

## class 1

### Pre-War Elegance



1920 DELAGE CO Salamanca

01 Chassis no: 7283 - Coachwork: \_  
Owner: Albert Fellner - Category: B

The CO was the first new model built by French marque Delage at the end of WWI. Thanks to its powerful 6-cylinder 4.5-liter engine, the chassis could wear heavy formal or lighter sports bodies. The Salamanca (as it was called in the USA, or coupé de ville in Europe) was a formal, chauffeur-driven coachwork suitable for all weather conditions. It was particularly appreciated in the USA, as in the case of this rare factory-bodied car. Returned to Europe in 1991, it has been subsequently fully restored and is the perfect entry in any Concours d'Elegance.



1930 STUTZ Series MB cabriolet

02 Chassis no: 32550 - Coachwork: LeBaron  
Owner: Ugo Isgrò Themel - Category: F

"The Car That Made Good in a Day" was the advertisement slogan which accompanied all the Stutz cars till the closing of the firm in 1935. It was born after the excellent result the first Stutz car, built in just over a month, set at the inaugural Indy 500 Mile race in 1911. Taking advantage of that result, in 1912 Harry C. Stutz presented the model that gave him also the commercial success, the Bearcat. The first 8-cylinder Stutz arrived in 1926 and in that time also started the collaboration with one of the most famous American coachbuilder, Le Baron, the company founded in 1920 by designers Thomas L. Hibbard and Raymond H. Dietrich, which also built the body of this car.



1933 PIERCE-ARROW 1240A Convertible Sedan

03 Chassis no: BC21LCH - Coachwork: LeBaron  
Owner: Arnold Kawlath - Category: E

Believed to be the sole surviving 1240A chassis fitted with this beautiful body built by the American coachbuilder LeBaron, founded in 1920 by Tom Hibbard and Ray Dietrich, famous for the quality and exclusiveness of their creations. This car was sold new in Hollywood and bought by famous actress Carole Lombard, wife of the mythical movie star, Clark Gable. Tragically, Carole Lombard died in a plane crash in 1942 and in 1944 the car was acquired by an enthusiast, in whose family it remained until 1998. Fully restored to its original specification, in recent years the car has won awards at several Concours d'Elegance.



1937 BUGATTI Type 57S Roadster

05 Chassis no: 57531 - Coachwork: Corsica  
Owner: Arturo Keller - Category: A

One-off built on the lowered Sport chassis on order of Sir Malcolm Campbell, the several times holder of the speed land record driving his world-famous Blue Birds. Of course, the car was originally finished in blue. In 1938 Campbell sold the car to its second owner, who retained it for 38 years and who in the late Fifties fitted the engine with a supercharger. Sold in 1979 to the USA, in 1980 the car won its class at the Pebble Beach Concours d'Elegance and in 2002 it was bought by the current owner, the fifth in 74 years.



1938 BUGATTI Type 57S Cabriolet

06 Chassis no: 57533 - Coachwork: Gangloff  
Owner: Arturo Keller - Category: A

One-off built on the lowered Sport chassis, ordered by the French industrialist Pierre Bosc. In the post-war years the car was exported to the USA and remained under the same ownership from 1952 to 1990. Fully restored, it was shown at the 1992 Pebble Beach Concours d'Elegance where it was awarded the Road & Track trophy. Subsequently the car became part of the Blackhawk Collection and in 1998 it joined its current owner's important collection.

class 2

Pre-War Open Cars



1933 ASTON MARTIN Le Mans

07 Chassis no: K3-321-S - Coachwork: \_  
Owner: Stefano Ricci - Category: E

The Le Mans model was first shown at the 1932 London Motor Show and displayed together with an International and a 4-door saloon models. A development of the International model presented in 1927, also the Le Mans is fitted with the 4-cylinder 1.5-liter engine. This late Le Mans model, one of just 106 Aston Martin all models built in 1933, was raced at the 1935 Inter-Varsity Speed Trials and at the 1935 RAC Rally.



1933 FIAT 508 S Balilla Sport

08 Chassis no: 016627 - Coachwork: \_  
Owner: Ezio Perletti - Category: E

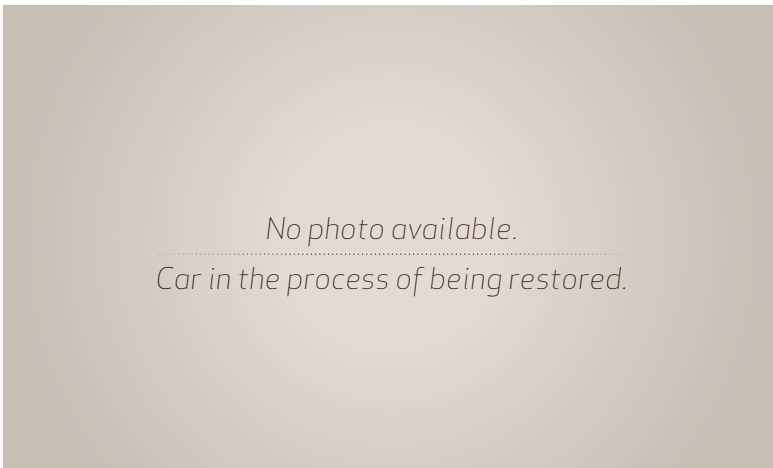
Introduced in 1932, the 508 Balilla became immediately the car which motorized the Italians, thanks to its low purchase cost and easy maintenance of its 4-cylinder 995 cc. engine.  
In 1933 Fiat introduced the sporting version 508S Balilla Sport, characterized by a lighter, very nice and pleasant body, which soon became one of the cars to dream for the younger generation.  
This particular car took part to the 1933 Mille Miglia.



1937 JAWA Minor 1 Roadster

09 Chassis no: 1510 - Coachwork: \_  
Owner: Stanislaw Gierat - Category: F

Well-known for their motorcycles, the Jawa company also built cars for a short time, from 1934 to 1945. In 1937 they presented a new model, the Minor, fitted with a 2-stroke 2-cylinder 615cc water-cooled engine, giving 20cv.  
The Minor, offered in saloon, cabriolet and roadster forms, had a good commercial success and thanks to its good performance it was successful also in racing, participating in important events as the 1939 Monte-Carlo Rally.  
This restored roadster is one of just four examples known in existence and is regularly driven at historic events.



