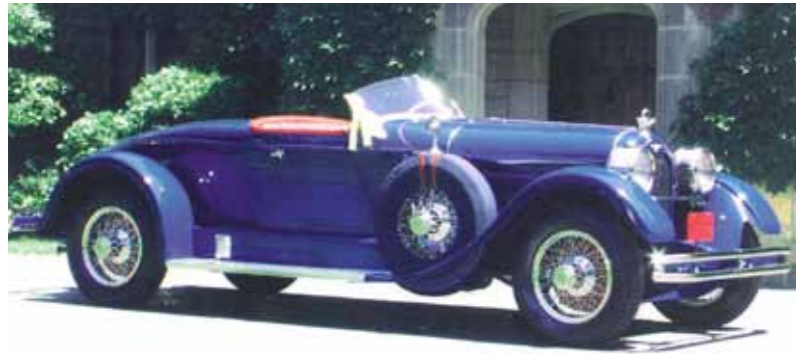


class 1

Pre-War Elegance



01 1927 Duesenberg Model X Boat Roadster
Chassis no: D95E - Coachwork: McFarlan
Owner: Peter Heydon - Category: A

One of just 13 Model X Duesenberg chassis presumed to have been built and the only one fitted with this one-off body by McFarlan, coachbuilder in Connersville, IN, it is believed to have been the inspiration for the Auburn Boat-tail Speedster. Exhibited at the 1927 New York Motor Show, the car was sold during the event to its first owner Arnold Kirkeby, a Duesenberg Race Team Sponsor and owner of Chicago's Drake and Blackstone Hotels, as well as the Beverly Wiltshire in Beverly Hills. Following its full restoration carried out between 1998 and 2000, the car has been exhibited at several Concours d'Elegance, including Pebble Beach and Villa d'Este.



02 1930 Isotta Fraschini Tipo 8A SS torpedo*
Chassis no: D95E - Coachwork: Castagna
Owner: Corrado Lopresto - Category: A

The Tipo 8 Isotta Fraschini was presented in 1919 and it was the first straight-8 production car in the world. The flagship of the Italian car industry, it was the choice of kings, governors, industrialists and Hollywood stars. This Tipo 8A SS, the 160cv model presented in 1927, was built for an American customer. It wears a one-off torpedo body built by Carrozzeria Castagna, the long-established Milanese company worldwide known for the quality of their exclusive creations.



03 1933 Lancia Astura torpedo Gran Sport
Chassis no: 302056 - Coachwork: Castagna
Owner: Guido Lamperti - Category: A

Presented in 1931, the Astura was one of the great Italian cars of the Thirties. Designed by Mario Revelli di Beaumont, this one-off torpedo was exhibited at the 1933 Villa d'Este Concours d'Elegance where it won the most coveted award, the Coppa d'Oro Referendum. Sold new to the USA, the car returned to Italy in the early 1980s; fully restored to show condition, in 2004 it won again the Coppa d'Oro Referendum at Villa d'Este, the sole car awarded with the prestigious Cup both in the old and modern days.



04 1934 Alfa Romeo 6C 2300 Gran Turismo
Chassis no: 700446 - Coachwork: Pininfarina
Owner: Luciano Caporali - Category: F

The 6C 2300 is the Vittorio Jano project which should have replaced in the Alfa Romeo production range the very successful 6C 1750 model. The Turismo version was presented at the 1934 Milan Motor Show and soon after two sports model were added to the range: the Gran Turismo, with a 76 cv engine, and the Pescara, with Touring coachwork and 95 cv engine.



05 1935 SS S.S.I two-door saloon
Chassis no: 248550 - Coachwork:
Owner: Andreas Wallimann - Category: A

Only at the end of WWII, SS Cars Ltd (former Swallow Sidecar & Coachbuilding) became Jaguar Cars Ltd, adopting as their company name the one used in late 1935 for the new range of sports models. This car is a third series fitted with the 2664cc engine and wears the sports four-light 2-door saloon body. After a careful 6-year-long restoration, the car was shown at the 2009 Villa d'Este Concours.



06 1936 Bugatti Type 57 Atalante Toit Ouvrant
Chassis no: 57432 - Coachwork: Bugatti
Owner: Cees Jansen - Category: F

One of ten Type 57 Atalantes originally built by the factory with a "toit ouvrant", sold to Mr. Charles Olivero, a jeweller and watchmaker from Marseille. In 1936 Olivero exhibited it at the Concours d'Elegance in the Bois de Boulogne, later drove it at several rallies, such as Monte Carlo Rally and Liège-Rome-Liège; over the years it was also modified as a closed coupé but was restored between 1990 and 1992 to its original "toit ouvrant" specification. In the last years the car has been exhibited at several Concours d'Elegance including Villa d'Este and Pebble Beach.



07 1936 Bugatti Type 57 Atalante Toit Ouvrant
Chassis no: 57401 - Coachwork: Bugatti
Owner: Simon Kidston - Category: F

Built in black and yellow with Havana leather upholstery, delivered in 1936 to the Bugatti dealer in New York, the car is one of just two Type 57 Atalantes sold new to the USA and one of 10 examples originally built with a "toit ouvrant", a very rare and special feature. In 1951 the car was fitted with a supercharged engine.



08 1937 Alvis 4.3 litre sports saloon
Chassis no: 14305 - Coachwork: Mayfair
Owner: Miguel Ernand - Category: B

Presented in 1936, the new 4.3 litre Alvis, powered by inline-6, was offered with a long chassis for saloon and formal cars or with a short chassis for the sports models. The first owner of this car, one of just two examples built with Mayfair 2-door saloon body, was the Hon. Peter Montefiore Samuel in London. It is the only one known still in existence.



09 1938 Bentley 4 1/4 litre Drophead coupé
Chassis no: B44MR - Coachwork: Carlton Carriage
Owner: Gerry Leumann - Category: A

From the MR series, this is the only overdrive chassis fitted with a Carlton drophead coupé body with dickey and was first shown at the Earl's Court Motor Show at the Carlton carriage Co. Stand. The car was delivered in May 1940 to its first owner Sir Arthur Cory Wright, who was described by the Bentley Memorial Foundation as "a prodigious owner having 7 Derby Bentleys". In 2009 it was exhibited at the Villa d'Este Concours d'Elegance and Pebble Beach Concours d'Elegance.



