ferrari, and honorary member of various Maserati clubs around the world. He has held conferences in Italy and abroad on various subjects pertaining to the classic car movement.



Tom Tjaarda

Honorary & Style Chief Judge

Tom Tjaarda was born in Detroit in 1934. His father John Tjaarda is the noted automotive designer for Ford Motor Company. His creation included the streamlined Lincoln Zephyr (1935).

Tom attended the University of Michigan and shortly after graduation in 1958 he landed a job with the famed Carrozzeria Ghia in Turin.

For the next fifty years, Tom would design over seventy plus production and prototype cars in Italy and around the world. He is recognized as one of the best automotive designers of the century. Among his accomplishments, the Ferrari 365 GT California Spider, Ferrari 330 GT 2+2, Fiat 124 Spyder, various specials for Mercedes, Lancia, Corvette and Corvair, prototypes for various manufacturers including the Honda Civic, the Ford Fiesta, one of the most successful cars ever produced by Ford. But he is probably more known for his work with the De Tomaso Pantera in the seventies. In the eighties, Tom is credited by many for introducing a new type of vehicle, which we know today as the SUV. His is the design of the Magnum 4x4 by Rayton Fissore.

Today Tom is President of Tjaarda Design Inc. and works out of the firm's Turin studio. They are presently working on a super sport car and a fourth level armoured vehicle based on the GMC Yukon with new styling; this vehicle will be built in Mexico in limited numbers.

Besides creating new vehicles Tjaarda has been invited to numerous design conferences in China, India, Korea and the USA plus being a part of the jury at Pebble Beach from 1992 and other well known *Concours d'Elegance* over the world.

Recently the book *'Uno stilista d'oltre Oceano'* was released about Tjaarda by Filippo Disanto, a story of living and designing for over 50 years in Italy.



Raffaele Gazzi

Secretary to the panel of judges

A long-time fanatic of automotive history and of vintage cars in general, Raffaele Gazzi was co-organiser of the most important auctions for classics and memorabilia in Italy between 1988 and 1991. At the end of that same year he took a stake in *Historica Selecta*, the consultancy founded by Adolfo Orsi, and has since collaborated in the organisation of numerous events and exhibitions such as the ones for Bugatti in 1993 and Maserati in 1994. The most recent events he helped set up include the 2006/2007 *Mitomacchina* retrospective at Rovereto's Museum of Modern Art (MART) and the 2009/2010 *Quando Scatta Nuvolari* show in Mantua. He is co-author of the *Classic Car Auction Yearbook*, the most exhaustive annual publication on the international auction and classic car scene now in its 18th year.

One of the most renowned leading French historians with a particular interest in the sports and racing cars. In the years he collaborated with all the most important French classic cars magazines (*Le Fanauto*, *Auto Passion*, *Automobiles Classiques*, *Retroviseur*, *Automobile Historique*). In 1992 he wrote the definitive book (two volumes) on the 40 Talbot-Lago race cars. Since 2002 he is in the Mille Miglia selection committee and since 2006 in the Le Mans Classique Heritage selection committee too.



Pierre Abeillon

Class Judge



Benedetto Camerana

Style Judge

Born in 1963, architect and landscape designer, from 2012 serves as President and Chairman of the Museo dell'Automobile in Turin. From 1993 he wrote several articles about architecture, design, urbanism, landscape on the major Italian specialized magazines. He has been in Palazzo Grassi Museum Board, in the Scientific Committee of IED - European Institute of Design, in 2010/2011 he is professor in laboratory architectural design laboratory at Torino Polytechnic. In 1997 founds in Torino Camerana & Partners, which developed master planning, landscape, public and private important buildings, committed to environmental principles. His most important projects are the XX Winter Olympic Games Torino Olympic Village, Environment Park Research&Development Centre in Torino, Auchan Retail Park in Cuneo, Bicocca Multiplex and Retail Centre in Milan, Urban Center complex in Rivarolo Canavese, Juventus Museum and Ferrari Atelier. He is currently developing the Torino University Campus, a new church in Arsenale della Pace in Torino, Torino Porta Europa Towers (with Jan Stoermer), Novello area urban planning in Cesena (with studio GAP), Novara Hospital and University Center (with Studio Altieri).

Dino Cognolato comes from a family active in the coach-building trade with Carrozzeria Simonetti of Padova since as far back as 1850. Together with his sons Roberto and Paolo, he runs Carrozzeria Nova Rinascente in Vigonza, just outside Padua. Their activity concentrates on the restoration of classic cars and the elaboration of one-off prototypes for clients from all over Europe, the United States and Japan. His are comprehensive restorations, incorporating various crafts ranging from drawings, frame preparation, panel beating and paint to interior trim and detailing. Alfa Romeos, Ferraris, Maseratis, Lancias, Bugattis and Mercedes restored by Cognolato have obtained the highest prizes in the most important concours d'élégance such as Pebble Beach, Bagatelle and Villa d'Este.



