

class 6

Post-War Italian Style



1951 FERRARI 212 Export Coupé

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

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

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



1951 FERRARI 212 Export Coupé

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

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



1956 MERCEDES-BENZ 300Sc Coupé

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

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



1957 | FIAT 1100/103 E TV Printemps

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

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

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



1960 | ALFA ROMEO 2000 Sprint “Praho”

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

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

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



1963 | ALFA ROMEO 2600 SZ PROTOTYPE *

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

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

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



class 7

Barchettas



1952 **FIAT 8V Zagato Barchetta ***

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

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



1952 **ALLARD J2X competition**

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

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



1954 **ARNOLT BRISTOL Bolide Roadster**

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

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



1954 **AUSTIN-HEALEY 100S**

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

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



1954 | **PORSCHE 550/1500 RS**

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

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

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

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



1955 | **MASERATI A6GCS/53**

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

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



1955 | **SWALLOW DORETTI speedster**

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

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



class 8

Granturismo Coupes



1948 MASERATI A6 1500 Panoramica *

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

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



1953 FERRARI 375 America Coupé

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

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



1954 MERCEDES-BENZ 300 SL "Gullwing"

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

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



1955 FERRARI 250 Europa GT Coupé

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

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



1956 FERRARI 250 GT Coupé

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

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



1962 ASTON MARTIN DB4 Series V Vantage coupé

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

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

class 9
The Gentleman Driver's
Choice



1950 ASTON MARTIN DB2 Vantage Coupé

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

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



1952 **FIAT 1100 E Berlinetta**

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

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

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

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



1953 **FIAT 8V**

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

The first one was built in 1952 for the well-known Italian gentleman driver Ovidio Cappelli who was looking for a car that was lighter and faster than the production 8V designed by Fabio Luigi Rapi.

The Cappelli victories convinced Zagato to build a small series of the 8V, which became the car to beat in the GT class. This car was bought new with a standard Fiat body by a Turin enthusiast who resold it in 1956 to the Spanish gentleman driver Sala-Solar. The latter sent the car to Zagato, who rebodied it with his lightweight body, in this case in the rare “double bubble” roof configuration. Mr. Sala-Solar got the car back in time for the 1957 VIII Sestrieres Rally, where he did well, placing third in the GT class.



1954 **FERRARI 500 Mondial Berlinetta**

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

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

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

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



1954 **ALFA ROMEO 1900SSZ ***

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

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



1955 | FIAT 8V

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

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



1956 | FERRARI 250 GT Berlinetta

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

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



1957 | ALFA ROMEO Giulietta Sprint Veloce

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

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



1964 | LANCIA Flavia Sport Prototipo Zagato*

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

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

class 10

Show Cars



1973 DE TOMASO Pantera II 7X "Monttella"

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

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

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

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



1983 ALFA ROMEO Z6 prototype

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

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



2001 ASTON MARTIN DB AR1 Roadster

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

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

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

on exhibition
only



1938 LANCIA Aprilia Sport Zagato Sanction II *

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

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



1984 INVICTA XJ 13 *

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

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



1998 ROLLS-ROYCE Silver Seraph estate car *

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

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



2009 KTM X-Bow Superlight *

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

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



2010 ISO GRIFO go *

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

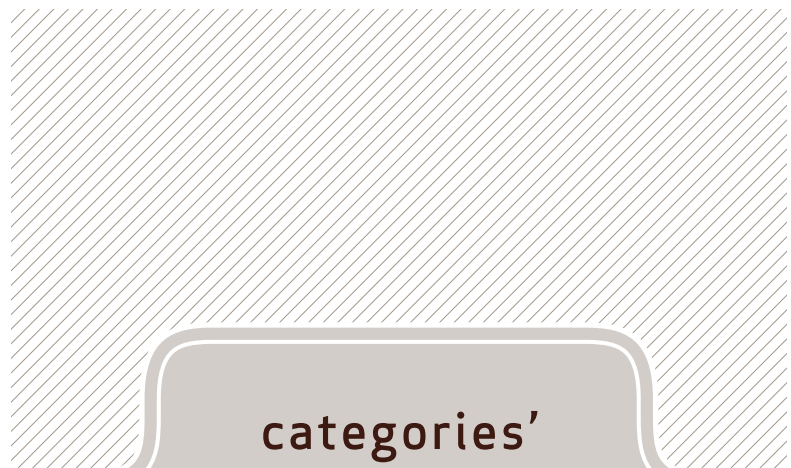
The first example of the Iso Grifo go was presented in 1991 in Modena. The chassis of the new car was designed by Ing. Giampaolo Dallara and the body by Marcello Gandini. Unfortunately those were not good times for high-performance cars and the project was abandoned.
In more recent years the Mako Shark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



