

### Judging Criteria for *uniques special ones*

*uniques special ones* set a first by adopting an innovative method of judging: each car was judged by not one, but two separate teams of judges. The first team was composed of restorers, historians and experts with knowledge of a specific marque, model, or period in history. They assessed the originality and condition of preserved cars, or the quality of the restoration of restored cars. The second team appraised cars purely on their aesthetic merits. For each class, three prizes were awarded: one for restoration/originality, one for style, and the Overall Class winner, combining the two evaluations. In some classes a single car received all three prizes, while in others two or three different cars shared the awards. The public thus understood more clearly how different criteria can be applied in judging classic cars. The Best of Show was chosen from the Overall Class winners, also taking into consideration the uniqueness of the car.

prize	nr.	marque	model	name and lastname	country
<b>BEST OF SHOW</b>					
<b>Best of Show</b>	<b>73</b>	<b>FERRARI</b>	<b>330 GTC Speciale</b>	<b>Brandon Wang</b>	<b>HONG KONG</b>
<b>1st Class - PRE WAR ELEGANCE</b>					
3rd	5	SS S.S.I	Two Door Saloon	Andrea Walliman	SWITZERLAND
2nd	9	BENTLEY	4 1/4 Litre Drophead Coupé	Gerry Leumann	SWITZERLAND
Style	3	LANCIA	Astura Torpedo Grand Sport	Guido Lamperti	ITALY
Originality and Restoration	3	LANCIA	Astura Torpedo Grand Sport	Guido Lamperti	ITALY
<b>Overall Class Winner</b>	<b>3</b>	<b>LANCIA</b>	<b>Astura Torpedo Grand Sport</b>	<b>Guido Lamperti</b>	<b>ITALY</b>
<b>2nd Class - PRE-WAR SPORTS CAR</b>					
3rd	13	OM	665 S Superba	Albert Wetz	LUXEMBOURG
2nd	14	MG	C-Type Midget	Graham Watts	UK
Style	14	MG	C-Type Midget	Graham Watts	UK
Originality and Restoration	12	ASTON MARTIN	1.5 litre Sports	Giampaolo Bonechi	ITALY
<b>Overall Class Winner</b>	<b>12</b>	<b>ASTON MARTIN</b>	<b>1.5 litre Sports</b>	<b>Giampaolo Bonechi</b>	<b>ITALY</b>
<b>3rd Class - POST WAR BRITISH ELEGANCE</b>					
3rd	24	ROLLS-ROYCE	Silver Cloud III Cabriolet	Marcello Fratini	ITALY
2nd	26	ROLLS-ROYCE	Silver Cloud III Flying Spur	Marcello Fratini	ITALY
Style	24	ROLLS-ROYCE	Silver Cloud III Cabriolet	Marcello Fratini	ITALY
Originality and Restoration	20	ROLLS-ROYCE	Silver Wraith Cabriolet	Frank Ricciardelli	USA
<b>Overall Class Winner</b>	<b>20</b>	<b>ROLLS-ROYCE</b>	<b>Silver Wraith Cabriolet</b>	<b>Frank Ricciardelli</b>	<b>USA</b>
<b>4th Class - EARLY POST-WAR ITALIAN COACHBUILDERS</b>					
3rd	31	BRISTOL	400 Cabriolet	Adrian Berry	UK
2nd	30	BENTLEY	MK VI Drophead Coupé	Arnold Kawlath	FRANCE
Style	35	MERCEDES-BENZ	300 Coupé Speciale	Fred Kriz	P. MONACO
Originality and Restoration	30	BENTLEY	MK VI Drophead Coupé	Arnold Kawlath	FRANCE
<b>Overall Class Winner</b>	<b>35</b>	<b>MERCEDES-BENZ</b>	<b>300 Coupé Speciale</b>	<b>Fred Kriz</b>	<b>P. MONACO</b>
<b>5th Class - BARCHETTAS</b>					
3rd	43	FERRARI	500 Mondial	Pierre Mellinger	FRANCE
2nd	44	PORSCHE	550 Spyder	Win Van Gierdergom	BELGIUM
Style	42	FERRARI	500 Mondial	Mauro Lotti	ITALY
Originality and Restoration	43	FERRARI	500 Mondial	Pierre Mellinger	FRANCE
<b>Overall Class Winner</b>	<b>42</b>	<b>FERRARI</b>	<b>500 Mondial</b>	<b>Mauro Lotti</b>	<b>ITALY</b>
<b>6th Class - 1950'S FERRARI BERLINETTAS</b>					
3rd	47	FERRARI	340 America Coupé	John B. Croul	USA
2nd	49	FERRARI	212/225 S Export Coupé	Marcello Fratini	ITALY
Style	47	FERRARI	340 America Coupé	John B. Croul	USA
Originality and Restoration	49	FERRARI	212/225 S Export Coupé	Marcello Fratini	ITALY
<b>Overall Class Winner</b>	<b>51</b>	<b>FERRARI</b>	<b>250 MM</b>	<b>Mauro Lotti</b>	<b>ITALY</b>



prize	nr.	marque	model	name and lastname	country
<b>7th Class - OPEN SPORTS CAR</b>					
3rd	58	JAGUAR	XK 140 OTS	John Houtkamp	NETHERLANDS
2nd	56	ASTON MARTIN	DB 2/4 DHC	Stefano Ricci	ITALY
Style	55	MERCEDES-BENZ	300 SLS Roadster Prototype	Alberto Cefis	ITALY
Originality and Restoration	60	LANCIA	Fulvia Sport 1.3 Trasformabile	Guido Lamperti	ITALY
<b>Overall Class Winner</b>	<b>55</b>	<b>MERCEDES-BENZ</b>	<b>300 SLS Roadster Prototype</b>	<b>Alberto Cefis</b>	<b>ITALY</b>



<b>8th Class - POST WAR COUPES</b>					
3rd	66	MASERATI	A6G/54 Berlinetta	Mauro Lotti	ITALY
2nd	64	MERCEDES-BENZ	300 SL	Pier Angelo Masselli	ITALY
Style	64	MERCEDES-BENZ	300 SL	Pier Angelo Masselli	ITALY
Originality and Restoration	63	FIAT	8V Supersonic	Jan De Reu	BELGIUM
<b>Overall Class Winner</b>	<b>63</b>	<b>FIAT</b>	<b>8V Supersonic</b>	<b>Jan De Reu</b>	<b>BELGIUM</b>