10 **1939 Alfa Romeo 6C 2500 S Berlinetta ***
 Chassis no: 915066 - Coachwork: Castagna
 Owner: Corrado Lopresto - Category: A

The first two Alfa Romeo 6C 2500 Sports were presented at the 1939 Berlin Motor Show: they were a berlinetta and a cabriolet both bodied by Carrozzeria Touring. The Berlinetta earned a great success and Alfa Romeo commissioned also Carrozzeria Castagna to build a small series, probably about 10 examples produced during the war years, using the Touring design. Castagna did not built an exact copy and his creations have small differences with the original Touring body. This car is the first Castagna bodied 6C 2500 S Berlinetta and is also one of just two examples known still in existence. The car has been fully restored and in the last years won several awards at Concours d'Elegance in Europe and USA.



11 **1939 Bentley 4 1/4 Tourer**
 Chassis no: B154MR - Coachwork: Vanden Plas
 Owner: David Instance - Category: A

This car was delivered to its first owner in March 1939 with a Thrupp & Maberly sedanca body. Early in its life, the body was removed and B154MR was sent to Vanden Plas and fitted with the present tourer body. Delivered with the new body to its second owner, Mrs. Arthur Smith-Bingam, in April 1940, the car is also known as "Honeysuckle", the official designation of its original colour.



14 **1932 MG C-Type Midget**
 Chassis no: C0291 - Coachwork:
 Owner: Graham Watts - Category: E

The C-Type Midget was designed for racing and when fitted with the supercharged engine it could easily run at 100 mph. This light two-seater C-Type Midget, with supercharged engine, has had a long race career and was also driven at the 1933 Le Mans 24 Hours, where it placed 6th overall, 1st in the 1,100cc class and 2nd in index of performance, driven by John Ludovic Ford and Maurice Baumer. In 1934 it was exported to Australia and was raced until the late Fifties. Restored in the Eighties, in 2008 the car returned to Le Mans for the Le Mans Classic event.



15 **1935 Fiat 508 S Balilla spider Sport**
 Chassis no: 70903 - Coachwork:
 Owner: Giuliano Bensi - Category: B

In 1933, just one year after the presentation of the 508 Balilla, a sports model was added to the range, fitted with a powerful engine. Several 508 S were sold in England and this car was probably exported in rolling chassis form, being subsequently bodied by an unknown London coach-builder as ordered by Fiat (England) Ltd with a two-seater body imitation of the original Italian spider body. For many years, from 1964 to 1996, the car remained on display at the National Motor Museum in Beaulieu, UK.



16 **1937 BMW 328 coupé**
 Chassis no: 85143 - Coachwork:
 Owner: Massimo Ermini - Category: A

The BMW company was founded in 1916 as Bayerische Flugzeugwerke and renamed in 1917 as Bayerische Motoren Werke (BMW). The first motorcycle was built in 1923 and the first car in 1928 after BMW had taken over the Dixi company, which had bought the licence to build the Austin Seven in Germany. The 328 model, fitted with a powerful 6-cylinder 2-liter engine, was presented in 1937 and soon established the 'Maker' sporting image. The car was produced until 1943 mainly in roadster form, but it was possible to have also a closed coupé body or bespoke coachwork. This example, which wears a body probably built in Belgium, ran the 1951 Liège-Rome-Liège Rally.



17 **1939 BMW 328 Mille Miglia coupé ***
 Chassis no: 85368 - Coachwork: Touring
 Owner: Bayerische Motoren Werke - Category: E

For the 1940 Mille Miglia, BMW entered five special cars, all fitted with a race-prepared 2-liter 6-cylinder engine giving 136 cv.: three cars were fitted with a factory-built spider body and two with a coupé body, one built by the factory and the other, this one, built by Carrozzeria Touring. This car, designed for use in long-distance races, made its race debut at the 1939 Le Mans 24 Hours where it placed 5th overall and 1st in the 2-liter class. In May 1940, this car, driven by Huschke von Hanstein and Walter Bäumer, placed 1st overall at the Gran Premio Brescia della Mille Miglia, ran this year on the triangular circuit Brescia - Cremona - Mantova to be repeated nine times: with its better aerodynamics it was able to beat cars with much more powerful engines.



12 **1927 Aston Martin 1.5 litre Sports**
 Chassis no: S4 - Coachwork: Enrico Bertelli
 Owner: Giampaolo Bonechi - Category: C

The fourth car built by the new company Aston Martin Motors Ltd (founded in 1926) and the first sports model on a short chassis, later denominated International. Shown in not-running form at the 1927 London Motor Show, the car was completed months later, fitted with a three-seater body and sold in 1928 to its first owner Doctor F.A. Rhodes, a friend of Bertelli's, who had it modified as a four-seater in order to carry his two sons. In the past the car was used for the filming of the British TV series "Jeeves and Wooster".



13 **1927 OM 665 S Superba**
 Chassis no: 26559 - Coachwork:
 Owner: Albert Wetz - Category: E

The first edition of the legendary Mille Miglia took place in 1927: the overall winners were the Italian drivers Ferdinando Minoia and Giuseppe Morandi, and they drove an OM 665 S. But also the second and third cars in the final classification were OM 665 S. This car is a sister of those more famous cars. This particular car was first owned by Count Luigi Dufour, of Genova, of the famous Italian confectionery industry family.



18 **1940 Siata Fiat 508 C/1100 coupé**
 Chassis no: - Coachwork:
 Owner: Edoardo Tenconi - Category: A

In 1926 Giorgio Ambrosini founded in Turin the SIATA (Società Italiana Auto Trasformazioni Accessori) company for the production of racing kits for Fiat engines, special four and five-speed gearboxes and volumetric compressors. In 1937 Ambrosini took over the Andrea Mantelli's Carrozzeria Italiana and started the construction of complete cars. This one-off car, fitted with a SIATA tuned 1089cc Fiat 508 C engine, was ordered by Arialdo Ruggeri, owner of the Scuderia Milan, for the 1940 Gran Premio Brescia delle Mille Miglia where he classified 16th overall and sixth in the 1.100 class. The car is characterized by the aerodynamic light, built by Viotti and developed in the Turin wind tunnel.

} **class 2** }
 Pre-War Sports Cars



19 **1930 Invicta 4.5l S Type**
 Chassis no: S39 - Coachwork: Cadogan
 Owner: Michael Bristow - Category: A
 The Invicta 4.5l S Type (also known as the Invicta Low Chassis) was presented at the 1930 London Motor Show. Fitted with the 6-cylinder 4.5-liter Meadows engine, it has been one of the most important English sports car of the 1930s.
 All the "Low Chassis" cars were built with two-door open body as this car, which is fitted with an one-off body with cycle wings designed by Cadogan for competition use.
 Probably the only Works car, it has had a long race career started in 1931.