2011 MAKO-SHARK Green Fun *

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

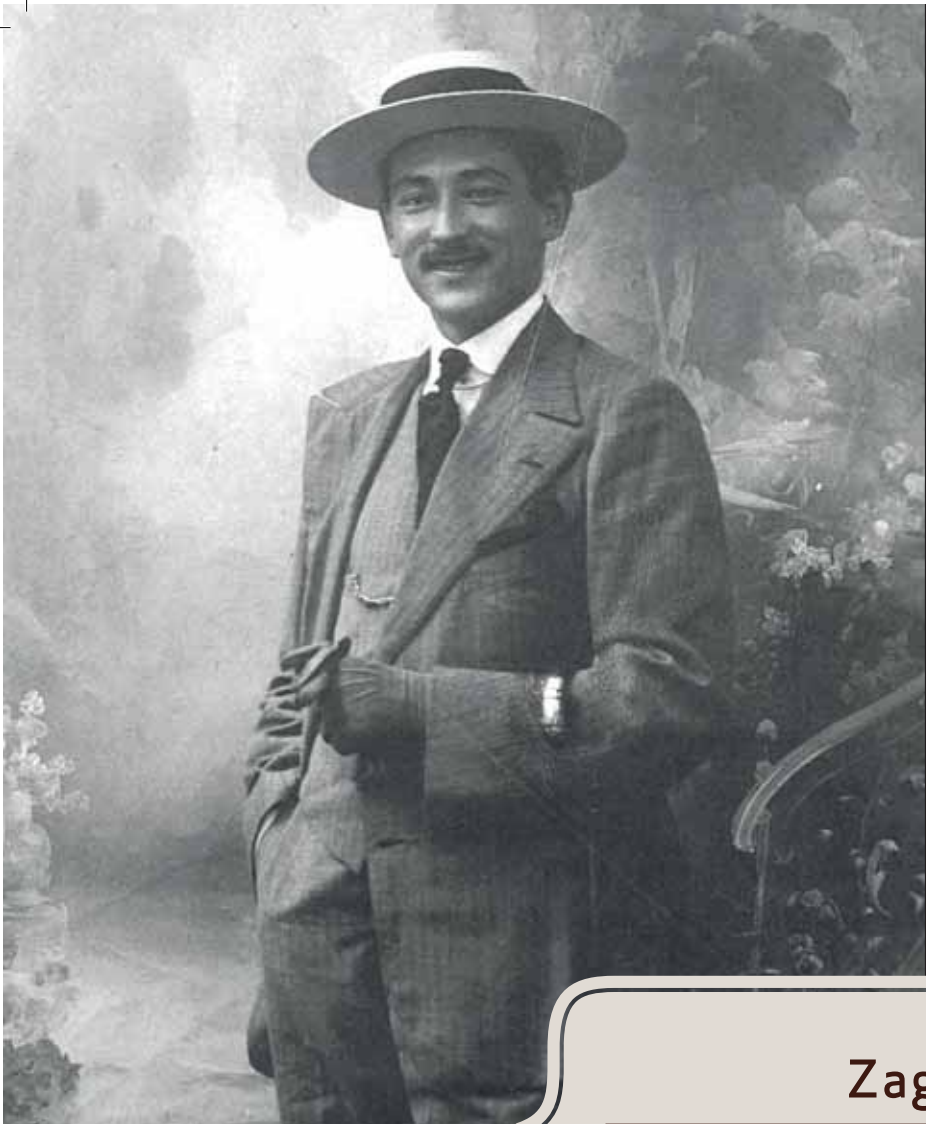
Prototype of an intelligent hybrid/bimodal quad for urban mobility. Designed by Mako-Shark with the cooperation of several specialised companies and scientific consulting by the Milan Polytechnic, the vehicle is propelled by four electric motors, one for each wheel. It has a range of 160 km and a top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



categories'
legenda

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

* hors concours



Zagato

The consistency of a legendary brand

Ugo Zagato

Ugo Zagato began his coach building career in 1919 when he left the Officine Aeronautiche Pomilio, the business was: "the construction and repair of bodies for automobiles and airplanes". He did so with the bold intent of transferring sophisticated constructional techniques that combined lightness with strength from the aeronautic to the automotive sector.