Dino Cognolato

Class Judge



Ian Cameron

Style Judge

Born in 1950 and of British nationality, Ian Cameron spent his early childhood between British Guiana (South America) and the USA, attending boarding school in England. Since 1964 his family home has been in London, although he resides in Munich, Germany. A postgraduate of the Royal College of Art (Automotive Design), he had formally studied Industrial Design (four years) in London and Behavioural Science (one year) at the University of Aston. His full qualifications are: M. Des. R.C.A. L.C.A.D., M.S.I.A.D. His first appointment after college was with Ogle Design in the UK, from where he moved swiftly on to Pininfarina in Turin, spending six years with that company. In 1981 he became Chief Designer for IVECO-Fiat, working both in Turin and Ulm (Germany). In 1992 he joined BMW in Munich, where he held leading design roles for products such as the 1997 E46 3 Series model range, 1999 E52 'Z8' and the 2000 L30 Range Rover, before being appointed to lead the Rolls-Royce Motor Cars Design Team from 1999 to 2012, in its widely acclaimed renaissance of the brand, resulting in record sales with Phantom and Ghost model ranges in 2011. Having relinquished the position of Design Director in July 2012, he has been appointed Brand Ambassador for Rolls-Royce Heritage within BMW Group Classic. His interests include membership of the Experimental Aircraft Association, Royal Aeronautical Society and 20 Ghost Club, as well as motorsport, architecture, art, current affairs, photography and travel. He is married and has two sons.

Pietro Cremonini started his activity in the Seventies as painter at the Carrozzeria Bacchelli & Villa in Bastiglia (Modena), specialized in the construction of racing cars and in the restoration of Ferraris, becoming partner when, in the early Eighties, it was renamed "Carrozzeria Autosport". In 1988 he opened Cremonini Carrozzeria in Lesignana, in the suburb of Modena, with the goal of creating a workshop specialized only in the painting of classic cars for those collectors who were searching for the best possible quality. In the last 20 years he has collaborated to take back many Ferraris, Maseratis, Mercedes, Alfas to their pristine conditions, also winning many prizes in the most important Concours d'Elegance. He is the President of the Associazione Auto restauratori Modena.



Pietro Cremonini

Class Judge



John de Boer

Class Judge

Graduated in California, his main interests are music and Italian car history. From 1970 until 1990 he was involved in cave exploration and mapping, and he is a semi-professional musician in many styles on trumpet, playing in various groups throughout the San Francisco Bay Area. From 1970 he started to collect information on European sports-Racing cars as well as on American Racing specials while helping his father Jarl to repair, restore and race prepare exotic cars for customers and for themselves. From 1980 he focused on a unique historical research project (named "The Italian Car Registry") that continues to attempt to regenerate and demystify the production records for most Italian car builders and coachbuilders as well as some accessory suppliers. Virtually all Italian cars are studied to some degree with the belief that lessons learned about a wide variety of cars will teach us some general lessons to suggest how things were often done by others. An important part of the study process is the study of individual cars which attempts to describe the unique histories that each car has made from new until today ... sometimes describing how and when certain cars ceased to exist. His collection includes Fiat, Maserati, Moretti, Siata, Simca, Taraschi and Volvo.



Giordano Diena

Class Judge

He started working in 1980 aside his father Gianni, since 1952 a mechanic at the Ferrari Customer Service who established the company Sport Auto Modena which since the Sixties has been repairing and restoring Ferrari racing and GT cars. In those years he had the opportunity to know the Ferraris thoroughly and since 1996 he is running the shop, restoring some of the most prestigious cars with the prancing horse and has gained the confidence of some of the most important Ferrari collectors in the world. For some years he has been also the Ferrari expert for ASI.



Fiorenzo Fantuzzi

Class Judge

Fiorenzo's father Medardo built the bodies of all Maserati's single-seaters, F1 cars and sports racers from 1926 to 1957. Likewise, he bodied works F1 and sports-prototype Ferraris from 1958 to 1965, later also collaborating with Serenissima, De Tomaso, ATS and Tecno. After completing his studies, Fiorenzo specialised in automotive restorations, a field of activity then unexplored in Modena. Many of the cars his father had built originally were returned to their past splendour thanks to his talent and knowledge. His work has become a standard of reference for prominent Maserati and Ferrari collectors. He has judged at many prestigious concours events: Louis Vuitton at Bagatelle and Hurlingham, and Ferrari concours in Brussels, Wiesbaden, FCA (Monterey), Cavallino Classic, Ferrari 60th in Maranello.