23 **1959 Rolls-Royce Silver Cloud estate car**
 Chassis no: LSLG112 - Coachwork: H.J. Mulliner
 Owner: Marcello Fratini - Category: A
 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 3
 Post-War
 British Elegance



20 **1948 Rolls Royce Silver Wraith cabriolet**
 Chassis no: LWAB63 - Coachwork: Franay
 Owner: Frank Ricciardelli - Category: A
 Originally built as right-hand drive chassis no. WAB63 was displayed in rolling chassis form at the 1948 Earls Court Motor Show, then in 1949 received a sedanca de ville body.
 In 1950 the car (renumbered LWAB63) was converted to left-hand drive configuration by factory and was sent to French coachbuilder Franay, who fitted the present elegant cabriolet body and exhibited at some French Concours d'Elegance prior to deliver it to Mrs. Benitez Rexach, living in Maison-Lafitte.
 Between 1998 and 1999, the car has been fully restored; it was exhibited in several Concours d'Elegance, also winning its class at 2004 Pebble Beach Concours.



24 **1962 Rolls-Royce Silver Cloud III cabriolet**
 Chassis no: LSCX257 - Coachwork: Harold Redford
 Owner: Marcello Fratini - Category: E
 In 1959 Rolls-Royce took over H.J. Mulliner company and in that same year Mulliner presented a new cabriolet (or drophead coupe) which effectively was a standard saloon body converted to two-doors and open roof.
 These elegant lines were used also for the new Silver Cloud III cabriolet, presented in 1962, and the car was produced in few examples until 1963. The first owner of this car was Mrs. S. Jurgens, wife of the German actor Curd.



21 **1952 Jaguar Mark VII**
 Chassis no: 733608 - Coachwork:
 Owner: Colomba Annunziata De Gaetano - Category: E
 Following the success achieved by the revolutionary XK 120, William Lyons decided to use the same XK range engine for the new "berline de voyage" Jaguar. At the 1950 Earls Court Motor Show in London, the new Mark VII saloon was unveiled to the enthusiastic public; the car was elegant, large, powerful and fast, it was also expensive but it had been specially designed for the rich American market. Also this left hand drive example lived in the past in the USA as in 2008 it was used for the filming of the movie "Milk", starring Sean Penn, which won two Oscar awards, for the best actor and best original scenario. Back to Italy, it has been just used in a movie, "Last kiss in Rome", which will be presented at the Festival Internazionale del Cinema in next October in Rome.



25 **1963 Rolls-Royce Silver Cloud III two-door saloon**
 Chassis no: LSEV115 - Coachwork: Mulliner-Park Ward
 Owner: Marcello Fratini - Category: E
 The styling that Park Ward (since 1961 Mulliner, Park Ward) had first introduced in 1959 on a cabriolet body was adopted for both the two-door versions of the new R-R and Bentley presented in 1962.
 The four headlamp were housed in a slightly bending down oval which gave an oriental look to the front end, from which the model assumed the "Chinese Eye" nickname.
 This car was first owned by Sammy Davis Jr, one of the members, with Frank Sinatra and Dean Martin, of the "Rat Pack".



22 **1955 Bentley S Type Continental Coupé***
 Chassis no: BC10AF - Coachwork: Park Ward
 Owner: Marco Makaus - Category: E
 First built of a small series of 69 S Type (or S1 as known later) Continental with this elegant coupé body designed by John P. Blatchley, at the time style manager at Park Ward and later RR style director. This car, the one portrayed in the factory sale catalogue, was sold to Mr. W.F. Lutyens, the ICI President.
 In 1975 the car was repainted and reupholstered and also fitted with a brand new engine supplied by factory.
 In April 2002 this car was chosen as representative of the model among the 200 Rolls-Royce and Bentley cars which took part in the celebration for the 50th anniversary of the accession of Her Majesty Queen Elisabeth II.



26 **1964 Rolls-Royce Silver Cloud III Flying Spur**
 Chassis no: LSFU519 - Coachwork: Mulliner-Park Ward
 Owner: Marcello Fratini - Category: F
 The R-R Silver Cloud and Bentley S-Series saloon were presented in 1955, the only two differences between them being the radiator shell and badging.
 For the Bentley range only it was produced a more sporting chassis, the Continental, which from 1957 was fitted with also a four-door saloon body, the Flying Spur.
 In 1962 it was presented the third series of both the cars and for the first time the Flying Spur body was adopted for a small series of Silver Cloud III, like this one.



27 **1964 Rolls-Royce Silver Cloud III saloon**
 Chassis no: LSFU633 - Coachwork: Harold Redford
 Owner: Marcello Fratini - Category: A
 In the Fifties the request for bespoke coachworks declined dramatically with the presentation of the Silver Cloud and continued to go down with the II and III series. In October 1965 unfortunately it nearly ceased when the Silver Cloud was replaced by the all new monocoque Silver Shadow. Harold Radford had started its workshop after WWII and in the late 1940s presented his most known creation: the Countryman. This was originally a specially built wooden body but in the years became just a modified saloon. This car is one of very few Silver Cloud III saloons which carry the Harold Radford badge, ordered by its first owner with a number of special features like Webasto sunroof, picnic set, RR razor.

class 4

Early Post-War Italian Coachbuilders



28 1947 Alfa Romeo 6C 2500 S cabriolet *
Chassis no: 915339 - Coachwork: Stabilimenti Farina
Owner: Corrado Lopresto - Category: A

There were more than 15 Italian coachbuilders of the period who built bodies for the Alfa Romeo 6C 2500 chassis; among them Stabilimenti Farina, the workshop established in 1906 by Giovanni Farina, elder brother of "Pinin" and father of Nino, the first Formula 1 world champion. This car, built on the 3000 mm Sport chassis, was designed by Giovanni Michelotti; it's an one-off and was exhibited at the 1947 Paris and New York Motor Shows. The dashboard, steering wheel, gauges and internal items were designed by Mario Revelli di Beaumont. When new the car was also exhibited at the Rome and Monte Carlo Concours d'Elegance and in more recent years, following a careful restoration, it has been awarded with Best In Class at several European concours.



29 1947 Cisitalia 202 coupé
Chassis no: 033 - Coachwork: Pinin Farina
Owner: Stefano Ricci - Category: A

"A rolling sculpture" was defined the Cisitalia 202 Gran Sport Pinin Farina when in 1951 it was chosen together with other seven cars for an exhibition at the Museum of Modern Art in New York (MoMA). Why was it chosen? According to many car designers, the 202 is the progenitor of all the modern sports cars. Its lines had a strong impact on the aesthetics of the car design at the time, breaking with tradition and introducing new concepts in style. This car is one of three examples discovered in dilapidated condition in Argentina and sent back to Italy for restoration. The original Pinin Farina body appears to have been partially modified at unknown period in the rear end.