*No photo available.  
Car in the process of being restored.*

1937 SS JAGUAR 100 2.5-liter

10 Chassis no: 18105 - Coachwork: \_  
Owner: Florian Seidl - Category: E

The SS Jaguar 100 made its race debut at the 1936 RAC Rally driven by Brian Lewis. It did not win the race, but a "star" was born: its destiny was to become perhaps the most beloved English sports car of the pre-war years. When new this car was race prepared, its chassis was lightened and the engine factory prepared with a bronze cylinder engine and high compression pistons.  
In 1938 and 1939 it was raced at several trial events and rallies and in 1948 it was put in storage for about 20 years. Between 1972 and 1976 the car was fully restored and in 1986 awarded as the Best Maintained Car at the 50th Anniversary of the SS 100 International Weekend.



**class 3**  
*Sports and Racing Cars*



1925 **ASTON MARTIN Grand Prix**

**12** Chassis no: 1961 - Coachwork: Bamford and Martin  
Owner: Robert Eyben - Category: F

The Bamford & Martin Ltd was founded in 1913 for selling, repairing and building motor cars. Their cars will be called Aston-Martin. In 1925 the company went into receivership and Lionel Martin's involvement with it ended. In 1926 a new Aston-Martin company was founded with new shareholders, among them The Rt.Hon.Godfrey Rathbone Baron Charnwood. Between 1913 and 1925 just 63 Aston-Martins were built of which eight were Works cars. This car is the last one Works car built and the only to be raced by Works in 1925: driven by Humphrey Cook at the Brooklands 200 Mile Race, it was crashed during the race. In 1953 it was rebuilt by the second Lord Charnwood and till 2000 regularly raced at historic events.



1933 **ALFA ROMEO 6C 1500 Gran Sport spider \***

**14** Chassis no: 10814406 - Coachwork: **Brianza (Zagato)**  
Owner: Mark D. Gessler - Category: E

This car is fitted with one of the just 18 "Testa fissa" (fixed head) racing engines built between 1929 and 1930. Bought new by well-known Italian lady driver Anna Maria Peduzzi (aka "Marocchina"), it was extensively raced in the Thirties also running the Mille Miglia in 1934, driven by "Marocchina"-Comotti under Scuderia Ferrari banner, placing 13th overall and 1st in the 1500 class, and 1936, driven by Swiss Emmanuel de Graffenried, when it was a DNF. In 1953 it was imported to the USA by Luigi Chinetti (the famous Ferrari importer and owner of the NART - North American Racing Team) and later also raced at historic events from 1986 to 2003.



1951 **ALFA ROMEO Tipo 159 Gran Premio "Alfetta" \***

**15** Chassis no: \_ - Coachwork: **Zagato**  
Owner: Museo Storico Alfa Romeo - Category: B

The first Formula 1 Championship was disputed in 1950 and was won by Nino Farina driving an Alfa Romeo Tipo 158 "Alfetta". For the 1951 Formula 1 season, the GP car developed into Tipo 159, its in-line 8-cylinder 1.5-liter engine with two-stage supercharger now giving 425 bhp at 9300 rpm. It was built in just four examples and its body was assembled by Carrozzeria Zagato in Milan. Driving one "Alfetta" Tipo 159, the great Argentinean Juan Manuel Fangio easily won the 1951 Formula 1 title, the first of his five Formula 1 triumphs.



1953 **BANDINI 750 Siluro**

**16** Chassis no: 327 - Coachwork: \_  
Owner: Johann Georg Fendt - Category: E

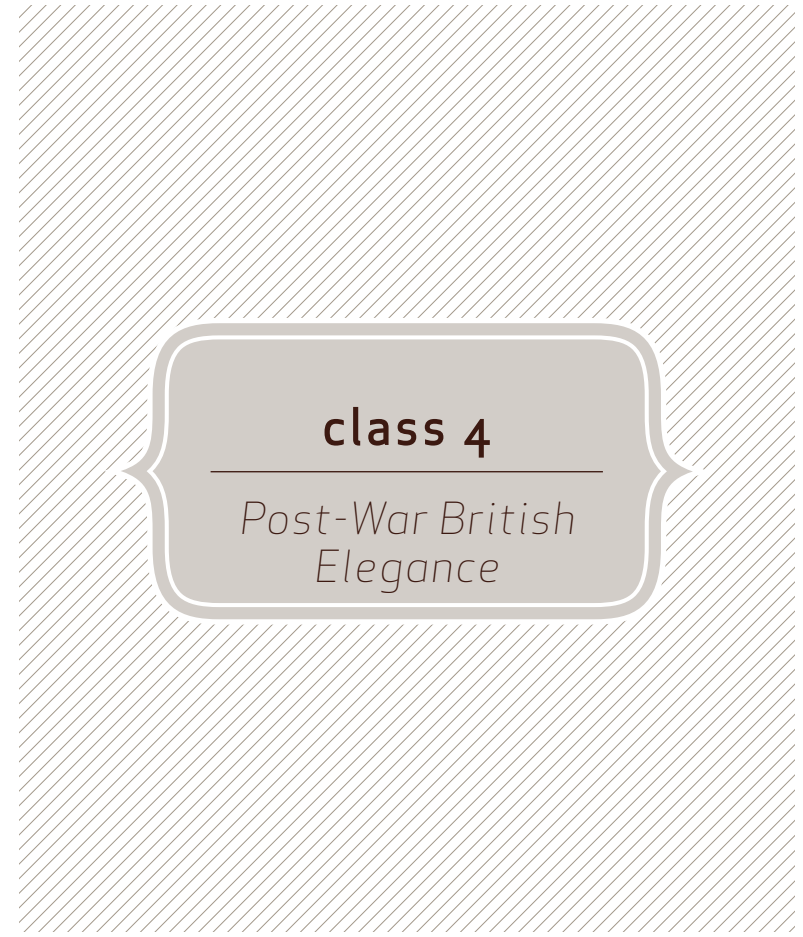
Ilario Bandini built his first racing cars soon after WWII using Fiat 1100 engines, modified Fiat chassis and barchetta bodies built by Motto. In 1948 he built his first tubular chassis and in 1952 started to modify the 4-cylinder Crosley engine, bored out to 750cc capacity. Thanks to his successes at Italian races and to Tony Pompeo, an Italian-American car dealer well-known in the American racing scene, he started to sell his small sports cars on the important US market. This example was sold new to Alex Raymond, the famous cartoonist who drew the Flash Gordon comic series. The car was raced in the USA till the late 1950s and remained unused until 2005 when it was bought by the current owner and fully restored.