<b>9th Class - 1960'S GRANTURISMO COUPES</b>					
3rd	72	FERRARI	275 GTB/4	Hans Weth	GERMANY
2nd	74	LAMBORGHINI	Miura P 400 SV	Mauro Lotti	ITALY
Style	74	LAMBORGHINI	Miura P 400 SV	Mauro Lotti	ITALY
Originality and Restoration	72	FERRARI	275 GTB/4	Hans Weth	GERMANY
<b>Overall Class Winner</b>	<b>73</b>	<b>FERRARI</b>	<b>330 GTC Speciale</b>	<b>Brandon Wang</b>	<b>HONG KONG</b>



<b>CATEGORIES</b>					
One-off model	1	DUESENBERG	Model X Boat Roadster	Peter Heydon	USA
The only remaining car	70	FERRARI	250 GTE	Alberto Cappelli	ITALY
Prototypes	61	ABARTH	204 A	Mark Gessler	USA
Concept and show cars	69	ALFA ROMEO	2600 coupé Speciale	Roland D' Ieteren	BELGIUM
Famous Cars	62	ASTON MARTIN	DB2 Vantage Coupé	Claudia Tagliaferri	ITALY
Cars from an extremely limited production run	39	ERMINI	1500 Sport	Giuliano Bensi	ITALY

<b>PEOPLE'S CHOICE</b>					
Saturday 25th of September	3	LANCIA	Astura Torpedo Grand Sport	Guido Lamperti	ITALY
Sunday 26th of September	23	ROLLS-ROYCE	Silver Cloud Estate Car	Marcello Fratini	ITALY

<b>FIVA'S CHOICE</b>					
FIVA's Choice	4	ALFA ROMEO	6C 2300 GT	Luciano Caporali	ITALY

<b>SPECIAL PRIZES</b>					
Special Prize	87	BENTLEY	Flying Star Touring	Touring Superleggera	ITALY
Special Prize	90	ALFA ROMEO	TZ3 Zagato	Martin Kapp - Zagato	GERMANY
Special Prize	91	FIAT	500 Tender 2	Castagna Milano	ITALY
Special Prize	108	DIATTO	Ottovù	Giovanni Piero Rotundo	ITALY













Class 1 - Pre War Elegance

**1927 Duesenberg Model X Boat Roadster**

Chassis no: 1651 - 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 Boattail 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.

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**1930 Isotta Fraschini Tipo 8A SS torpedo \***

Chassis no: D 95E037 - 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 160 cv 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 known worldwide for the quality of their exclusive creations.

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**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 to its first owner in the USA, the car returned to Italy in the early 1980s; fully restored to show condition, it won the Coppa d'Oro Referendum at Villa D'Este once again in 2004. It is the only car to have been awarded the prestigious cup both in past and present times.

Pages: 98, 104, 157, 173

**1934 Alfa Romeo 6C 2300 Gran Turismo**

Chassis no: 700446 - Coachwork: Pinin Farina

Owner: Luciano Caporali - Category: F

The 6C 2300 is the Vittorio Jano project which should have replaced the very successful 6C 1750 model in the Alfa Romeo production range.

The Turismo version was presented at the 1934 Milan Motor Show and soon after two sports models were added to the range: the Gran Turismo, with a 76 cv engine, and the Pescara, with Touring coachwork and 95 cv engine.

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**1935 SS S.S.I two-door saloon**

Chassis no: 248550

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 2664 cc engine and wears the sports four-light two-door saloon body.

After a careful 6-year-long restoration, the car was shown at the 2009 Villa d'Este Concours.

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**1936 Bugatti Type 57 Atalante Toit Ouvrant**

Chassis no: 57432 - Coachwork: Bugatti

Owner: Cees Jansen - Category: D

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 recent years the car has been exhibited at several Concours d'Elegance including Villa d'Este and Pebble Beach.

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**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 in 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.

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**1937 Alvis 4.3 litre sports saloon**

Chassis no: 14305 - Coachwork: Mayfair

Owner: Miguel Ernard - 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 two-door saloon body, was the Hon. Peter Montefiore Samuel in London. It is the only one known still in existence.

Pages: 23, 62, 138, 139

**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.

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**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 was a huge success and Alfa Romeo also commissioned Carrozzeria Castagna to build a limited series. Around 10 cars were produced during the war, using the Touring design. Castagna did not build an exact copy and his creations differ slightly from the original Touring body.

This car is the first Castagna bodied 6C 2500 S Berlinetta and is also one of just two examples still known to exist. The car has been fully restored and in recent years has won several awards at Concours d'Elegance in Europe and the USA.

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Class 2 - Pre War Sports Cars

**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".

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**1927 OM 665 S Superba**

Chassis no: 26559

Owner: Albert Wetz - Category: E

The first legendary Mille Miglia speed race 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.

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**1932 MG C-Type Midget**

Chassis no: C0291

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 1,100 cc 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.

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**1935 Fiat 508 S Balilla spider Sport**

Chassis no: 70903

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.

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**1937 BMW 328 coupé**

Chassis no: 85143

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.

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**1939 BMW 328 Mille Miglia coupé \***

Chassis no: replica - 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 that 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.

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**1940 Siata Fiat 508 C/1100 coupé**

Chassis no: 238030

Owner: Edoardo Tenconi - Category: A

In Turin in 1926, Giorgio Ambrosini founded 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 Andrea Mantelli's Carrozzeria Italiana and started building 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 its aerodynamic lightness, built by Viotti and developed in the Turin wind tunnel.

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**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-litre Meadows engine, it was one of the most important English sports cars of the 1930s.

All the "Low Chassis" cars were built with two-door open bodies like this car, which is fitted with a one-off body with cycle wings designed by Cadogan for competition use. Probably the only Works car, it had a long racing career, which began in 1931.

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**Class 3 - Post War British Elegance**

**1948 Rolls-Royce Silver Wraith cabriolet**

Chassis no: LWAB63 - Coachwork: Franay  
 Owner: Frank Ricciardelli - Category: A  
 Originally built as a right-hand drive, chassis no. WAB63 was displayed in rolling chassis form at the 1948 Earl's Court Motor Show. Then in 1949 it received a sedanca de ville body. In 1950 the car (renumbered LWAB63) was converted to left-hand drive configuration by the factory and was sent to the French coachbuilder Franay, who fitted the current elegant cabriolet body and exhibited it at various French Concours d'Elegance prior to delivering it to Mrs. Benitez Rexach, living in Maison-Lafitte. The car was fully restored from 1998 to 1999; it was exhibited at several Concours d'Elegance, coming first in its class at the 2004 Pebble Beach Concours.  
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**1952 Jaguar Mark VII**