30 1949 Bentley Mk VI drophead coupé
Chassis no: B435CD - Coachwork: Pinin Farina
Owner: Arnold Kawlath - Category: A

One of three special chassis Mk VI Bentleys by Pinin Farina and the only one fitted with drophead coupé coachwork in aluminium, which permitted a more superior performance than the standard steel-bodied sedan. Despite their classic appearance, Pinin Farina adopted some innovations like the headlights ahead of the fenders, giving a lighter look to the front, a two-piece windshield, with a more streamlined shape, and more elongated rear fenders. First exhibited at the 1949 Geneva Motor Show, the car was sold in April 1949 to its first owner, a Swiss doctor. Following a long restoration, in the Nineties the car won several awards at important events and Concours d'Elegance and was shown in the "Moving Beauty" exhibition at the Montreal Museum of Fine Arts.



31 1949 Bristol 400 Cabriolet
Chassis no: 400181 - Coachwork: Pinin Farina
Owner: Adrian Berry - Category: F

Bristol cars were described as "the ultimate in discerning transport for the ultimate in the discerning purchaser". This cabriolet bodied 400 is one of just three chassis sent by Bristol to Pinin Farina in Turin to be bodied with this exclusive cabriolet body. It was sold in 1950 to its first owner, Peter Bolton, the famous English racing and rally driver; he bought it back in 1962 and kept it until 2003.



32 1950 Cisitalia 202 Spider
Chassis no: 154SC - Coachwork: Castagna
Owner: Luigi Zampaglione - Category: A

In the Twenties and Thirties in Milan, Carrozzeria Castagna was one of the best Italian coachbuilders, probably the most conservative. Described by Angelo Tito Anselmi in an Automobile Quarterly article as "the Raphael of Italian Coachbuilders", in 1937 Castagna acquired the Labourdette patent Vutotal which permitted frameless windshield designs. In the post-war years Castagna was influenced by Detroit designs, detectable in the small Cadillac-type fins on this Cisitalia 202, of which 2 only were built.



33 1950 Lancia Aprilia coupé
Chassis no: 6687 - Coachwork: Bertone
Owner: Stefano Ricci - Category: A

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



34 1951 Alfa Romeo 6C 2500 Gran Turismo cabriolet *
Chassis no: 918089 - Coachwork: Touring Superleggera
Owner: Corrado Lopresto - Category: A

Alfa Romeo and Carrozzeria Touring; an indissoluble couple which created some of the most beautiful Italian cars of all times. This privileged relation between Touring and the Portello firm was confirmed for the 6C 2500 model, which was produced from 1939 to 1953; in fact, for the Gran Turismo version, presented in 1950, the first bespoke bodies were built by Touring. This wonderful 4-seater cabriolet is one of a small series of about 20 examples; sold new to Liechtenstein, it was bought about ten years ago by the current owner, who displayed it at the 2001 Villa d'Este Concours d'Elegance winning the most coveted Coppa d'Oro Referendum. Restored in 2004 the car continued to be awarded to the most important Concours d'Elegance.



35 1955 Mercedes-Benz 300 Coupé Speciale
Chassis no: 1860105500044 - Coachwork: Pinin Farina
Owner: Fred Krizi - Category: A

One-off, originally finished in ivory with a black roof, in 1955 the car was exhibited at the Turin Motor Show and Rome Concours d'Elegance. The car was slightly modified in the following months by the Turin coachbuilder and it was displayed in Europe in the present final version prior to being sold to its first owner in 1956. Rediscovered in the USA, the car was fully restored and presented at the 1992 Pebble Beach Concours d'Elegance where it was awarded "Best in Class".



36 1955 Mercedes-Benz 300 S Cabriolet A
Chassis no: 188010550016 - Coachwork: Pinin Farina
Owner: Alberto Cefis - Category: A

This car was produced with a standard cabriolet A body and sent to New York to the Mercedes-Benz importer Max Hoffman who retained the car as a gift for his wife Margaret. Hoffman did not like the car so it was sent back to Europe and delivered to Pinin Farina in Turin, who in 1956 modified the original cabriolet body as an one-off sedan body. In 1962 it was road-registered in Florence at the name of Margaret Flik, Max Hoffman's wife. Bought in 1982 by Mrs Dorothy Mary KIELTY, in 1983 the car was sent back to the USA. In 2006 it was exhibited at the Pebble Beach Concours d'Elegance and between 2008 and 2009 the mechanicals have been fully restored in Italy.

class 5

Barchettas



37 **1947 Nardi Danese 750 "Boby Sport"**
Chassis no: ND 001 - Coachwork:
Owner: Giuliano Bensi - Category: A
Enrico Nardi is world renowned for his wooden steering wheels, but he also was a skilful technician. In 1947 he founded Nardi & Danese, in Turin, and their first car was the N.D. 750, nicknamed "Boby Sport" after his daughter's Roberta name. The car was powered by a twin-cylinder 750cc BMW engine positioned at the front; the body was designed by Mario Revelli di Beaumont and built by Motto. Nardi himself drove Boby Sport at its race debut at the Coppa delle Dolomiti, placing 23rd overall and 1st in class.



38 **1950 Ermini 1100 Sport**
Chassis no: 008750 - Coachwork:
Owner: Gilberto Focardi - Category: A
In the late Twenties Pasquale Ermini started a workshop in Florence for the tuning of cars for competition. The first Ermini 1100 twin-cam, based on a Fiat engine, did its race debut at the 1947 Circuito di Piacenza driven by Ermini himself. During its race career, this car raced 1950 Giro di Sicilia and Coppa Toscana, allowing Piero Scotti to win the 1950 Italian Championship for 1100 Class. Scotti drove in the following years more powerful Ferraris. In the 1951 MM this car was driven by Bartolucci-Bartolucci and it returned to Brescia in 2000 for its historical revival.



39 **1952 Ermini 1500 Sport**
Chassis no: 503866055 - Coachwork: Schiaretta
Owner: Giuliano Bensi - Category: A
One-off built in 1952 by Renato Valenzi on an Ermini chassis series 203 fitted with an Ermini 1100cc engine. The body was built by Virgilio Schiaretta in Parma. The car raced at the 1953 Mille Miglia driven by Enzo Buzzetti. In 1955 the original engine was replaced by a more powerful Ermini Type 3571413cc engine, still in the car. This car was fully restored between 2002 and 2003.