1962 FERRARI 268 SP

18 Chassis no: 0798 - Coachwork: Fantuzzi  
Owner: Bernard Carl - Category: E

One of just three examples built with the V8 2.6-liter engine, developing 260 bhp, and one of the Works cars for the 1962 season. Driven by Giancarlo Baghetti and Lodovico Scarfiotti, it raced also the 1962 Le Mans 24 Hours: it arrived till to the third position but unfortunately it was forced to retire at the 18th hour for gearbox failure. In June 2007 the car was certified by Ferrari Classiche.



**class 4**

*Post-War British  
Elegance*



1947 ROLLS-ROYCE Silver Wraith Sedanca Coupé

19 Chassis no: WTA45 - Coachwork: Saoutchik  
Owner: Robert Matteucci - Category: A

Sir John Gaul, the first owner of this car, was a wealthy car enthusiast who was fond of exhibiting his cars at the most important Concours d'Elegance events of the time. For this reason he shipped his new Rolls-Royce Silver Wraith to Parisian coachbuilder Joseph Saoutchik, world-famous for his flamboyant creations. This unique Silver Wraith sedanca coupé won awards at the 1948 Monte Carlo and Deauville Concours d'Elegance, and, fully restored to its original specification, won again awards at the 2010 Pebble Beach and 2011 Amelia Island events.



1957 BENTLEY S Type Continental Cabriolet

20 Chassis no: BC21LCH - Coachwork: Park Ward  
Owner: Paolo Bianchi - Category: E

One of just 31 left-hand drive examples built of the S Type (or S1 as known later) Continental cabriolet with Park Ward body, this car was ordered by the Baroness Pannonica Rothschild de Koenigswarter, who drove it for over 30 years in the New York area. The car then passed to her son Baron Shaum, who had it fully restored in its original colour specification, in England between 1995 and 2000.



1959 ROLLS-ROYCE SILVER CLOUD estate car \*

21 Chassis no: LSLG112 - Coachwork: H.J. Mulliner  
Owner: Marcello Fratini - Category: F

This Silver Cloud estate car (or shooting brake) is one of just four cars bodied by Mulliner on an original design by Harold Radford. Only three cars are still known to exist.

Exhibited at the 1959 New York Automobile Show, the car was sold new to Mr. John H. Ballantine, Connecticut, of Ballantine's Scotch Whisky; the car is in left hand drive form and fitted with automatic transmission.

Following a full restoration completed in 2004, the car was exhibited at the 2004 Pebble Beach and 2005 Amelia Island Concours d'Elegance prior to be imported to Italy.



class 5

Post-War Open Cars



1952 LEA-FRANCIS 2.5-litre Sports

22 Chassis no: 5338 - Coachwork: \_  
Owner: Andre Walliman - Category: F

In the last decades of the 19th century the city of Coventry became the centre of the British cycle industry. At the beginning of the 20th century many of the cycle companies turned their interest to the all-new car industry and at the 1922 London Motor Show about 25 Coventry-based companies showed their cars. Among them there was Lea-Francis, which in 1895 started the cycle production, in 1903 presented their first motor car which did not enter into production, in 1911 built the first motor cycle and returned to car production at the end of WWI.

This car is one of just 17 2.5-liter sports cars built in left-hand drive configuration, as it was ordered by a Panamanian citizen.



1954 ARNOLT BRISTOL Deluxe Roadster

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

Only 142 Arnolt Bristols were built: 85 Bolide roadsters, 54 DeLuxe roadsters, 3 DeLuxe coupés. There were very few different details between the Bolide and DeLuxe roadsters, the latter being fitted with also the hood, bumpers and side screens.

This DeLuxe 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. The complete restoration has been carried out in the UK between 2005 and 2006.



1954 MASERATI A6G/54 Zagato spider \*

24 Chassis no: 2001 - Coachwork: Zagato  
Owner: Brandon Wang - Category: A

The only A6G/54 spider by Zagato was first shown at the 1955 Geneva Motor Show with a very characteristic wide windscreen and a wide Trident in the grille. It was specially built for Colonel Juan Peron, President of Argentina, but it remained at the factory because of his deposition.

In 1956 it was shown at the Paris Motor Show, restyled with all the specification the car still shows today, like the side vent, reshaped windshield, air intake on the bonnet and grille with the Trident surrounded by the oval. In 1959 the car was sold to an US diplomatist in Paris. Discovered in 2000 in California, it was restored and in 2004 it got the 1st place for Post War Sports Cars at The Quail.



1957 ALFA ROMEO 1900 Super Sprint Cabriolet

25 Chassis no: AR130810556 - Coachwork: Touring  
Owner: Herbert Mutschlechner - Category: F

First presented in October 1950 to the Italian government and press, the 1900 saloon was a revolutionary model both for its monocoque chassis and mechanicals.

It was a success and was soon followed by more sporting versions designed by the most important Italian coachbuilders, as Pinin Farina, Zagato, Ghia, Bertone and Touring among others.

In 1956 Touring presented the last version of the Super Sprint coupé, from whose design they derived also the cabriolet, which was shown at the 1957 Geneva Motor Show. This car is one of probably just two cabriolets built and was fully restored between 1992 and 1993.



1960 MERCEDES-BENZ 300 SL Roadster

26 Chassis no: - Coachwork: -  
Owner: Wael Buheiry - Category: E

Mercedes-Benz first exhibited the 300 SL Roadster at the 1957 Geneva Motor Show, as a replacement of the highly successful 300 SL "Gullwing". As its predecessor, also the Roadster was worldwide well accepted by the real car enthusiasts and was sold in every country. As this example which was the first 300 SL Roadster exported to Saudi Arabia and is owned by the same family from three generations. In the years this car was used also to carry illustrious passengers, like the Kings of Saudi Arabia and Abu Dhabi.