Chassis no: 733608  
 Owner: Colomba Annunziata De Gaetano - Category: E  
 Following the success achieved by the revolutionary XK120, William Lyons decided to use the XK range engine for the new "berline de voyage" Jaguar. At the 1950 Earl's Court Motor Show in London the new Mark VII saloon was unveiled to the enthusiastic public: the car was large, elegant, fast and powerful. It was also expensive but it had been specifically designed for the rich American market. This left-hand drive example lived in the USA in the past, as in 2008 it was used for the filming of the movie "Milk" starring Sean Penn. The film won two Oscars, for best actor and best documentary feature. Now back in Italy, it has just been used in a movie, "Last Kiss in Rome", which was presented at the Festival Internazionale del Cinema in October 2010 in Rome.  
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**1955 Bentley S Type Continental Coupé \***

Chassis no: BC10AF - Coachwork: Park Ward  
 Owner: Marco Makaus - Category: E  
 First built of a limited series of 69 S Type (known later as S1) Continentals with this elegant coupé body designed by John P. Blatchley, at that time style manager at Park Ward and later RR style director, this car, portrayed in the factory sales catalogue, was sold to Mr. W. F. Lutyens, president of ICI. In 1975 the car was repainted and reupholstered and also fitted with a brand new engine supplied by the factory. In April 2002 this car was chosen to represent the model among the 200 Rolls-Royce and Bentley cars which took part in Her Majesty Queen Elizabeth II's Golden Jubilee celebrations.  
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**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 being imported to Italy.  
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**1962 Rolls-Royce Silver Cloud III cabriolet**

Chassis no: LSCX257 - Coachwork: Mulliner, Park Ward  
 Owner: Marcello Fratini - Category: E  
 In 1959 Rolls-Royce took over the company H. J. Mulliner and in that same year Mulliner presented a new cabriolet (or drophead coupé) which was effectively a standard saloon body converted to two doors and an open roof. These elegant lines were also used for the new Silver Cloud III cabriolet, presented in 1962 and just a few cars were produced until 1963. This car's first owner was Mrs. S. Jurgens, the wife of the German actor Curd.  
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**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 (from 1961 Mulliner, Park Ward) had first introduced in 1959 on a cabriolet body was adapted for the two-door versions of the new R-R and Bentley presented in 1962. The four headlamps were housed in a slightly slanting oval which gave an oriental look to the front end, from which the model got its nickname "Chinese Eye". This car was first owned by Sammy Davis Jr., a member of the "Rat Pack", along with Frank Sinatra and Dean Martin.  
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**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 the badging. For the Bentley range, a more sporting chassis was produced (the Continental) which from 1957 was also fitted with a four-door saloon body, the Flying Spur. In 1962 the third series of both cars was presented and for the first time the Flying Spur body was adopted for a small series of Silver Cloud IIIs, like this one.  
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**1964 Rolls-Royce Silver Cloud III saloon**

Chassis no: LSFU633 - Coachwork: Harold Radford  
 Owner: Marcello Fratini - Category: A  
 In the Fifties the demand for bespoke coachwork declined dramatically with the presentation of the Silver Cloud and continued to decline with the II and III series. Unfortunately, in October 1965 it nearly ceased altogether, when the Silver Cloud was replaced by the all new monocoque Silver Shadow. Harold Radford had opened his workshop after WWII and in the late 1940s presented his most famous creation: the Countryman. This was originally a specially built wooden body that over the years became just a modified saloon. This car is one of the very few Silver Cloud III saloons carrying the Harold Radford badge, ordered by its first owner with a number of special features such as a Webasto sunroof, a picnic set and a RR razor.  
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**Class 4 - Early Post War Italian Coachbuilders**

**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 a one-off and was exhibited at the 1947 Paris and New York Motor Show. 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 was awarded Best in Class at several European concours.  
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**1947 Cisitalia 202 coupé**

Chassis no: 033 - Coachwork: Pinin Farina  
 Owner: Ragionieri Family - Category: A  
 The Cisitalia 202 Gran Sport Pinin Farina was defined as "a rolling sculpture" in 1951 when it was chosen, along with seven other 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 modern sports cars. Its lines had a strong impact on the aesthetics of 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 rear end of the Pinin Farina body appears to have been partially modified at an unknown period.  
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**1949 Bentley Mk VI drophead coupe**

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.  
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**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.  
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**1950 Cisitalia 202 Spider**

Chassis no: 1545C - 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 only two were built.  
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32

**1950 Lancia Aprilia coupé**

Chassis no: 6687 - Coachwork: Bertone  
 Owner: Ragionieri Family - Category: A  
 Vincenzo Lancia's last masterpiece, in the autumn of 1936 the Aprilia was presented at the Paris and London Motor Shows, just months before the death of the founder of the brand. According to legend, after its first road test, Vincenzo Lancia said to his collaborators, "What a wonderful car!". Fitted with a 1351 cc (1485 cc from 1939) V4 engine, the car was characterized by an aerodynamic style and advanced mechanics which enabled high performance. During the years it was in production, most of the Italian coachbuilders, Bertone included, built special bodies for the Aprilia chassis. The advanced Bertone styling by Luigi Rapi was first used on a Stanguellini 1100 chassis (of which a limited series was produced) and subsequently used for a small number of FIAT 1500 and Lancia Aprilia chassis.  
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33

**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 inseparable pair that created some of the most beautiful Italian cars of all times. This favoured relation between Touring and the Portello firm was confirmed for the 6C 2500 model, which was produced from 1939 to 1953. For the Gran Turismo version, presented in 1950, the first bespoke bodies were built by Touring. This wonderful four-seater cabriolet is one of a limited series of about 200 examples; sold new to its first owner in Liechtenstein, it was bought about ten years ago by its 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 continues to win awards at the most prestigious Concours d'Elegance.  
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34

**1955 Mercedes-Benz 300 Coupé Speciale**

Chassis no:1860105500044 - Coachwork: Pinin Farina  
 Owner: Fred Kriz - 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".  
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35



**1955 Mercedes-Benz 300 S Cabriolet A**

Chassis no: 188010550016 - Coachwork: Pinin Farina  
Owner: Alberto Cefis - Category: A

36

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, changing it to a one-off sedanca body. In 1962 it was road-registered in Florence under the name of Margaret Flik, Max Hoffmann's wife. Bought in 1982 by Mrs. Dorothy Kielty, in 1983 the car was sent back to the USA. In 2006 it was shown at the Pebble Beach Concours d'Elegance and the mechanics were fully restored in Italy from 2008 to 2009.

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**Class 5 - Barchettas**

**1947 Nardi Danese 750 "Boby Sport"**

Chassis no:ND 001  
Owner: Giuliano Bensi - Category: A

37

Enrico Nardi is world renowned for his wooden steering wheels. Just a few people know that previously he had been a skilful technician who collaborated with Lancia and Scuderia Ferrari, was part of the Alfa Romeo staff who built the Alfetta 158 and soon after helped Enzo Ferrari to build the Auto Avio Costruzioni 815. In 1946 he left Ferrari having firmly decided to establish his own company in Turin and in January 1947 he founded Nardi e Danese. Their first car was the N.D. 750, nicknamed Boby Sport after his daughter's name, Roberta. The Boby Sport was powered by a twin-cylinder 750 cc BMW engine rescued from a military motorcycle, positioned at the front and cantilevered over the front suspension for perfect balance: the body was designed by Count Mario Revelli di Beaumont and built in aluminum by Motto. The Boby debuted at the grueling Coppa delle Dolomiti race, where Nardi and Danese achieved 23rd overall and 1st in class.