This change in direction came to represent a fundamental chapter in the history of taste and saw, the adoption of the concept of function applied to automotive design closely bound up with a sporting vocation and an aesthetic principle that Enzo Ferrari succinctly stated "the most beautiful car is the one that wins". Between 1927 and 1932, Zagato built Turismo, Sport or Gran-turismo, Super Sport or Gran Sport versions of this model at the rate of two cars a day.

A constant preoccupation during the 1930s to get cars to cut through the air with sleek, tapering lines led Ugo Zagato to refine and develop the earliest concepts of aerodynamics applied to the motor car.

He was the first to adopt inclined windscreens, more aerodynamic headlights, firstly enclosing

them in aluminium hemispheres and then incorporating them within the bodywork.

Zagato's experiments were oriented towards a search for more spacious and more comfortable interiors with the so called Panoramica of 40s. The use of a new material, Perspex, in place of heavy traditional glass permitted both the novel curvatures and considerable weight savings.

Once again, Zagato was pre-empting modern trends, observing the principles of lightness and aerodynamic efficiency derived from aeronautical experience.

Elio Zagato

As a gift for having graduated with a doctorate from Milan's Bocconi University's faculty of Economics and Commerce, Elio Zagato, Ugo's first-born son, received open-top sports car based on a Fiat 500 B chassis from his father in 1947. This car represented the beginning of a remarkable career as a gentleman driver punctuated by numerous victories (in a total of 160 races disputed, Elio earned a place on the podium no less than 83 times). The birth of the Gran Turismo category, conceived in 1949 by Count Giovanni Lurani and the journalist Giovanni Canestrini,

revolutionised the world of automotive competition: the category, to the success of which Elio Zagato contributed from 1950, comprised cars with sports coachwork and a production chassis or bodyshell of which at least 30 examples had been built.

They were, therefore, cars capable of being used on an everyday basis, comfortable and well-finished, yet sufficiently sleek and aerodynamic to race at weekends on the leading circuits.

A legendary decade was crowned by a prestigious award: the Compasso d'Oro design prize conferred upon Ugo Zagato in 1960 for his Fiat Abarth 1000 Zagato with the following motivation: "...the fruit of a 'semi-industrial' design of excellent quality, that through the appropriateness of the aesthetic and technological features and their specific functions manages to achieve a simple, unconventional interpretation of the most general functions of the motor car, even mass produced models..."

Zagato was once more keeper of the flame of functionalist design in the automotive sector.



Andrea and Marella Zagato

Immediately after the completion of the last Alfa Romeo Zagato supercars S.Z. and R.Z., of late 80s Andrea and his wife Marella Rivolta invested into a progressive transformation of the Zagato: from body assembler to a modern technological Design House.

Thanks to the 3rd generation, Zagato today is world renowned Atelier as it is an expression of Italian excellence in the design of exclusive bodyworks in extremely limited runs. An Atelier of the third Millennium must be able to reconcile time honoured workshop expertise acquired in 91 years of coach building for the most prestigious car manufacturers with state of art design and development technologies.

Atelier creations today are conceived on the designer's drawing board, than developed using the most advanced rendering systems available and are finally hand beaten and finished by expert panel beaters. Passion for design and deluxe craftsmanship, purity of form and attention to detail are accompanied by a diligent focus on the future and on technological innovation.

Motion and Emotion, this is Zagato's philosophy for the neoclassical decade in which the auto-

mobile, by now a mass consumption product, has lost its original recreational and emotional personality.

There is no doubt that technological standardization has offered perfect cars, but which are also undifferentiated in terms of style and content. The practice of programmed aging in each model's design shows us the automotive industry's massively industrialized character, leaving very little space for individual requests. Special projects created for Alfa Romeo, Aston Martin, Bentley, Ferrari, Maserati, Spyker, and Diatto consolidate the brand's value in making custom-built models, almost exclusively coupés with 2 doors and 2 seats. Like in the 1990s, Zagato's design philosophy is more concerned with the shape's volume rather than details.