1961 FACEL VEGA Facellia cabriolet

27 Chassis no: FAE 146 - Coachwork: -  
Owner: Stefano Ricci - Category: D

The first Facel Vega model, the FV presented in 1954 in coupé and cabriolet form, was a fast and luxurious car fitted with a Chrysler V8 engine. In 1956 it was joined in the range by the Excellence, a large and comfortable saloon fitted with similar V8 engines.

Only in 1960, the patron Jean Daninos decided to offer also a smaller car, the Facellia: available both in cabriolet and coupé form, it was fitted with a 4-cylinder 1.6-liter engine giving 115 bhp, designed by factory.

This well-restored car was presented at the Facel Vega stand at the 1961 Geneva Motor Show.

## class 6

### *Post-War Italian Style*



1951 FERRARI 212 Export Coupé

28 Chassis no: 0128E - Coachwork: Vignale  
Owner: Oscar Brocades Zaalberg - Category: A

One-off designed by Giovanni Michelotti, specially ordered by Robert C. Wilke of Milwaukee, Wisconsin. Built on the competition-type short wheel-base chassis and fitted with the 2.5-liter V12 engine, the car was raced at the Road America 500 at Elkhart Lake in 1957, driven by Richard McConnell and Hal Ullrich.

It remained in the USA until 1996 when it was exported to Switzerland; later it was sold in Argentina, returning back to Europe in 2003. The car was shown at the 2003 Pebble Beach Concours d'Elegance.



1951 FERRARI 212 Export Coupé

29 Chassis no: 0092E - Coachwork: Vignale  
Owner: Peter McCoy - Category: E

Sold new in Italy, the car was raced at the XII Giro di Sicilia by Franco Corracchia and Rinaldo Tinarelli and subsequently exported to the USA, where it was used by Alberto Ascari during his stay in the US for the Indianapolis 500 Miles and subsequently raced by Phil Hill and Arnold Stubbs at the 1952 Carrera Panamericana, placing 6th overall. The car was raced at some other events until 1953 and in 1958 it was bought by its long-term owner Nicholas Begovich, who dismantled it for a full restoration never started. Sold again in 2008, it was finally restored and showed at the 2010 Pebble Beach Concours d'Elegance and in 2011 at Cavallino Classic, Amelia Island and Villa d'Este events.



1956 MERCEDES-BENZ 300Sc Coupé

30 Chassis no: 188014650088 - Coachwork: Pinin Farina  
Owner: Fred Kriz - Category: A

One-off exhibited at the 1956 Turin Motor Show, the car has some similarities with the contemporary production 220S coupé and also anticipates some aesthetical specification of the 220SE coupé presented in 1959. It was built on the 2,900mm chassis of the S series, fitted with the 175bhp fuel-injected 3-liter 6-cylinder engine. Sold later to Switzerland, the car was exported in the late 1980s to the USA, where it was restored and shown at the 1994 Pebble Beach Concours d'Elegance.





1957 | FIAT 1100/103 E TV Printemps

31 | Chassis no: 103E127323115 - Coachwork: Vignale  
Owner: Agostino Ballero - Category: B

The first one was the 508 C "Nuova Balilla" 1100 presented in 1937, the last one the 1100 R built till 1970: for 33 years there was a Fiat 1100 model; during its long life, the 1100 was built in saloon, coupé, cabriolet, spider, station wagon, delivery van and pick-up form, and every Italian coachbuilder designed and built special bodies.

Giovanni Michelotti, the most prolific Italian car-designer of the Fifties and Sixties, designed the Printemps coupé for Carrozzeria Vignale and probably the first example was exhibited at the 1956 Pincio Concours d'Elegance in Rome. This car was discovered in 1997 and fully restored: today it's the only example known in existence.



1960 | ALFA ROMEO 2000 Sprint "Praho"

32 | Chassis no: 00001 - Coachwork: Touring  
Owner: Corrado Lopresto - Category: A

In 1958 Alfa Romeo introduced the new 2000 Saloon model, soon followed by the Spider version built by Carrozzeria Touring on a shorter wheel-base. But the Alfa line-up should not be completed without also a Coupè version and therefore Carlo Felice Bianchi Anderloni of Carrozzeria Touring presented at the 1960 Turin Motor Show his proposal: the Praho.

The name derived from "Flying Prahu" a sail boat used by Malaysian pirates with a concave stern. The concave rear-window had also a practical function, bettering the visibility for passengers. Alfa Romeo choose the Bertone proposal, designed by young Giorgetto Giugiaro, for the production of the 2000 Sprint which started in 1961 and the Praho remained an one-off.



1963 | ALFA ROMEO 2600 SZ PROTOTYPE \*

33 | Chassis no: \_ - Coachwork: Zagato  
Owner: Museo Storico Alfa Romeo - Category: C

This one-off prototype was the first Zagato proposal for the a lightweight coupé based on the 2600 chassis. Designed on the short wheelbase chassis of the 2600 Spider, the prototype features some aesthetical specification, like the one-piece front-end and the Kamm tail, recalling the Giulia TZ. The design was later modified and the definitive version of the 2600 SZ was presented at the Alfa Romeo stand at the 1965 Frankfurt Motor Show.

Fitted with the 145bhp 6-cylinder 2.6-liter engine, the car remained in production until 1967.

class 7

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Barchettas



1952 **FIAT 8V Zagato Barchetta \***

**35** Chassis no: 000005 - Coachwork: **Zagato**  
Owner: Pietro Galtarossa - Category: A

The Fiat 8V Zagato barchetta is a milestone of the Zagato Classic production, by representing the beginning of the Gran Turismo saga of 50s. This sample was born as a Coupe Version appearing at the 1952 Mille Miglia. It was the gentleman driver Ovidio Capelli to commit to Zagato the re-body of the car with a new open design, under the livrea of Scuderia Ambrosiana. The design will be additionally slightly reshaped by Zagato for Leto di Priolo brothers. Elio Zagato, second Zagato generation, had personal involvements in the development of this car that perfectly shows the functional design of the Milanese atelier, like the rounded windscreen inspired by speed-boat racing which was able to increase visibility and drivability during races.