40 **1953 Giar Taraschi Champion 750**
Chassis no: BT030 - Coachwork: Taraschi
Owner: Alex Vazeos - Category: F
Over a 15 year period from 1947 to 1961, Berardo Taraschi built in its workshop in Teramo 118 small capacity racing cars, including at least 63 Formula Junior. In the years he used different trade-marks like Urania, Giar and Taraschi and he had among his clients young drivers destined to a brilliant future as Maria Teresa De Filippis, Luigi Musso and Colin Davis. This car was originally fitted with a Giannini G1 engine, derived from the Fiat Topolino unit, which in 1959 was replaced in Mexico by a more modern 750 cc Crosley engine, still fitted to the car. Restored in 2001, the car has been exhibited in the last years at several Concours D'Elegance, including Pebble Beach in 2002 and Villa d'Este in 2010.



41 **1953 OSCA MT4**
Chassis no: 1135 - Coachwork: Frua
Owner: Mario Boglioli - Category: F
In December 1947 Bindo, Ernesto and Ettore Maserati left the Maserati company, purchased by Adolfo Orsi in 1937, and established their new company, OSCA (Officine Specializzate Costruzione Automobili), in Bologna. They dedicated their efforts mainly to small capacity racing cars, from 750 to 2000cc, and were really successful for nearly 20 years, their cars winning innumerable events. This MT4 was built with the 1450cc engine, exported in September 1953 to the US and sold to Bill David, of San Francisco, via the dealer Edgard Fronteras of Chicago. It was raced in the US in the Fifties and returned years later to Italy.



42 **1954 Ferrari 500 Mondial**
Chassis no: 0426MD - Coachwork: Pinin Farina
Owner: Mauro Lotti - Category: E
Between the late 1953 and 1955 just 30 examples of the first and second series of the 4-cylinder 500 Mondial were built; most of them were produced with a spider body built by Pinin Farina in Turin or by Scaglietti in Modena. This 1st series Pinin Farina example is an ex-Works car which made its race debut at the 1954 Coppa della Toscana driven by Franco Cortese. In that same year, 0426MD ran also the Mille Miglia again with Cortese at the wheel, placing 14th overall. The car was later sold to famous Milanese tailor Augusto Caraceni, who raced under the Scuderia Guastalla banner, and subsequently to Alessandro Marchetti, who entered it in the 1957 Mille Miglia for the driver Alfredo Vaccari.



43 **1955 Ferrari 500 Mondial**
Chassis no: 0424 MD - Coachwork: Scaglietti
Owner: Pierre Mellinger - Category: E
Built with chassis no. 0564, this 2nd series car was sold through the Ferrari Milan dealer Crepaldi and renumbered #0424, a 1st series 500 Mondial owned by French racing driver Francois Picard. This unusual procedure was used quite often in order to avoid the payment of the expensive customs duties. The car debuted at the 1955 Hyeres 12 Hours, driven by Dupont-Briac. After a short racing career, the car was displayed for several years in the Seventies at the Monza Autodrome Museum.



44 **1955 Porsche 550 Spyder**
Chassis no: 0016 - Coachwork: Wendler
Owner: Wim Van Gierdegom - Category: E
The car is the first 550 Spyder sold to a private owner, the German driver Josef Jeser, fitted with a 1.100cc liter engine. It was raced extensively in period, achieving second in class in both the 1955 Montlhery 24 Hour and Le Mans 24 Hours, placing 18th overall. It is believed that the standard 1.5 litre engine was fitted sometime after the 1955 Le Mans race. The car was fully restored between 2008 and 2009.



45 **1956 Maserati 200 S**
Chassis no: 2405 - Coachwork:
Owner: Mauro Lotti - Category: E
In 1955 Maserati introduced a new 4-cylinder sports car, in both the 1.5-liter and 2-liter version. It was the ideal car for gentlemen drivers and this example, a 2-liter with the 150S type body, was purchased by Lance Reventlow, Barbara Hutton's millionaire son. In 1957 he raced it at the Sebring 12 Hours and in some European events prior to crash it in August. The car was re-bodied at the factory with the new type 200S body which it still retains today. In 1958 Reventlow sold the car and devoted himself to build his own cars, the Scarab.



46 **1956 Maserati 350S/450S ***
 Chassis no: 350SI no. 10 - Coachwork:
 Owner: Franco Lombardi - Category: E
 Being slow down the development of the new 450S V8 engine, Maserati built for the 1956 MM two interim cars using the new 450S chassis fitted with a 6-cylinder 3.5-liter engine. Later, one 350S was fitted with the 450S experimental engine and used in practice at the 1956 Swedish G.P. In 1965 the car on display, renumbered 350SI no.10, was sold without engine to Tom Meade, who fitted a Corvette unit and resold it to the US. Re-imported to Italy in 1981, it's currently fitted with a V8 Maserati racing motor-boat 6.4-liter engine.



50 **1953 Ferrari 212 Inter coupé**
 Chassis no: 0297EU - Coachwork: Pinin Farina
 Owner: Gilberto Focardi - Category: F
 The Ferrari 212 Inter (V12 2652cc engine) was presented in 1951 and was produced in a small series until 1953. Most of them were bodied by Vignale, but also Ghia, Touring and Pinin Farina built bodies for the 212 chassis. The first of probably 17 examples with Pinin Farina body appeared in 1952 and the lines remained nearly untouched for all the cars except for small details; as this car which presents a different radiator grille and a one-piece rear glass instead of the three-piece glass of the first examples.

class 6
 1950's Ferrari Berlinettas



47 **1950 Ferrari 340 America coupé**
 Chassis no: 0082A - Coachwork: Vignale
 Owner: John B. Croul - Category: A
 This is the only 340 America clothed by Vignale with this body styling. A Ferrari factory entry for Luigi Villorosi, the car made its race debut winning the 1951 Coppa InterEuropa at Monza circuit. Just one week later, Villorosi and his co-driver Pasquale Cassani won also the Mille Miglia race, notwithstanding an accident which damaged the front left wing. The car was repaired by factory and sold to its first private owner, the Portuguese gentleman driver Casimiro De Oliveira who raced it in national events. In 1953 the car found a new Owner in USA. The car was restored and driven in several historic MMs and admired for its beauty at the most important Concours d'Elegances.