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**1950 Ermini 1100 Sport**

Chassis no: 008750  
Owner: Gilberto Focardi - Category: A

38

In the late Twenties Pasquale Ermini started a workshop in Florence for the tuning of competition cars. The first Ermini 1100 twin-cam, based on a Fiat engine, had its racing debut at the 1947 Circuito di Piacenza, driven by Ermini himself.

During its racing career, this car raced in the 1950 Giro di Sicilia and Coppa Toscana, allowing Piero Scotti to win the 1950 Italian Championship for the 1100 Class. Scotti drove more powerful Ferraris in the following years. In the 1951 MM this car was driven by Bartolucci- Bartolucci and it returned to Brescia in 2000 for its historical revival.

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**1952 Ermini 1500 Sport**

Chassis no: 503866055 - Coachwork: Schiaretti  
Owner: Giuliano Bensi - Category: A

39

One-off built in 1952 by Renato Valenzi on an Ermini chassis series 203 fitted with an Ermini 1100 cc engine. The body was built by Virgilio Schiaretti 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 357 1413 cc engine, still in the car.

This car was fully restored between 2002 and 2003.

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**1953 Giaur Taraschi Champion 750**

Chassis no: BT030 - Coachwork: Taraschi  
Owner: Alex Vazeos - Category: F

40

Over a 15 year period from 1947 to 1961, Berardo Taraschi built 118 small capacity racing cars in his workshop in Teramo, including at least 63 Formula Juniors. Over the years he used different trademarks, such as Urania, Giaur and Taraschi and among his clients were young drivers destined for brilliant futures, such 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 was replaced in Mexico in 1959 by a more modern 750 cc Crosley engine, still fitted in the car.

Restored in 2001, the car has been exhibited in recent years at several Concours d'Elegance, including Pebble Beach in 2002 and Villa d'Este in 2010.

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**1953 OSCA MT4**

Chassis no: 1135 - Coachwork: Frua  
Owner: Mario Boglioli - Category: F

41

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 2000 cc, and were really successful for nearly 20 years, their cars winning innumerable events.

This MT4 was built with the 1450 cc 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.

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**1954 Ferrari 500 Mondial**

Chassis no: 0426MD - Coachwork: Pinin Farina  
Owner: Mauro Lotti - Category: E

42

Between the end of 1953 and 1955 just two 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 example of a 1st series Pinin Farina is an ex-Works car which made its racing debut at the 1954 Coppa della Toscana, driven by Franco Cortese. In that same year 0426MD also ran in the Mille Miglia, again with Cortese at the wheel, placing 14th overall. The car was later sold to the famous Milanese tailor Augusto Caraceni, who raced under the Scuderia Guastalla banner. The car was subsequently sold to Alessandro Marchetti, who entered it in the 1957 Mille Miglia for the driver Alfredo Vaccari.

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**1955 Ferrari 500 Mondial**

Chassis no: 0424 MD - Coachwork: Scaglietti  
Owner: Pierre Mellinger - Category: E

43

Built with chassis no. 0564, this 2nd series car was sold through the Milan Ferrari dealer Crepaldi and renumbered #0424, a 1st series 500 Mondial owned by French racing driver Francois Picard. This unusual procedure was quite often used in order to avoid payment of heavy 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 at the Monza Autodrome Museum in the Seventies.

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**1955 Porsche 550 Spyder**

Chassis no: 0016 - Coachwork: Wendler  
Owner: Wim Van Gierdegom - Category: E

44

The car is the first 550 Spyder sold to a private owner, the German driver Josef Jeser, fitted with a 1.100 cc 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.

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**1956 Maserati 200 S**

Chassis no: 2405  
Owner: Mauro Lotti - Category: E

45

In 1955 Maserati introduced a new 4-cylinder sports car (a 1.5-litre and a 2-litre version). It was the ideal car for gentlemen drivers and this example, a 2-litre version with a 150S type body, was purchased by Lance Reventlow, Barbara Hutton's millionaire son.

In 1957 he raced it at the Sebring 12 Hours and at other European events prior to crashing it in August of that year.

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 building his own car, the Scarab.

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**1956 Maserati 350S/450S \***

Chassis no: 350 SI no. 10  
Owner: Franco Lombardi - Category: E

46

The development of the new 450S V8 engine was slow, so Maserati built two interim cars for the 1956 MM, using the new 450S chassis fitted with a 6-cylinder 3.5-litre 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, renumbered 350 SI no.10, was displayed and sold with no engine to Tom Meade, who fitted a Corvette unit and resold it in the US. Imported back to Italy in 1981, it is currently fitted with a V8 Maserati racing motor boat 6.4-litre engine.

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**Class 6 - 1950's Ferrari Berlinettas**

**1950 Ferrari 340 America coupé**

Chassis no: 0082A - Coachwork: Vignale  
Owner: John B. Croul - Category: A

47

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.

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**1951 Ferrari 195 Inter coupé**

Chassis no: 0089S - Coachwork: Ghia  
Owner: Werner H. Schmidt - Category: E

48

One of only a few Ferraris bodied by Ghia, characterized by a higher grille to accommodate a higher 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, 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.

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**1951 Ferrari 212/225 Export coupé**

Chassis no: 0190ED - Coachwork: Vignale  
Owner: Marcello Fratini - Category: F

49

Fitted with the 165 cv V-12 2.5-litre engine, the 212 Export was the competition version of the 212 range and was built on the 2250 mm short chassis. 25 examples were produced between 1951 and 1952 and they were all clothed by the most important Italian coachbuilders of the time, like this car whose body was built by Vignale on a Giovanni Michelotti design.

In July 1952 its owner Marius Heyman exhibited the car at the Concours d'Elegance at Bois de Boulogne, Paris and in August of that same year he entered it in the Liège-Rome-Liège Rally. In 1955 the car had its front end rebuilt and modified with a new air intake and radiator. It seems that its last race was the 1956 Paris 1000 km at the Montlhéry circuit.

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**1953 Ferrari 212 Inter coupé**

Chassis no: 0297EU - Coachwork: Pinin Farina  
Owner: Gilberto Focardi - Category: F

50

The Ferrari 212 Inter (V12 2652 cc engine) was presented in 1951 and was produced in a limited series until 1953. Most of the cars 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 bodies appeared in 1952 and the lines remained almost untouched for all the cars except for small details: as in the case of this car, which has a different radiator grille and a one-piece rear windscreen instead of the three-piece rear windscreen that the first examples have.