1952 **ALLARD J2X competition**

**36** Chassis no: J2X3055 - Coachwork: \_  
Owner: Derek Hood - Category: E

One of just two Works cars raced at the 1952 Le Mans 24 Hours. Fitted with a 5.4-liter V8 Chrysler "Fire Power" engine and driven by Sydney Allard and Jack Fairman, the car ran well also moving into sixth place. Unfortunately it was forced to retire after 13 hours with oil pressure trouble. In 1953 the car was fitted with a Cadillac V8 engine, still on the car, and sold to its long-term owner Paul Pfohl, who raced it at some SCCA events before putting the car in storage in 1955, near the original Le Mans Chrysler engine, which in the future will be overhauled and re-fitted to the car.



1954 **ARNOLT BRISTOL Bolide Roadster**

**37** Chassis no: 404X3009 - Coachwork: Bertone  
Owner: Eric Brumenil - Category: E

Following the success achieved with the Bertone-bodied MG TDs, in 1953 Stanley H. Arnolt, the American importer of several British marques, asked Bertone to design a light body, suitable both on track and road, for the more powerful 2-liter Bristol 404 chassis. Designed by Franco Scaglione, the new roadster created a great sensation at the London Motor Show in October 1953 and at the New York Motor Show in February 1954; both the Competition and DeLuxe versions sold well, also thanks to their racing successes. This car was personally owned and raced by Arnolt himself, also running the 1955 and 1956 Sebring 12 Hours. It was also entered for the 1955 Mille Miglia but did not start as it did not arrive in time for the race!



1954 **AUSTIN-HEALEY 100S**

**38** Chassis no: SPL257BN - Coachwork: \_  
Owner: Michael Darcey - Category: E

Thanks to its powerful 4-cylinder 2.6-liter engine, the 100 model was a great commercial success for Donald Healey, as it was the choice of many private drivers both in Europe and the USA. Very soon Healey developed a more competitive racing version, the 100S, and some already built examples were converted by factory to S specification, like this car. One of five Works cars, it ran the 1954 Sebring 12 Hours and the Mille Miglia in 100 configuration, and the 1955 Mille Miglia (where it placed 11th overall) and 1956 Sebring 12 Hours in S configuration.



1954 | **PORSCHE 550/1500 RS**

39

Chassis no: 550-10 - Coachwork: \_  
Owner: Kurt Engelhorn - Category: E

First of the four 550 prototypes built for the 1954 Le Mans 24 Hours, the car was also raced as a factory team car during that season at the Reims 12 Hours, Nürburgring and Avus and was driven, by Hans Herrmann, among others.

Sold at the end of the 1955 season to a Swiss dealer, the car was later exported to the USA and never raced.

Fully restored in the 2000s, it's believed to be the only surviving factory prototype with its original engine.



1955 | **MASERATI A6GCS/53**

40

Chassis no: 2085 - Coachwork: \_  
Owner: Jeffrey Mamorsky - Category: E

Just about 50 A6GCS/53 cars were built between 1953 and 1955, mostly of them sold to wealthy gentlemen drivers. Chassis 2085 was first owned by Sicilian Prince Gaetano Starrabba di Giardinelli. In period the car was raced at several road, hillclimb and track events, and Prince Starrabba also took an impressive 10th overall place at the Targa Florio. Following two other Italians owners, in 1961 the car was exported to Germany and from 1981 to 2002 it was part of the famed Peter Kaus' Rosso Bianco collection. In 2006 the current owner had the car cosmetically restored by Carrozzeria Autosport in Bastiglia, Italy.



1955 | **SWALLOW DORETTI speedster**

41

Chassis no: 1152 - Coachwork: Scapecraft  
Owner: Christian Hartmann - Category: A

The history of Swallow began in 1922 as Swallow Sidecars and soon after started also the production of car bodies. In 1935 William Lyons launched S.S. Cars as a public company, which after WWII was renamed Jaguar. The original firm became Swallow Coachbuilding and in 1945 became part of the Tube Investments group. In 1954 they decided to build a sports car using a tubular chassis fitted with Triumph TR2 engine, running gear and suspension and an aluminium body. The new car found an enthusiastic importer in California and was named Doretti for the importer's daughter, Dorothy. This car, born with a series production body, was crashed in the early Sixties and in 1965 was fitted with this one-off body by Scapecraft in Surbiton, a company involved in the preparation of the Jaguar E-Types for the Le Mans 24 Hours.



**class 8**

*Granturismo Coupes*



1948 MASERATI A6 1500 Panoramica \*

42 Chassis no: 052 - Coachwork: Zagato  
Owner: Franco Meiners - Category: A

During the WWII, Ugo Zagato's ever present desire to experiment with new forms of motor cars led him to create the so-called "Panoramica". Looking for a more spacious and more comfortable interiors and using plexiglass rather than heavy glass, he created a new type-form characterised by airiness and great visibility thanks to large glazed areas (windscreen and side windows). As usual Zagato was pre-empting modern trends, aiming to lightness and aerodynamic efficiency derived from aeronautical experience. The 1947 Geneva motor show saw the introduction of the Maserati A6 1500. The prototype chassis passed to Zagato who between 1948 and 1949 clothed it with a "panoramic" body representing an excellent combination between the lightness required of a sports car and the elegance of a grand tourer.



1953 FERRARI 375 America Coupé

43 Chassis no: 0293AL - Coachwork: Pinin Farina  
Owner: Jaime Muldoon - Category: F

Just 12 examples of this exclusive Ferrari granturismo were built, with, as can be deduced from the name, the important US market in mind. Fitted with the 4.5-liter V12 engine giving about 300bhp, these cars were not designed for competition but for very fast road use. This car was the first built and was exhibited at the 1953 Paris Motor Show. Restored to original cosmetic specification, light blue with a grey roof as it was finished for Paris, this car has been shown at the 2010 Pebble Beach Concours d'Elegance and in 2011 at the Cavallino Classic, Amelia Island and Villa d'Este events.



1954 MERCEDES-BENZ 300 SL "Gullwing"

44 Chassis no: 1980404500019 - Coachwork: \_  
Owner: Derek Hood - Category: E

This example of the immortal "Gullwing" was first shown at the 1954 Paris Motor Show and later that same year was exhibited at the Earls Court Motor Show in London. Subsequently it was registered to Mercedes-Benz UK and used as a demonstrator. In 1955 the car was used by Stirling Moss and Denis Jenkinson as a race car for the Mille Miglia, which in May they won driving a Mercedes-Benz 300 SLR, also setting the new record of the race.