51 **1954 Ferrari 250 MM**
 Chassis no: 0256MM - Coachwork: Pinin Farina
 Owner: Mauro Lotti - Category: E
 The Ferrari 250 MM was first exhibited at the 1953 Geneva Motor Show: 32 examples were built, of which just 17 were bodied by Pinin Farina with his new berlinetta body. Driven by Giovanni Bracco and Alfonso Rolfo, this car was a Ferrari factory entry at the 1953 Mille Miglia and won the Trieste-Opicina hill-climb with Franco Cornacchia. During the same 1953 season the car was bought by Eugenio Castellotti, who raced at several Italian events, winning the Varese-Campo dei Fiori and Bolzano-Mendola hillclimbs. In 1954 it was exported to Argentina, where it was raced until the 1955 season.



48 **1951 Ferrari 195 Inter coupé**
 Chassis no: 0089S - Coachwork: Ghia
 Owner: Werner H. Schmidt - Category: E
 One of only a few Ferraris bodied by Ghia, characterized by a higher grille to accommodate a taller radiator, it was shown at the 1951 Brussels Motor Show and subsequently delivered to Comptoir Automobiles Richard SA, in Brussels, whose sales man was none other than Jacques Swaters who became the Ferrari distributor in Belgium not long afterwards. It was raced at the 1957 Liège-Rome-Liège and later exported to the Belgian Congo. Returned to Europe, it was fully restored in the early 2000s, it took part in the 2006 and 2009 historic Mille Miglias. In 2010 the engine was rebuilt by Ferrari Classiche in Maranello.



52 **1955 Ferrari 250 Europa GT**
 Chassis no: 0399GT - Coachwork: Pinin Farina
 Owner: Pier Giorgio Mastroeni - Category: F
 Presented at the 1954 Paris Motor Show, it is probable that there were only 36 Ferrari 250 Europa Gts was built. It wasn't really a production car as each example could have different details, like this car which features a distinctive two-piece windshield. Exhibited over the years at several events such as the Ferrari 60 Concorso d'Eleganza and Villa d'Este, in 2007 the car has been certified by Ferrari Classiche.

class 7
 Open Sports Cars



49 **1951 Ferrari 212/225 Export coupé**
 Chassis no: 0190ED - Coachwork: Vignale
 Owner: Marcello Fratini - Category: F
 Fitted with the 165cv V-12 2.5-liter engine, the 212 Export was the competition version of the 212 range and was built on the 2250mm short chassis. 25 examples were produced between 1951 and 1952 and they all were clothed by the most important Italian coachbuilders of the time, like this car which body was built by Vignale on a Giovanni Michelotti design. In July 1952 the then owner Marius Heyman exhibited this car at the Concours d'Elegance at Bois de Boulogne, Paris and in August of that same year campaigned it in the Liège-Rome-Liège Rally. In 1955 the car had the front end rebuilt and modified with new air intake and radiator. It seems that its last race was the 1956 Paris 1000km at the Montlhéry circuit.



54 **1954 Porsche 356 Speedster ***
 Chassis no: 80048 - Coachwork: Reutter
 Owner: Massimo Bettinsoli - Category: E
 One of the most charismatic figures in the US panorama in post-war years was the Mercedes and Porsche importer Max Hoffman, who suggested to Mercedes to build the 300SL and to Porsche to make a more basic open 356. This model, known as "Speedster", characterised by a lower and fully curved windshield, was built only for the US market. Fitted with the 1.5-liter engine this car is probably the only 1954 356 Speedster currently road registered in Italy.



55 **1955 Mercedes-Benz 300 SLS Roadster prototype**
 Chassis no: 8427198118/1 - Coachwork:
 Owner: Alberto Cefis - Category: C
 For the development of the 300 SL Roadster, it was decided to use one of the 300 SL W194 Sports built in 1952. The car chosen was #00009/52 the one placed 2nd at Le Mans in coupé form and raced in roadster form at the Carrera Panamericana Mexico. The chassis was stiffened and fitted with the new body designed at the Mercedes-Benz Style Center. The prototype was completed in September 1955 and first road tested in November. The new model, officially denominated 300 SL Roadster, was first exhibited at the 1957 Geneva Motor Show, and this car was used for the official press photos and first sale catalogues. Retained by factory until 1965, this 300 SLS Roadster prototype was renumbered 8427198118/1 and subsequently sold to its first private owner.



56 **1955 Aston Martin DB 2/4 drophead coupé**
 Chassis no: LML833 - Coachwork:
 Owner: Stefano Ricci - Category: F
 Introduced at the 1953 London Motor Show the DB 2/4 was a larger model than the previous DB2 offering two occasional rear seats. Initially offered with the 2.6-liter engine, in April 1954 the model received the enlarged 2.9 liter unit giving 140cv. Only 73 examples were produced with the desirable drophead coupé (or cabriolet) body, like this car built in left-hand drive form.



57 **1955 Aston Martin DB 2/4 drophead coupé**
 Chassis no: LML906 - Coachwork: Tickford
 Owner: Stefano Ricci - Category: F
 Introduced at the 1953 London Motor Show the DB 2/4 was a larger model than the previous DB2, offering two occasional rear seats. Initially offered with the 2.6-liter engine, in April 1954 the model received the enlarged 2.9 liter unit giving 140cv. This left-hand drive car example is one of the very few examples produced with the drophead coupé (or cabriolet) body built by Tickford.



58 **1955 Jaguar XK 140 OTS**
 Chassis no: S800035DN - Coachwork:
 Owner: John Houtkamp - Category: E
 The most sensational car of the 1948 London Motor Show at Earls Court was the new Jaguar XK 120 OTS (or roadster): all the public was captured by its voluptuous styling which spread beauty, elegance and speed. In 1949 the coupé and DHC (or cabriolet) versions were added to the XK 120 range. The model was updated and the new version, renamed XK 140, was first exhibited at the 1954 London Motor Show. An early production example, this car raced at the 1956 Mille Miglia driven by G. Guyot placing 40th overall.



59 **1956 Alfa Romeo Giulietta spider prototipo ***
 Chassis no: 0004 - Coachwork: Bertone
 Owner: Corrado Lopresto - Category: C
 In 1956 Max Hoffman, the American Alfa importer, asked for an open version of the Giulietta and Alfa Romeo commissioned both Pinin Farina and Bertone to present two working prototypes. This is one of the two prototypes built by Bertone and designed by Franco Scaglione. It was a very advanced design but too difficult and expensive to build and Alfa Romeo choose the Pinin Farina proposal. In 1957 this car was sold to a customer and in 2000 it was bought by the current owner and restored.