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**1954 Ferrari 250 MM**

Chassis no: 0256MM - Coachwork: Pinin Farina  
Owner: Mauro Lotti - Category: E

51

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.

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**1955 Ferrari 250 Europa GT**

Chassis no: 0399GT - Coachwork: Pinin Farina  
Owner: Pier Giorgio Mastroeni - Category: F

52

Presented at the 1954 Paris Motor Show, it is probable that there were only 36 Ferrari 250 Europa GTs 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 was certified by Ferrari Classiche.

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Class 7 - Open Sports Cars

**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.

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54

**1955 Mercedes-Benz 300 SLS Roadster prototype**

Chassis no: 8427198118/1

Owner: Alberto Cefis - Category: C

For the development of the 300 SL Roadster, Mercedes-Benz decided to use one of the 300 SL W194 Sports built in 1952. The car chosen was #00009/52, which 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 Centre. The prototype was completed in September 1955 and first road tested in November. The model, officially denominated 300 SL Roadster, was first exhibited at the 1957 Geneva Road Show. This car was used for the official press photos and first sales catalogues. Retained by the factory until 1965, this 300 SLS Roadster prototype was renumbered 8427198118/1 and subsequently sold to its first private owner.

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55

**1955 Aston Martin DB 2/4 drophead coupé**

Chassis no: LML833

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 140 cv.

Only 73 examples were produced with the desirable drophead coupé (or cabriolet) body, like this car built in left-hand drive form.

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56

**1955 Aston Martin DB 2/4 drophead coupé**

Chassis no: LML906 - Coachwork: Tickford

Owner: Alexander Baev - 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-litre engine, in April 1954 the model received the enlarged 2.9-litre unit, giving it 140 cv.

This left-hand drive car is one of the very few examples produced with the drophead coupé (or cabriolet) body built by Tickford.

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57

**1955 Jaguar XK 140 OTS**

Chassis no: S800035DN

Owner: John Houtkamp - Category: E

The most sensational car of the 1948 London Motor Show at Earl's Court was the new Jaguar XK 120 OTS (or roadster): the public was captured by its voluptuous styling which evoked beauty, elegance and speed.

In 1947 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 example of an early production car, this XK 140 OTS raced at the 1956 Mille Miglia, driven by G. Guyot and placing 40th overall.

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58

**1956 Alfa Romeo Giulietta spider prototype - Bertone \***

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.

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59

**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 the Fulvia Coupé at the Geneva Motor Show and a few months later Zagato presented their own version, designed by Ercole Spada, at the Turin Motor Show. The engine was the same as the production car. Its higher speed and smaller consumption were the result of better aerodynamics and a lighter body.

Production of the 7.102 units of the Fulvia Sport by Zagato ended in 1972. All the cars made were in coupé form. Only two cabriolets were manufactured and this is the only one in existence today: it is the car that was presented at the 1968 Turin Motor Show.

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60

Class 8 - Post War Coupes

**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 Intereuropa 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.

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61

**1953 Aston Martin DB2 Vantage coupé**

Chassis no: LML/50/301

Owner: Claudia Tagliaferri - Category: E

Presented in 1950, the DB2 was the first Aston Martin fitted with a 2.6-litre 6-cylinder engine, designed by W.O. Bentley for Lagonda during the last years of the war.

As David Brown was convinced that racing would be the best promotional way to sell cars, specially race-prepared DB2s were officially raced by the factory at important events, such as the Le Mans 24 Hours and the 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., ex-president of the USA.

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62

**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.

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63

**1953 Mercedes-Benz 300 SL prototype \***

Owner: Mercedes-Benz

Category: C

Known as the "Gullwing", the Mercedes-Benz 300 SL was what nowadays we call an "instant classic". Its revolutionary styling and its performance (thanks to its powerful fuel-injected engine) decreed its commercial success: it was the car one had to own.

This is one of the 300 SL prototypes.

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53

**1954 Mercedes-Benz 300 SL**

Chassis no: 1980404500073

Owner: Pier Angelo Masselli - Category: E

Known as the "Gullwing", the Mercedes-Benz 300 SL was what nowadays we call an "instant classic". Its revolutionary styling and its performance (thanks to its powerful fuel-injected 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.

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64

**1954 Austin Healey 100**

Chassis no: BN150649 - Coachwork: DeMola

Owner: Mauro Lotti - Category: A

Donald Healey built the first car bearing his name in 1964 using a 4-cylinder 2.4-litre Riley engine. In 1952 he began collaborating with BMC for the production of a sporting car, marketed as an Austin-Healey, fitted with the 4-cylinder 2.6-litre Ago Austin engine.

The car was commercially successful both in Europe and in the USA and two more powerful versions were added to the range (the 100M and the 100S). The model was 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 his one-off coupé body. The engine is also special, as it has been fitted with a supercharger.

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65

**1956 Maserati A6G/54 Berlinetta**

Chassis no: 2124 - Coachwork: Zagato

Owner: Iacopo Lotti - Category: F

Just twenty examples of the Berlinetta Zagato were made following the presentation of the new A6G/54 model at the 1954 Paris Motor Show.

No two Berlinettas are alike, as they were hand built at the Zagato workshop and each has slight differences. 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 he was involved in a racing accident at the Criterium du Senegal. Sent back to Zagato, it was repaired with a new front end which still identifies the car today.

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66

**1956 Monopole Panhard X86**

Chassis no: 857976

Owner: Bernard Deligny - Category: A

From 1926 the Le Mans 24 Hours was characterised by the "Index of performance" classification, connected with the engine capacity, fuel consumption and distance. In the post-war years, this classification became a private field for French manufacturers of small capacity cars with advanced aerodynamic specifications, like this Monopole: fitted with a Panhard engine, it raced three times at Le Mans from 1956 and 1958.

Its racing career continued throughout the years, after being modified by Monopole with a 850 cc engine.

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67

Class 9 - 1960's Granturismo Coupes

**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 fiberglass body built by Harrington, in October of that year, the English make introduced a limited edition of the Alpine model, the Harrington Le Mans.

Standard Alpine bodies were sent to Harrington Ltd and modified with a fiberglass fastback roof.

This example was exhibited at the Roots stand at the 1962 Geneva Motor Show.

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68

**1962 Alfa Romeo 2600 coupé Speciale**

Chassis no: AR191539 - Coachwork: Pininfarina

Owner: Roland D'Jeteren - Category: A

The new 6-cylinder 2.6-litre 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 one-off red mother-of-pearl body which anticipated the styling of the future Alfa Romeo Duetto and the Ferrari 330 GTC. After the motor show the car returned to the Pininfarina factory, was converted to coupé form, repainted light metallic green and showed at the 1963 Brussels Motor Show.