1955 FERRARI 250 Europa GT Coupé

45 Chassis no: 0419GT - Coachwork: Pinin Farina  
Owner: Kenneth Roath - Category: E

Exhibited at the 1956 Brussels Motor Show, the car was sold by famous Ferrari importer Garage Francorchamps in Belgium, where it was raced at some events, driven also by Olivier Gendebien and Jacques Swaters. Following a few ownership transfers, in 2002 the car was bought by the current American owner who had it restored and certified by Ferrari Classiche in 2009. In 2009 the car was awarded "Best Restoration" at the Villa d'Este Concours d'Elegance and in 2010 it was also exhibited at the Pebble Beach Concours d'Elegance.



1956 FERRARI 250 GT Coupé

**46** Chassis no: 0533GT - Coachwork: Boano  
Owner: Christian Gabka - Category: E

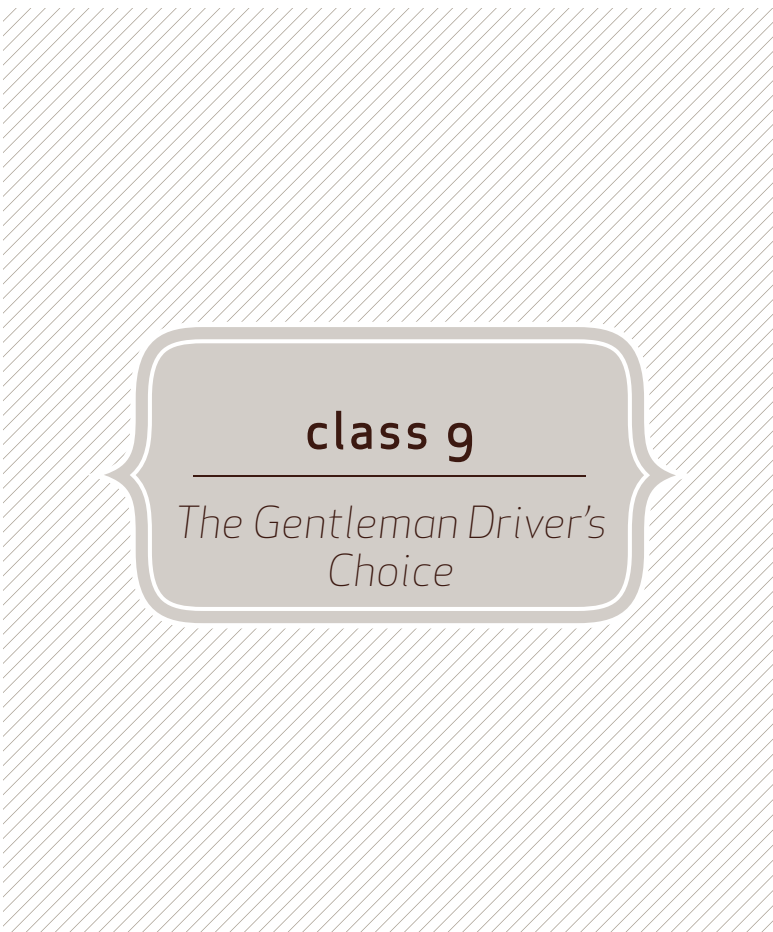
Designed by Pinin Farina and bodied from 1956 to 1957 by Carrozzeria Boano and from 1957 to 1958 by Carrozzeria Ellena in 113 examples, the 250 GT could be regarded as the first production Ferrari car. One of the so-called "low-roof" Boano-bodied 250 GTs, this car is one of very few examples built with an aluminium body. Sold new in Italy, it was raced at the 1957 Mille Miglia by Italian driver Sergio Der Stephanian, who placed 69th overall. Between 2008 and 2011 the car ran three editions of the historic Mille Miglia.



1962 ASTON MARTIN DB4 Series V Vantage coupé

**47** Chassis no: DB41127L - Coachwork: Touring/Tickford  
Owner: Baj Macario - Category: F

When David Brown decided to radically change the styling of the Aston Martin granturismo the logical choice was for one of the leading Italian coachbuilders, the famous Carrozzeria Touring in Milan. The elegant lines of the DB4 were designed to be built with the "Superleggera" technology, patented by Touring prior to WWII. The building of the body was licensed to the British coachbuilder Tickford. This DB4 coupé is one of just 17 examples of the Series V built in left-hand drive form with the more powerful Vantage engine.



**class 9**

*The Gentleman Driver's  
Choice*



1950 ASTON MARTIN DB2 Vantage Coupé

**48** Chassis no: LML/50/21 - Coachwork: \_  
Owner: Marc Fischer - Category: E

In 1947 David Brown took over the Aston Martin company and soon after the Lagonda company too. Presented in 1950, the DB2 was the first model fitted with the 6-cylinder 2.6-engine, designed by W.O. Bentley for Lagonda during the last years of the war. As David Brown was also convinced that racing would be the best promotional method of selling cars, a special, more powerful Vantage engine was developed for the Works cars and gentlemen drivers. This DB2 coupé is one of the first two cars fitted with the Vantage engine and was sold new to famous American driver, team owner, car manufacturer and collector, Briggs Cunningham. In 1950 and 1951 the car was raced in the USA.



1952 FIAT 1100 E Berlinetta

49 Chassis no: 10753 - Coachwork: **Zagato**  
Owner: Roberto Vesco - Category: E

Fiat introduced the "Nuova 1100/103" in 1953 and immediately many tuners and coachbuilders used this new platform to produce their models; among them Carrozzeria "La Zagato" which had established his fame in manufacturing bodies extremely light and aerodynamic.

The new Berlinetta, named Zagato 1103 to better distinguish it from the previous 1100 EZ model, had the aluminum body finished in two-colour paint strongly characterized by the initial Z on the side.

Six 1103 examples were entered in the 1954 Mille Miglia in the Sports class, this particular one was driven by Castelnuovo-Campos Venuti but was forced to retire.