60 **1967 Lancia Fulvia Sport 1.3 trasformabile**
 Chassis no: 818332.00119 - Coachwork: Zagato
 Owner: Guido Lamperti - Category: A
 The permanent collaboration between Lancia and Zagato for the production of light sporting cars started with the Appia model and continued with the Flaminia and Flavia range. In 1965 Lancia presented at the Geneva Motor Show the Fulvia Coupé and few months later at the Turin Motor Show Zagato presented its version, designed by Ercole Spada. The engine was the same of the production car its higher speed and smaller consumption were the result of better aerodynamics and lighter body. The production of the 7.102 units of the Fulvia Sport by Zagato ended in 1972 and all the cars were built in coupé form. Only two cabriolet were built and only this one survives today: it is the same car which was introduced at the 1968 Turin Motor Show.

class 8
 Post-War Coupes



61 **1950 Abarth 204A**
 Chassis no: 205101 - Coachwork: Vignale
 Owner: Mark Gessler - Category: E
 This is the first car built by the Abarth & C., its elegant and aerodynamic body having been designed by Giovanni Michelotti and built by Carrozzeria Vignale. Ex-Works car, it made its race debut at the Coppa Inter-Europa at Monza in March 1950 driven by Guido Scagliarini; in April of the same year it raced the Targa Florio and Mille Miglia, with aerodynamic nose and tail cone added. In May it was exhibited at the Abarth stand at the Turin Motor Show. In May 1952 the car was sold to its first private owner and in January 1953 it was exported to the US.



62 **1953 Aston Martin DB2 Vantage coupé**
 Chassis no: LML/50/301 - Coachwork:
 Owner: Stefano Ricci - Category: E
 Presented in 1950, the DB2 was the first Aston Martin car fitted with the 2.6-liter 6-cylinder engine, designed by W.O. Bentley for Lagonda in the last war years. As David Brown was convinced that racing would be the best promotional way for selling cars, specially race-prepared DB2s were officially raced by factory at important events as the Le Mans 24 Hours and Mille Miglia. This car is one of the rare examples of the Vantage model, presented in 1951, and was first owned by Gerald Rudolf Ford Jr., the ex US President.



63 **1954 Fiat 8V Supersonic**
 Chassis no: 0055 - Coachwork: Ghia
 Owner: Jan De Reu - Category: F
 One of the masterpieces of engineer/designer Giovanni Savonuzzi, the skilful personality behind the Cisitalia Aerodinamica. The first Supersonic body was built for an Alfa Romeo car prepared by Turinese tuner Virgilio Conrero for the 1953 Mille Miglia. Its wonderful aerodynamic styling was greatly appreciated and a small series of Fiat V8 was built and exported mainly to the US. The same Supersonic style was also used for a Jaguar XK120, exhibited at the 1954 London Motor Show, and for an Aston Martin DB2/4 MkII, clothed in 1956 for the American driver Harry Schell.



64 **1954 Mercedes-Benz 300 SL**
 Chassis no: 1980404500073 - Coachwork:
 Owner: Pier Angelo Massell - Category: E

Known as the "Gullwing," the Mercedes-Benz 300 SL was what nowadays we call an "instant classic." Its revolutionary styling, its performance (thanks to the fuel-injected powerful engine) decreed its commercial success: it was the car one had to own. This was also the thought of the Greek ship magnate Stavros Niarchos, who took delivery of this car in December 1954. A special order, the car was finished in blue with vinyl and a blue plaid fabric interior.



65 **1954 Austin Healey 100**
 Chassis no: BN150649 - Coachwork: DeMola
 Owner: Mauro Lotti - Category: A

Donald Healey built the first car bearing his name in 1946 using a 4-cylinder 2.4-liter Riley engine. In 1952 he began a collaboration with BMC for the production of a sporting car, marketed as Austin-Healey, fitted with the 4-cylinder 2.6-liter Ago Austin engine. The car had a good commercial success both in Europe and USA and two more powerful versions were added to the range, the 100M and 100S, prior to be fitted with a new 6-cylinder engine in 1956. This car was sold new to Count D'Assche, who delivered it to the Belgian coachbuilder DeMola who built this one-off coupé body. Also the engine is special as it has been fitted with a supercharger.



66 **1956 Maserati A6G/54 Berlinetta**
 Chassis no: 2124 - Coachwork: Zagato
 Owner: Mauro Lotti - Category: F

Just 20 examples of the Berlinetta Zagato were built following the presentation of the new A6G/54 model at the 1954 Paris Motor Show. There aren't two identical Berlinettas as they were built by hand at the Zagato workshop and each one has small different details. This car was delivered to the Maserati dealer in Milan and sold to its first owner, Antonio Ciccoira, an Italian gentleman driver living in Paris: in 1958 remained involved in a race accident at the Criterium du Senegal. Sent back to Zagato it was repaired with a new front end which still identifies the car.



67 **1956 Monopole Panhard X86**
 Chassis no: 857976 - Coachwork:
 Owner: Bernard Deligny - Category: A

Since 1926 the Le Mans 24 Hours is characterized by the "Index of performance" classification, connected with the engine capacity, consumption of gasoline and distance. In the post-war years this classification became a private field for the French manufacturers of small capacity cars with advanced aerodynamic specification, like this Monopole: fitted with a 750cc Panhard engine, it raced three times at Le Mans between 1956 and 1958. Its race career continued in the years, after being modified by Monopole with a 850cc engine.

class 9
 1960's Granturismo
 Coupes



68 **1962 Sunbeam Alpine Le Mans**
 Chassis no: B9109530ODLRX - Coachwork: Harrington
 Owner: Christian Hartmann - Category: D

Following the victory of the Index of Thermal Efficiency at the 1961 Le Mans 24 Hours by a Sunbeam Alpine fitted with a fibreglass body built by Harrington, the English make introduced in October of that year a limited edition of the Alpine model, the Harrington Le Mans. Standard Alpine bodies were sent to Harrington Ltd and modified with a fibreglass fastback roof. This example was exhibited at the Roots stand at the 1962 Geneva Motor Show.



69 **1962 Alfa Romeo 2600 coupé Speciale**
 Chassis no: AR191539 - Coachwork: Pininfarina
 Owner: Roland D'Jeteren - Category: A

The new 6-cylinder 2.6-liter Alfa Romeo model was presented at the 1962 Geneva Motor Show and produced in saloon, coupé and spider form. In that same year, at the Turin Motor Show Pininfarina presented their interpretation of the 2600 spider, a mother-of-pearl red one-off body which anticipated the styling of the future Alfa Romeo Duetto and Ferrari 330 GTC. After the motor show the car returned to the Pininfarina factory, was converted to coupé form, repainted in light metallic green and showed at the 1963 Brussels Motor Show. This one-off example disappeared for many years and in the late Eighties returned to light in the USA in dilapidated condition which required a full restoration.