This one-off example disappeared for many years and in the late Eighties reappeared in the USA in dilapidated condition, requiring a full restoration.

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69

**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 developmental prototypes were built, one of which was used by Enzo Ferrari as his personal car and another was used as a "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 a fast car with which to fight gangsters: it was usual to see Maresciallo Spatafora's black car driving along Via Veneto during the hot nights of the Roman "Dolce Vita".

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70



**1967 Ferrari 275 GTB/4**

Chassis no: 09999 - Coachwork: Pininfarina/Scaglietti  
Owner: Hans Weth - Category: E

72

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 in 1981, the car was last restored in the early Nineties and was certified by Ferrari Classe in June 2008.

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**1967 Ferrari 330 GTC Speciale**

Chassis no: 9439 - Coachwork: Pininfarina  
Owner: Brandon Wang - Category: E

73

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.

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**1966 Lamborghini Miura P 400 SV**

Coachwork: Bertone  
Owner: Mauro Lotti - Category: E

74

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 385 cv, 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.

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**1973 ISO Rivolta Lele Marlboro**

Chassis no: 500185 - Coachwork: Bertone  
Owner: Jörg M. Elsenbach - Category: E

75

The special series Lele Marlboro was commissioned by Philip Morris, then sponsor of the Iso Formula 1 team. Fitted with a 360 bhp 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 a year.

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**Exhibit only**

**1970 Mercedes-Benz C111 \***

Owner: Mercedes-Benz  
Category: C

78

Frankfurt am Main, 1969: what Mercedes-Benz unveiled to an international public at the IAA in Frankfurt was nothing short of a “test lab on wheels”. With its high up-swept gullwing doors, marked wedge shape and metallic orange paintwork, the C 111 proved a visitor magnet from day one of the show. Other innovations included a body of fibreglass reinforced plastic and a powerful three-rotor rotary engine capable of outstanding performance: 280 hp (206 kW), 163 mph and 0-62 mph in 5 seconds.

This made the C111 a genuine super sports car. But despite the many blank cheques received, one thing was clear: the Stuttgart company was never going to develop this sensational car for mass production.

Instead, the C111 became the grandfather of future generations of research vehicles, whose findings have had a major impact on the development of many production models.

Chamber volume: 1800 cc (110 cu in)

Output: 280 hp (206 kW) at 7000 rpm - Top speed: 163 mph

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**1990 Ferrari 348 TS \***

Chassis no: 86617 - Coachwork: Zagato  
Owner: Edoardo Schoen - Category: A

79

Ferrari introduced the new 348 TB at the 1989 Frankfurt Motor Show. The new model, bodied as usual by Pininfarina, had a longitudinal engine instead of the transversal engine of the previous 328 model.

This car is the one and only 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.

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**1995 Alfa Romeo 75 V6 3.0 coupé \***

Coachwork: Castagna  
Owner: Uberto Pietra - Category: A

80

In early 1994 Uberto Pietra and Gioacchino Acampora decided to bring back to life one of the oldest and famous Italian coachbuilding companies, Carozzeria Castagna, founded in Milan in the 19th century.

Their first creation was this coupé, presented at the 1995 Geneva Motor Show.

Based on the chassis and mechanics of the Alfa Romeo AZ, the car is fitted with a one-off aluminium body and glass roof.

More recently the car took part in the “100 x 100” event during the Alfa Romeo centenary celebrations.

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**2005 F&M Auto Antas \***

Chassis no: 2050  
Owner: Luca Mazzanti - Category: E

81

The Antas (Eagle in Etruscan language) was built by the Faralli & Mazzanti Auto company, in Tuscany, and first exhibited at the 2006 Monaco Top Marques show.

The Wachowski brothers (directors of the “Matrix” trilogy) saw it and immediately decided to use the car for the filming of their new movie “Speed Racer”, produced by Warner Bros, starring Susan Sarandon, John Goodman, Cristina Ricci, Matthew Fox and Ralph Herfort, the actor who drives the Antas.

A one-off, the car is fitted with a 1966 4.7-liter V8 Maserati engine and the styling of its aluminium hand-beaten body evokes the creations of the great Italian coachbuilders of the Sixties.

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**2009 Filandi Uragano \***

Chassis no: 0001  
Owner: Moreno Filandi - Category: C

82

This one-off came from nothing: not a project, not a computer design, it was all in the mind of its creator, Moreno Filandi, a capable panel beater living in Fontanelice, Bologna province.

He used chromium-molybdenum steel tubes for the chassis frame and aluminium panels for the body; the 605 cv 4.2-liter engine comes from a used Audi A6 and the manual gearbox is a modified unit coming from a used 4x4 car. Only the wheels, tires and paintwork were not made by him. The car is not road-registered, but during a track test it set 210kmph after 400m with an estimated maximum speed of 320 kmph.

It was first exhibited at the 2009 Bologna Motor Show.

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**2010 Iso Grifo go \***

Chassis no: KU490901UPBG/10  
Owner: Roberto Bonomelli - Category: F

83

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 .

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**1955 Pininfarina Lancia Florida \***

Coachwork: Pininfarina - Owner: Pininfarina  
Category: A

84

Pininfarina created a two door prototype then, in 1955, presented this example at the Turin and Geneva Motor Shows, it was bought directly in the Pininfarina stand by Kjell Qvale, main US Lancia dealer.

This car based on the Aurelia B565 chassis is the one of three examples in the four door configuration and is the only left hand drive. The importance of this car is not only its breathtaking line. It is a breaking point in the history of car style and until the ‘70s, this car influenced car production worldwide.

The monolithic design, with cars rounded and compact, as tough they were carved from a solid block, was replaced by a style of architecture made with combined panels.

The void in the pavilion improves its strength of expression.

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**2009 Alfa Romeo 8C Spider \***

Coachwork: Alfa Romeo - Owner: Alfa Romeo  
Category: E

85

Alfa 8C Spider shines in the international car spotlight as the highest expression of Alfa Romeo’s flair: sporty, elegant and a pleasure to drive. Driving from the Alfa 8C Competition, the Spider too is manufactured in a limited edition of 500 pieces, and inherits its winning features: i.e. from its mere 2-seat arrangement to the elegant silhouette – shaped and finely designed – this car embodies the engine and mechanical excellence. The Alfa 8C Spider has been awarded the most important international prizes for elegance by the best specialised magazines in the industry. Last but not least, it received the Top Gear award as the “the most beautiful car of 2009”.