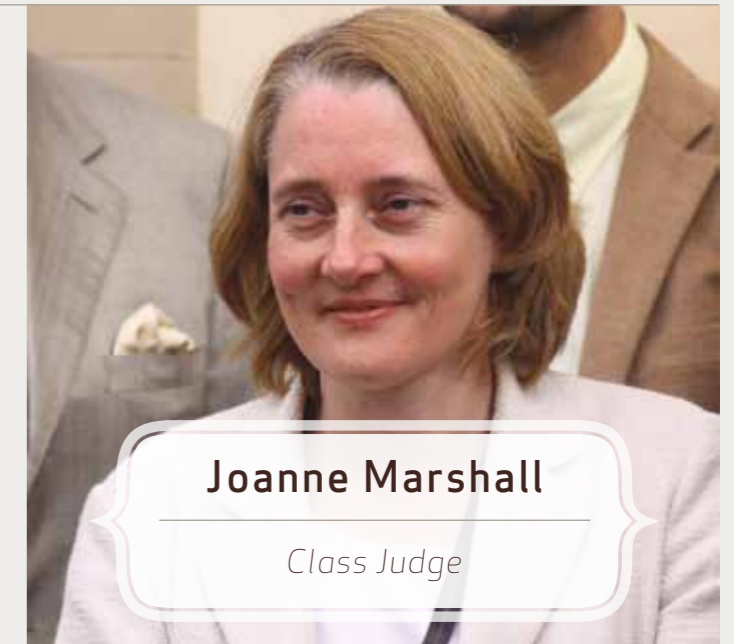
At a very young age Johann Lemercier (F) caught the classic car bug when it somehow became obvious to him that his father's old Dinky Toys were infinitely more attractive than his own contemporary Majorettes. Later on, an overwhelming tendency for sketching cars rather than paying attention during chemistry lessons inevitably led him to embrace a career in automotive design. After graduating from Pasadena's Art Center College of Design in 1996, his enthusiasm for the coachbuilder's art drove him to Italy, where he got his first taste of professional life as a car designer with Lancia in Turin before joining Zagato, and later Bertone. In 2003 he moved to the area near Maranello and set out as a freelance journalist and photographer working for motoring publications in the USA, Japan and Europe. Never quite capable of making up his mind as to whether he should be looking forwards or backwards, Johann eventually resumed his design career in 2011, joining Ferrari's in-house styling centre.



Johann Lemercier

Class Judge

Back in 1988, Joanne Marshall decided to turn her back on a banking career in the UK and moved to Italy where, chancing upon a Lancia Fulvia Sport Zagato, her destiny changed. She decided to dedicate herself to her two major passions - classic cars and photography. For the following 12 years she worked as a freelance automotive journalist and photographer specialising in Italian sports cars and exotica, with features regularly published in major international car magazines. Recruited by Ferrari in 2000, she has covered a number of roles there since, from the press department to marketing. In 2004 in Tuscany she organised the Ferrari 275 Tour, the first ever official factory-backed classic car meeting dedicated to a specific model of the marque, and subsequently moved to the Classiche restoration and certification division in 2007. Chief Press Officer for the Prancing Horse since 2009, Joanne has also held photographic exhibitions and is the author of a book on Zagato.



Joanne Marshall

Class Judge

He is the director of Retromobile, the famous Paris show, held in early February, has spent 37 years in the organisation of this event. He also was for two years Director of the Artcurial automobile department. Judge at Pebble Beach, Louis Vuitton Classic award and President of the Le Mans Heritage Concours, he is also Vice President of the French Bugatti Club. He started collecting cars when he was 15 years old and he is an enthusiast from Brass Era to Post war cars. He owns several cars of these periods and drives them all along the year. He is also passionate about the importance of preserving cars but also using and driving them. He drove his type 37 Bugatti for more than 80.000kms: with it he took part twice at the Mille Miglia driving the car from Paris to Brescia and back to Paris, without any problem.