70 **1962 Ferrari 250 GTE**
 Chassis no: 3999GT - Coachwork: Pininfarina
 Owner: Alberto Cappelli - Category: B

The 250 GTE was the first production four-seater Ferrari; at least four development prototypes were built, of which one was also used by Enzo Ferrari as personal car and another one was used as "pace car" at the 1960 Le Mans 24 Hours. Thanks to its high performance and four seats, the model was chosen by the Italian Police as the fast car to fight gangsters with: it was usual to see the black car of Maresciallo Spatafora going along Via Veneto during the hot nights of the Roman "Dolce Vita".



71 **1964 Lamborghini 350 GT**
 Chassis no: 0105 - Coachwork: Touring
 Owner: Georg Gebhard - Category: E

The first Lamborghini car, the one-off 350 GTV designed by Franco Scaglione, was presented at the 1963 Turin Motor Show and few months later, in March 1964 at the Geneva Motor Show, the new 350 GT, the first Lamborghini production car, now re-stylized by Carrozzeria Touring was presented. The engine was a 280cv 3.5-liter V12 unit designed by Giotto Bizzarrini and developed by Giampaolo Dallara. This car is one of the first produced (no. 5) and in 1965 it was sent back to the factory where it was fitted with a new experimental 4-liter engine and twin headlamps, both features of the new 400 GT model.



72 **1967 Ferrari 275 GTB/4**
 Chassis no: 09999 - Coachwork: Pininfarina/Scaglietti
 Owner: Hans Weth - Category: E
 One of the most sought-after Ferrari models, just 330 275 GTB/4s were built, its body having been designed by Pininfarina and built in Modena by Scaglietti. This car was first owned by Alexander Onassis, son of the Greek magnate Aristotele. Bought by its current owner 1981, the car was last restored in the early Nineties and was certified by Ferrari Classiche in June 2008.



73 **1967 Ferrari 330 GTC Speciale**
 Chassis no: 9439 - Coachwork: Pininfarina
 Owner: Brandon Wang - Category: E
 Just two 330 GTCs were built with this "Speciale" body by Pininfarina: chassis 9439 for Princess Liliane de Réthy and chassis 9653 for surgeon Michael DeBakey. The side view heralds the future series-production 365 GT 2+2 while the rear window is along the lines of the Dino series. Completed in February 1967, prior to being delivered to its original owner, it was exhibited at the Brussels Motor Show.



74 **1966 Lamborghini Miura P 400 SV**
 Chassis no: - Coachwork:
 Owner: Mauro Lotti - Category: E
 The sensational, voluptuous, advanced Miura P 400, the first supercar of the modern era designed by Marcello Gandini and built by Bertone, was presented at the 1966 Geneva Motor Show. Its last evolution, the SV, was presented in 1971: the styling was not changed, some details were improved, the engine had been tuned to 385cv, the suspension had been modified and larger tires had been fitted. This Miura SV, one of 150 examples built, was first owned by Corrado Pani, the Italian actor husband of the famous singer Mina.



75 **1973 ISO Rivolta Lele Marlboro**
 Chassis no: 500185 - Coachwork: Bertone
 Owner: Jörg M. Elsenbach - Category: E
 The special series Lele Marlboro was commissioned by Philip Morris, then sponsor of the Iso Formula 1 team. Fitted with a 360bhp Ford 351 Cobra Jet engine, the car was built in two examples for the official drivers of the F1 team. This car was used by Italian driver Nanni Galli and when he retired from racing it was returned to Philip Morris; in 1975 the car was given to Brazilian Emerson Fittipaldi in celebration of his 1974 F1 World Championship and driven by him for about one year.



76 **1968 Alfa Romeo Carabo**
 Chassis no: - Coachwork: Bertone
 Owner: Museo Storico Alfa Romeo - Category: C
 As a consequence of the long established relationship between Alfa Romeo and Bertone, when the Alfa Romeo 33 Stradale was presented in 1967 a rolling chassis was sent to Bertone who presented his extraordinary concept "Carabo" at the 1968 Paris Motor Show. Designed by Marcello Gandini, the Carabo has a low wedge-shaped body (it's just 99 cm high) with strong, taut lines. The nose ends in a slender point into which are inserted pop-up headlights. The bonnet, featuring three large horizontal air-vents, gives way smoothly to the windscreen. The tail is high in relation to the rest of the car and truncated. The dazzling green colour is the same as a coleopteron, the carabid bombardier beetle (found in some parts of the Alps) from which the Bertone concept took its name.



77 **1969 Alfa Romeo 33 Coupé**
 Chassis no: - Coachwork: Pininfarina
 Owner: Museo Storico Alfa Romeo - Category: C
 At the 1967 Turin Motor Show Pininfarina presented the P5, a Ferrari concept-car built on a racing chassis. Two years later at the 1969 Paris Motor Show Pininfarina presented another concept-car this time on an Alfa Romeo 33 Stradale chassis. The new car interpreted the basic theme of the P5 but in a road car key that could be utilized for production in a very small series. The styling recalled that of previous Pininfarina designs: the lines of the concave nose provided both aerodynamics efficiency and aesthetic novelty; the transition between fenders and sides was sweeping fluid sections with neither monotony nor sharp breaks. The compactness of the cockpit, a crystal teardrop with light pillar-work, reinforced the feeling of strength emitted by the body.



79 **1990 Ferrari 348 TS**
 Chassis no: 86617 - Coachwork: Zagato
 Owner: Edoardo Schoen - Category: A
 Ferrari introduced the new 348 TB at the 1989 Frankfurt Motor Show. The new model, bodied as usual by Pininfarina, had the longitudinal engine instead of the transversal engine of the previous 328 model. This car is the only one 348 TS "Elaborazione Zagato": the Milanese coachbuilder fitted a glass engine bonnet, NACA air intakes, new front and rear bumpers and electric powered rear spoiler. As Zagato's signature, it received the characteristic "double bubble" roof.



80 **1995 Alfa Romeo 75 V6 3.0 coupé**
 Chassis no: - Coachwork: Castagna
 Owner: Uberto Pietra - Category: A
 In the early 1994 Uberto Pietra and Gioacchino Acampora decided to bring back to life again one of the oldest and famous Italian coachbuilder, Carrozzeria Castagna, founded in Milan in the XIX century. Their first creation was this coupé presented at the 1995 Geneva Motor Show. Based on the chassis and mechanicals of the Alfa Romeo RZ, the car is fitted with an one-off aluminium body and glass roof. More recently the car took part in the "100 x 100" event during the Alfa Romeo 100th Anniversary celebration.