The Alfa 8C Spider features a rigid and light-weight, steel-made frame while the body is entirely made of carbon fiber. The mechanical architecture is “transaxle” (longitudinal front engine, rear gear and differential mechanism), typical of racing cars; the main feature is for sure its 4.7 lt, 8-cylinder, V-shaped propeller which reaches the highest power of 450 hp and a 480 Nm torque. Both front and rear suspensions are quadrilateral, with RWD – obviously. This engine is teamed up with a robotised 6-position gear selection adjuster (you can change gears using a paddle on the back of the steering wheel) and self-locking differential mechanism.

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**2010 Maserati Gran Cabrio \***

Coachwork: Pininfarina - Owner: Maserati  
Category: Exhibit only

86

For as long as the marque has existed, Maserati has been renowned for producing masterpieces of style, sophistication and unparalleled refinement - models that have become synonymous with power, performance and uninhibited enjoyment thanks to the company’s continual quest for perfection in every last detail. This is the tradition that Maserati celebrates in the GranCabrio, its latest model and its first four-seater convertible. Destined to be forever a rare and impressive sight, the GranCabrio is a luxury four seater with sleek and seductive lines – the epitome of elegance that announces itself with the unmistakable growl of a mighty V8 engine and the glint of its celebrated Trident badge. The GranCabrio is the summation of Maserati’s long cherished values: immense power, inspirational handling, and all-enveloping luxury, so that every journey becomes unforgettable – and one you would like to last forever.

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**2010 Bentley Continental Flying Star \***

Coachwork: Touring Superleggera  
Owner: Touring Superleggera - Category: C

87

An unmistakable design masterpiece, the Bentley Continental Flying Star by Touring combines the essence of Touring Superleggera elegance and harmony with the exhilarating driving experience of Bentley.

Bentley supported Touring Superleggera in the development of the Flying Star for a limited production run of maximum 19 custom built units. Each unit is hence a true collector’s item, whose value is bound to grow in time.

The Bentley Continental Flying Star by Touring inherits the chassis, performance and dynamic properties of the Continental GTC. The 6-liter, W12 engine ranges from 560PS to a staggering 630PS. With torque up to 800 Nm, a sense of endless power and its precise and immediate driving control, this car sets standards for the most sophisticated Grand Tourers. It was exhibited this year in Geneva, Villa d’Este and Le Mans Classic.

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**2010 BMW Z4 MM \***

Owner: BMW  
Category: E

88

For the anniversary of the 328 Coupé victory, BMW Italy presents a limited edition based on the new BMW Z4 sDrive35i is celebrating the prestigious Mille Miglia. This Special edition, realized in a limited number of cars, has a strong character both for the interior and the exterior design.

The exterior paint, which is a reminiscent of the color of the BMW cars involved in the Italian prestigious competition, is the exclusive “Polaris Grey” matt finished. Black matt details complete the design of the new BMW Z4 sDrive35i is Mille Miglia, while light alloy wheels styling BMW 296 19” in dark chrome with mixed tires, mark the sportive and elegant image of the vehicle. The BMW Z4 Limited Edition Mille Miglia is exclusively handmade and manufactured on the base of the new BMW Z4 sDrive35is, offering a higher sport level, thanks to the new supercharged petrol engine with 340 hp, the seven-speed sport automatic double-clutch transmission with Launch Control and adaptive M suspension.

The new Z4 Mille Miglia Limited Edition offers also a complete level of equipment and only 99 cars have been manufactured worldwide.

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**2010 Abarth 695 "Tributo Ferrari" \***

Coachwork: Abarth - Owner: Abarth  
Category: Exhibit only

89

This new performance version of the Abarth 500 confirms the link between Abarth and Ferrari based on shared values that include a passion for performance, a racing soul, attention to detail and Italian style. The Abarth 695 "Tributo Ferrari" is distinguished by a number of stylistic changes, but more importantly by substantial modifications developed by Abarth and Ferrari engineers. The engine, for a start, is a 1.4 Turbo T-Jet 16v, tuned to develop over 180 HP. This is combined with the Abarth Competizione gearbox with race-inspired paddle gearshift that makes full use of the engine's performance by reducing gearshift times. On the outside, the car is finished in Scuderia Red, with carbon fiber door mirrors and with details like the wheels and rear air intakes in Racing Grey.

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**2010 Alfa Romeo TZ3 Corsa \***

Coachwork: Zagato - Owner: Martin Kapp  
Category: A

90

The TZ3 Corsa is a race car, honouring 100 years of races and victories throughout the whole 20th century. Alfa Romeo and Zagato achieved the best results from the very beginning such as the Mille Miglia victories of the 1500 6C, 1750 GS and 8C 2300 Zagato of the Scuderia Ferrari. As early as 1933 an official advert for the Alfa Romeo 8C proclaimed: "The Spider that, with the trio Alfa Romeo-Scuderia Ferrari and Carrozzeria Zagato, brought countless victories in the homeland and abroad for the honour of Italy."

Some of the most memorable victories include the 1964 12 hours Sebring, the Targa Florio, the Nurburgring, and the 24 hours Le Mans.

TZ3 Corsa is based on a mono shell carbon fibre chassis, coupled with a tubular frame and a lightweight aluminium body.

Following Zagato's gentlemen-driver heritage, the car has been commissioned by Alfa Romeo Zagato collector Martin Kapp, during the Zandvoort Tribute to Zagato event, where more than 130 Alfa Romeo Zagatos celebrated the 90th Anniversary of the brand.

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**2010 Invicta S1 \***

Owner: Invicta  
Category: C

92

The Invicta S1 blends the heritage and prestige of a 1930's motoring icon with a stunning shape, beautiful performance and the world's first single piece carbon fibre body. In total comfort, this exclusive 5-litre supercar will take you to 60 mph in 3.8 seconds within the strongest frame tested by UK safety officials. Each one is unique, built to your bespoke specifications. With production limited to 12 a year you join an exclusive club when you choose your personal Invicta. It was Invicta's desire to achieve no-compromise performance in the handling and sheer speed departments. That's why we mounted the engine and gearbox well back into the chassis and the 100-litre fuel tank between the rear wheels - getting us as close as possible to the ideal 50/50 weight distribution.

Fitted with Invicta's own air-intake and exhaust systems, the 5.0 litre V8 engines powering the S1 range are supplied by Ford's Special Vehicle Team (SVT) in America. Light, smooth-revving and ultra-reliable, these hand built engines deliver stunning acceleration in the 1380 kg S1.

Tests in the full size wind tunnel at MIRA confirm that the Invicta S1 will remain stable at speeds in excess of 200 mph where permitted.