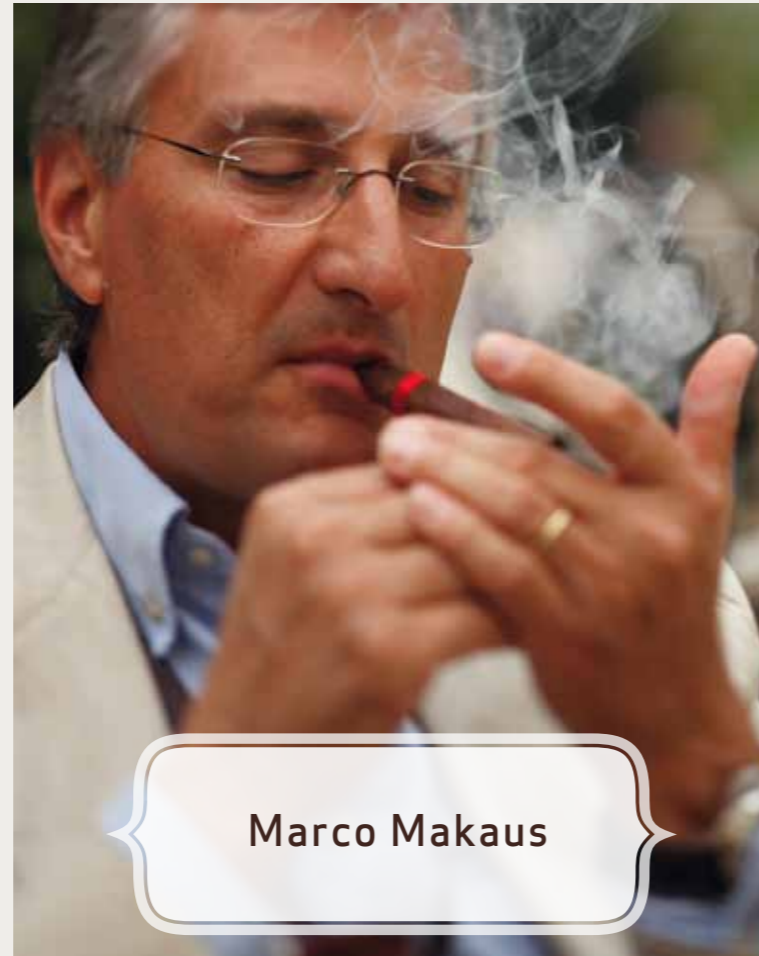
François Melcion

Class Judge



Savina Confaloni

She is the face and voice of vintage cars in Italy. Host and author since 2000 of the programme dedicated to the world of the Classic on Nuvolari-Sky, Savina Confaloni has been the official announcer of the Mille Miglia for three years now and a spokesperson for the most important events tied to automobile collecting. She began as Clay Regazzoni's navigator in international competitions including Mil Millas Argentina, Carrera Panamericana, Sahara Challenge, Rally du Maroc, and Targa Florio, which led her to translate her great passion into journalistic reporting for the sector's top headline news sources, eventually venturing onto the themed channels of Tele +, and subsequently Sky. Among her television programs tied to engines, her most watched series have been *Nate Ieri*, *A qualcuno piace classico*, and *Ritorno al futuro*, meanwhile for Marcopolo, Sky's travel channel, she has hosted three series of the season of *Fly and Drive*. In 2007, she won the prestigious CONI e USSI award for "Sports Journalist of the year." Viewers enjoys her fresh, elegant style of hosting the programs; there are those who define her as "the television correspondent next door," thanks to the intelligent, likeable simplicity with which she presents herself to her audience. Apart from vintage cars, her passions also include Bach, Mozart, vintage clothes, and black and white movies. With a degree in Languages from Cà Foscari University of Venice, a Diploma in Piano from the Conservatory, and a Master's from the Ludwig Maximilian Universität, and after years spent in Italy, England, and Germany, she now lives between Venice, Rome, and Padua, even if her natural state is one of "perpetual motion", seeing as – said in allusion to the Italian title of Agatha Christie's *Come and Tell me How You Live* – "travelling is her sin"...aboard vintage cars, of course!



Marco Makaus

Marco dedicated most of his life to the motor car, launching, marketing and selling new cars in order to purchase, restore and use old ones. Today he is a freelance, mostly dealing with the old ones. The first motoring books were placed on his bookshelves in the mid 1970s, while his first classic car was bought in 1981. He is regretfully old enough to have bought –and kept- a new car which is now considered a classic. In these years, he has studied many aspects of motorization, such as Manufacturers, Style, collecting and sport, with a particular passion for British Touring cars. He has contributed to global paper and ink waste, translating many books and writing some as well. Being lazy, he has always preferred Concours d'Elegance events rather rallying, often taking part as an entrant or a judge.

UK'S PREMIER COLLECTOR CAR AUCTION



Photo courtesy of The National Motor Museum

1952 BENTLEY R-TYPE CONTINENTAL, Chassis no. BC7A
London Motor Show Car in 1952

LONDON OCTOBER 31
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