1953 FIAT 8V

50 Chassis no: 106.000026 - Coachwork: **Zagato**  
Owner: Jan De Reu - Category: E

The first one was built in 1952 for the well-known Italian gentleman driver Ovidio Cappelli who was looking for a car that was lighter and faster than the production 8V 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. This car was bought new with a standard Fiat body by a Turin enthusiast who resold it in 1956 to the Spanish gentleman driver Sala-Solar. The latter sent the car to Zagato, who rebodied it with his lightweight body, in this case in the rare "double bubble" roof configuration. Mr. Sala-Solar got the car back in time for the 1957 VIII Sestrieres Rally, where he did well, placing third in the GT class.



1954 FERRARI 500 Mondial Berlinetta

51 Chassis no: 0452MD - Coachwork: Pinin Farina  
Owner: Pierre Mellinger - Category: F

One of just two 500 Mondial examples built with this competition berlinetta body. Sold new in Italy, this car has had an important racing career as it was entered, among other events, in the 1954 Tour de France and in the 1956 and 1957 Mille Miglia.

Exported to the USA in 1961, it was restored in the early 1980s and exhibited at the 1984 Pebble Beach Concours d'Elegance.

Brought back to Europe in the late 1980s, the car was shown at the 2005 Villa d'Este Concours d'Elegance and the 2007 Ferrari 60 Concours d'Elegance at the Fiorano circuit.



1954 ALFA ROMEO 1900SSZ \*

52 Chassis no: 1900C\*02060 - Coachwork: **Zagato**  
Owner: Axel Marx - Category: E

The Alfa Romeo 1900 Super Sprint Zagato represent the maximum expression of Zagato cues in terms of lightweight bodyworks and aerodynamic efficiency. The very successful but heavy sedan 1900 Berlina was worked from Zagato during the first half of 50s in order to provide the Gentlemen drivers of the GT category with a modern and very efficient car, designed on the 1900 short wheelbase chassis, offered from Alfa Romeo. The 1900SSZ is the sum of many different innovations like the rounded shapes around the big Alfa Romeo 2-litres engine, the B pillars integrated in the side glasses with an extremely light aluminium frame and, on some of the 1900 SSZ built, the famous "doppia gobba" which was able to lower the front section of the car and to increase the stiffness of the roof.



1955 | **FIAT 8V**

**53** | Chassis no: 106.000062 - Coachwork: **Zagato**  
Owner: Marc Behaegel - Category: E

A sister but not twin of the other 8V Zagato at the 2011 Uniques event, this car features the flat roof, without the "double bubble". Sold new in Italy, the car was raced until 1956 also taking part at the 1955 and 1956 Mille Miglia. In 1958 it was exported to the USA and until 2001 remained with the same owner. Re-imported to Europe, it was fully restored and subsequently exhibited at the 2008 Belgian Concours d'Elegance in Antwerp winning the first prize.



1956 | **FERRARI 250 GT Berlinetta**

**54** | Chassis no: 0515GT - Coachwork: **Zagato**  
Owner: David Sydorick - Category: F

The first of just five long wheelbase Berlinettas bodied by Zagato and one of three featuring the characteristic "double bubble" roof. Sold new in Italy, the car was extensively raced during the 1956 season, also entering the Mille Miglia, driven by Camillo Luglio. Exported in 1960 to the USA, the car was bought by the current owner in 1999, who over the years exhibited it at several Concours including Pebble Beach, Villa d'Este and Ferrari 60 at the Fiorano circuit in 2007.



1957 | **ALFA ROMEO Giulietta Sprint Veloce**

**55** | Chassis no: AR1493E04349 - Coachwork: Bertone  
Owner: Giorgio Barvas - Category: E

First exhibited at the 1954 Turin Motor Show, the Alfa Romeo Giulietta Sprint was created in the early years of the Italian economic boom and immediately became one of the dreams of Italian car enthusiasts and gentlemen drivers. In 1955 it was followed by the sedan and in 1956 by the Spider, the latter designed by Pinin Farina. One of approximately 500 Sprint Veloce examples built in 1957, this car was raced at the 1957 Mille Miglia by Rinaldo Parmigiani, who placed 40th overall. In the Nineties it was fully restored to its original specification.



1964 | **LANCIA Flavia Sport Prototipo Zagato\***

**56** | Chassis no: \_ - Coachwork: **Zagato**  
Owner: Guido Avandero / RLM - Category: \_

In 1964, the legendary Squadra Corse HF, the official Lancia Racing team prepared and tuned two Lancia Flavia prototypes for the Targa Florio. Zagato was in charge of the bodies. The company designed and manufactured two brand new cars which were lighter and even more efficient than the standard version. Highlights of the new racing style were the compact shapes which were obtained by a shortened wheelbase, the typical rounded side rear window, signature of the Lancia Flavia sport Zagato (but shortened on this version), the front grill which kept the Lancia shapes without the production chromings inside and the two hood scoops on the bonnet, the real identity of the Prototipo. The car weighed a mere 740 Kilos and was winning and performing since the beginning and raced many other times after Targa Florio driven by Crosina and Pianta.

## class 10

### Show Cars



1973 DE TOMASO Pantera II 7X "Monttella"

57 Chassis no: THPNNGo6114 - Coachwork: Ghia  
Owner: Corrado Lopresto - Category: C

One-off designed by Tom Tjaarda, this car might have been the new 1975 Pantera model.

In the late 1973 and in 1974 the car was presented at several motor shows in the USA (Detroit, Chicago, Los Angeles) but the project never went into production.

Sold later to the USA, in recent years the car has been bought by the current owner, restored and exhibited at the 2008 Turin Concours d'Elegance where it was awarded for "The Best Restoration".



1983 ALFA ROMEO Z6 prototype

58 Chassis no: \_ - Coachwork: Zagato  
Owner: Corrado Lopresto - Category: C

First exhibited at the Zagato stand at the 1983 Geneva Motor Show, this running prototype was the proposal of the Milanese coachbuilder for a sporting but comfortable 4-seater granturismo. Based on the 6-cylinder 2.5-liter Alfa Romeo GTV model, the car is clothed with an aluminium aerodynamic light body which features the famous Zagato "double bubble" roof configuration.