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**1971 Mercedes-Benz 300 SEL 6.8 AMG \***

Coachwork: AMG - Owner: AMG  
Category: Exhibit only

107

AMG, founded in 1967, reached worldwide fame on 25 July 1971 when their race-prepared bright red 4-door saloon Mercedes-Benz 300 SEL 6.8, driven by Clemens Schickentanz and Hans Heyer, placed 2nd overall at the Spa 24 Hour race, valid for the European Touring Car Championship.

Based on the production saloon 300 SEL 6.3, the car had its engine enlarged to 6.8-liter, output increased to 428 bhp, and body lightened from 1830 to 1635 kilos. Its maximum speed was 265 kmph.

The car had a successful but short racing career, as at the end of the 1972 season the FIA modified the rules for the Touring Car Championship, limiting the maximum capacity of the engines to 5-liter.

AMG sold the 300 SEL 6.8 car to the French Matra Group, who used it for high-speed tests on aircraft tyres.

The whereabouts of the original car is currently unknown but in 2006 Mercedes-Benz AMG built this replica using the original drawings.

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**2007 Diatto Ottovù \***

Coachwork: Zagato - Owner: Giovanni Rotundo  
Category: Exhibit only

108

Much effort has been spent to create this exclusive, sporting, comfortable and rare Diatto Ottovù, which carries a century of sporting tradition in its name. This car will quench the increasing thirst of the market for cars of ultimate exclusivity. The Ottovù has been designed by the atelier Zagato, in honour of the historic collaboration in 1921 when Zagato produced the elegant Diatto 25 spider 4DS Zagato. The chassis of Ottovù has been designed for competition; to support tension forces and mechanical stress produced by engines with more than double the power. The rolling-chassis is the basic structure and carrying platform for the car; it supports all the parts necessary for the movement of the vehicle; the engine, transmission, wheels and suspension, the electrics and the interior. Even without bodywork, the rolling chassis is autonomous, maintaining the same "driving" characteristics as the complete car. While for other cars the bodywork is an indispensable element to increase chassis rigidity and therefore also safety, the rolling-chassis alone fulfils the majority of safety criteria. The rolling-chassis represents a significant advantage for the design and manufacture of future auto-bodies in that they can be inter-changed without modifying the design and construction.

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**2010 Mercedes-Benz S 63 AMG "Thirty-Five" \***

Coachwork: AMG - Owner: Mercedes-Benz  
Category: D

110

Like its historic predecessor, the new S 63 AMG showcar does not fail to attract attention. Eye-catching details include the imposing tyre sizes of 275/35 R 20 and 325/30 R 20 at the front/rear, and the 4.5 cm flare on each wing. The start number 35 and practically all the sponsoring stickers follow the original. Instead of fire-red non-metallic paintwork, the body of the showcar is finished in "AMG".

"Le Mans red metallic", a colour available exclusively for the new SLS AMG. The functional interior is enhanced with black/carbon-fibre piano lacquer trim. A rollover cage, two AMG sports bucket seats with four-point seat belts and an AMG sports steering wheel lined in leather/Alcantara underline the racing touring car look. This spectacular showcar provides an outlook on the series production version of the new S 63 AMG, which is due to be launched in September 2010.

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**Key to categories**

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

**Castagna Milano**  
*the Dream Factory*

To devise, design and build unique cars in line with customer needs: this, in a nutshell, is the mission, the vocation of Atelier Castagna.

Atelier Castagna has been a renowned player in the industry since 1849, when Carlo Castagna first united two of the most prestigious names from the well-established world of Lombardy coachbuilders, transforming them into what by the end of the 1920s would be the biggest and most important body shop in Italy, with its "own" business premises extending over a surface of 42,000 m2 and a workforce of no less than 600.

Over the following years it would be Ercole, together with his sons Carletto, Savino and Cipriano, and his brother Emilio (who worked as the designer), who would put together the most amazing custom built vehicles on the best chassis of the era, including Isotta Fraschini, Mercedes-Benz, Hispano Suiza, Daimler, Duesenberg, Bugatti, Lancia and Alfa Romeo, to name but a few.

Castagna is therefore synonymous with "custom built", with tradition and with the quest for perfect proportions, for the best lines and for absolute perfection in its finished products. In short, nothing is left to chance.

The urge to improve constantly and to explore new avenues of research means we can embark on unique voyages with our clients and breathe life into projects that are capable of achieving new levels of satisfaction. We aim to produce objects that have never existed before, that are pure creation and not just mere provocation or the outcome of a fleeting desire to fall in behind the latest market trends.

Often our products are veiled in total secrecy, which means that they are jealously guarded by those who have yearned for them for so long.

Today, as in times long past, the "Dream Factory" (as it was called in the city) avails of the best craftsmen and the most sophisticated methods with which to delineate the project virtually and, from there, move on to its realisation. Our products are always road approved and can be registered in the country of residence or for the uses indicated by the customer.

Two years after the launch of the new FIAT 500, so many requests have been received for customised cars, and so many proposals have been launched by our Atelier, that a whole new series of unique products, one different from the other, has been created, which just goes to show what can be done

when customer creativity is unleashed on this chassis.

114 is the number of patents applied for by our Atelier to protect the many technical and bodywork inventions designed and brought to fruition on the "highly interpretable" base of the new Fiat 500.

For the forthcoming 2010 summer season, we are offering 6 different types of two and fourseater plein air cars with electric hood, canopy or with accessories taken from the upcoming official FIAT 500 Cabriolet.

All can be equipped with our "ECO Passion Kit" which can be used to transform the original mechanics into a zero emission vehicle with electric engine and super-modern batteries. Lots of surprises are waiting to be unveiled in the 2010 winter season, including an estate car with hybrid engine or four-wheel drive, with wood or external mouldings in carbon and a never-before-seen SUV and pick-up version. Customers will be astounded by the interiors. New designs include various hues of matt and shiny mother-of-pearl "inserted" into the wood or in the special materials from the workshops set up specially to enhance the dashboard, the door panels and the other elements which we have just designed.

We have many new "Passion Kits" hatched with the 500 in mind and with which everyone can discover what it means to customise their own car.

After all, every new passion has to start somewhere...

**Tender2: Jolly inspired**

The Tender2 is a novel type of two-seater "Spiaggetta", with a large rear boot in teak.

The new line is enriched by solid teak finishings with a matt-gloss contrast, by the dark coloured wicker, by the "lifelines" in shiny steel and by many other minutiae of nautical origin which bestow a typical "marine style" on the product as a whole.

In the middle of rear cockpit, an aluminium-stripped teak compartment has been carved out to house a drawer for beach towels.

On-board equipment is completed by our touch screen system, fridge, wine chiller, beach-party sound, shower, fold-up steel structure of the canopy, the transparent side shelters for rainy days, the roof that will be needed in winter.

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104	Fiat	500 Wagon	2010	Castagna	Exhibit only	F	Castagna Milano	176