2001 ASTON MARTIN DB AR1 Roadster

59 Chassis no: SCFAB32331K401864 - Coachwork: Zagato  
Owner: Daniel A. Waltenberg - Category: C

The first Aston Martin bodied by Zagato was the DB4 GT; it was presented at the 1960 London Motor Show and just 19 examples were built in. It was light, powerful and fast and was intended to fight on the track against the Ferrari 250 GT Berlinetta short-wheelbase.

This car is the prototype of another limited production of exclusive Aston Martins; based on a standard DB7 Vantage Volante chassis, fitted with the 435bhp 6-liter V12 engine, it was first exhibited at the 2003 Los Angeles Motor Show and was later produced in just 99 examples.



on exhibition  
only



1938 LANCIA Aprilia Sport Zagato Sanction II \*

60 Chassis no: 238\*5007 - Coachwork: Zagato  
Owner: Roberto Brunelli - Category: \_

To celebrate the 100th Anniversary of Lancia and the long standing affiliation between the brand and Zagato for the entire "Sport" versions production, Andrea Zagato decided to re-create the Lancia Aprilia Sport Aerodinamica built by his grandfather Ugo in 1938. The complicated process did not start from hand drawn sketches, but from two black and white photos – the only remaining source of accurate information. As the original car no longer exists, state of the art digitalisation, CAD modelling and CNC technologies were used to reconstruct the body of the Aprilia Sport, which most effectively expressed the aeronautical themes of the 1930s. The sheet metal of the bodywork was then hand crafted by master panel beaters, combined with an original 1938 Lancia Aprilia chassis.



1984 INVICTA XJ 13 \*

61 Chassis no: 0001 - Coachwork: \_  
Owner: Hans Kleissl - Category: A

This unique car is a tribute to the XJ 13 sports car developed in the mid-1960s by Jaguar for the return to the Le Mans 24 Hours endurance race, which in the Fifties gave them great international fame thanks to the five victories obtained by the C-Type and D-Type models. The all-new rear-engined Jaguar XJ 13 was fitted with a race prepared version of the V12 5-liter engine, which was subsequently developed for the production cars. Unfortunately the Le Mans program was abandoned in 1968 and the car was put into storage. It was resumed in 1971 for promotional use but was heavily damaged during a test; back in the factory the XJ 13 was restored, returning to its original form in 1973.



1998 ROLLS-ROYCE Silver Seraph estate car \*

62 Chassis no: \_ - Coachwork: \_  
Owner: Marcello Fratini - Category: A

Unveiled at the 1998 Geneva Motor Show and produced until 2002, the Silver Seraph replaced the Silver Spur in the firm range. Fitted with the 12-cylinder 5.4-liter engine developed by BMW, the Silver Seraph was built at the historical plant in Crewe in over 1,500 examples. This estate car (or shooting brake) is a one-off model bodied by an independent coachbuilder on order of its current owner, a well-known Rolls-Royce collector.



2009 | **KTM X-Bow Superlight \***

**63** | Chassis no: 000185 - Coachwork: Dallara/Ktm  
Owner: Alberto Peragnoli - Category: F

The KTM X-BOW "superlight" is the result of the collaboration of KTM (project and manufacturer), Dallara ( carbon fiber monocoque) and Audi (engine 2.0TFSI 240 hp, transmission 6-speed manual)  
The first car in history of KTM was presented at Geneva Motor Show in March 2008; this piece is the series "Superlight" version and was registered in march 2009. The car was used for test drives "on the road" for sport-customers during the last two editions of Mille Miglia nearby Siena area.  
Engine: Audi 2.0TFSI 4 cylinder 240hp. Transmission: Audi 6-speed manual, limited slip differential. Carbon fibre monocoque and crashbox in clear coat finish made by Dallara. Kerb weight: Kg 790



2010 | **ISO GRIFO go \***

**64** | Chassis no: KU490901UPBG/10 - Coachwork: \_  
Owner: Roberto Bonomelli - Category: F

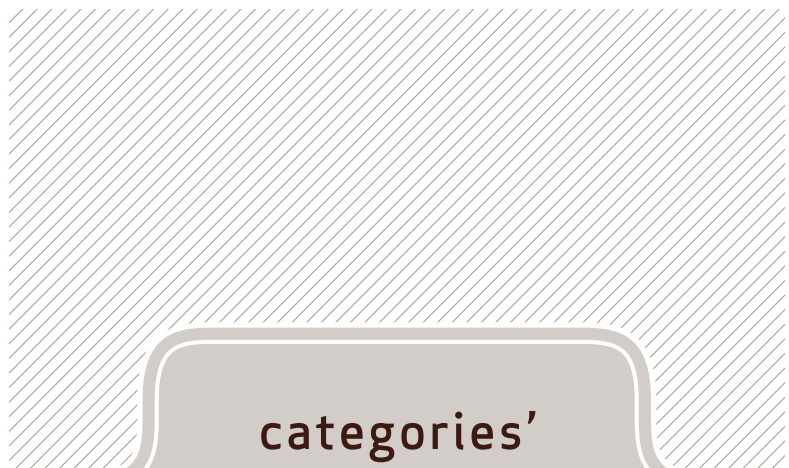
The first example of the Iso Grifo go was presented in 1991 in Modena. The chassis of the new car was designed by Ing. Giampaolo Dallara and the body by Marcello Gandini. Unfortunately those were not good times for high-performance cars and the project was abandoned.  
In more recent years the Mako Shark company revived the project and in 2010 the car was completed.  
Fitted with a 430cv GM LS6 V8 engine and six-speed M12 gearbox, the car has an estimated maximum speed of over 300 kmph; only 12 examples will be produced.



2011 | **MAKO-SHARK Green Fun \***

**65** | Chassis no: 1 - Coachwork: \_  
Owner: Roberto Bonomelli - Category: C

Prototype of an intelligent hybrid/bimodal quad for urban mobility.  
Designed by Mako-Shark with the cooperation of several specialised companies and scientific consulting by the Milan Polytechnic, the vehicle is propelled by four electric motors, one for each wheel. It has a range of 160 km and a top speed of 45 km/h.  
Other notable characteristics of this car are the passive safety of the cockpit and the energy recuperation during braking.



**categories'**  
**legenda**

- 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)

\* hors concours