The final product transmits a high emotional content. A high attention to volume, mysterious and enticing in shape, make these highly limited series not only 'timeless beauties', but also sound investments, pleasing to the eye. A history of grand debuts at global 'concours d'elegance' gives back to the true car enthusiast the pleasure of seeing a custom-built car based on some of the finest mechanics of all time.





LUXURY & YACHTS

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Zagato
Contemporary cars





66

Ferrari F.Z. 93
1993

Andrea Zagato's first Ferrari was built in 1993 based on the Testarossa and was known as the F.Z. 93 or Ferrari Zagato 1993. The lines recalled those of a fighter aircraft or a stylised Formula one car, particularly the front and rear ends where one could catch a glimpse of the nose and fins of a racing car. The bonnet resembled a Formula one model both for the design of the central part and for the fact that it did not point down to the road like all traditional "super cars" but was "suspended" above the front bumper. The front end had two large air inlets, similar to those under the wings of a fighter plane.



Never seen in real, the L147 Zagato has been committed by Lamborghini in 1996. The deal between Audi and Lamborghini suspended the program that would have been never revamped. Zagato worked on the Diablo chassis, designing two radiators on the rear part with a very clear aerospace inspiration. The L147 Zagato boasts a very innovative approach and has become a cult for International collectors and special one off lovers. As many other Zagato designs, this body anticipates shapes and solutions of many other supercars of the following generations.

Lamborghini L147 Zagato
1996



67



68

Aston Martin DB7 Zagato

2002

Ulrich Bez officially announced at the 2002 Geneva motor show that Zagato was working on a new DB7. This represents a new chapter in the long-standing relationship between the two firms inaugurated in the Sixties with the DB4 GTZ Zagato. The radiator grille, the bluff tail and the "double bubble" roof all represent elements of the Milanese firm's idiom, made-to-measure for the Aston Martin taste. Particular attention has been paid to those performance factors influencing the car's sporting character: the car's weight has been cut while its maximum power and acceleration capabilities have been increased, as has its structural rigidity. Production: 99 + 1 units.



The idea for this roadster came about in 2002 during the Le Mans race, where Ulrich Bez, General Manager of Aston Martin Lagonda Ltd., drove a DBR1. The DB-AR1 bodied by Zagato, should not be thought of as a convertible version of the Aston Martin DB7 Zagato, but as yet another exclusive line in the Aston Martin range. The DB AR1, 211 mm longer than the Zagato coupé, was designed with the Californian sunshine in mind, without a roof and room for two passengers. The preview to customers in Los Angeles was so successful that the American three-week tour saw the whole run of ninety-nine vehicles for delivery in Spring 2004, snapped up in advanced sales. Production: 99 + 1 units

Aston Martin DB-AR1

2003





69

Ferrari 575 GTZ 2006

The famous collector Yoshiyuki Hayashi approached Zagato in 2006 to commit a re-body for his 575M, in the style of the famous 1956 250 GTZ. Once received this request, Zagato informed Ferrari of the project, mentioning it would have been a good opportunity to celebrate the model's anniversary. The result is a car that harked back to the 250 GTZ, built around the Ferrari 575. Like its forebear, the 575 GTZ has an all-aluminium body, and, as a tribute to Ferrari and to two-seater Italian sports cars, it has joined the exclusive group of cars that are the fruit of the tradition of custom-built cars. Production: 6 units



Sister of the 2006 575 GT Zagato, this project honours not only the tradition of the 'Barchette' which were typical of the 1930s till 1950s, but also the historic collaboration between the Milanese brand and the N.A.R.T. which realized the Ferrari 3Z (spider) and the 330GTC Zagato (targa). Based on the chassis of a Ferrari 550

Barchetta, the Zagato Atelier version boasts an electro-hydraulic top designed specifically by Zagato which automatically fixes itself to the windshield without the need for driver intervention. The entire system is located just behind the roll bar and needs half the storage space compared to most convertible tops. This particular project demonstrates to OEM's Zagato Atelier's flexibility and capability of coming up with innovative solutions generally not found on limited series custom-built cars. The Neoclassical cars of the noughts are always huge learning curves where new solutions can then be applied to the next series of limited cars. Production: 3 units

Ferrari 550 Barchetta Zagato 2007



70



71

Maserati GS Zagato

2007

Like its celebrated ancestor, it has an all-aluminium bodywork and bears the Trident on the bonnet and the Z on the wing, expressing eternal Italian excellence in its shape and its content. A winning combination that matches powerful and reliable mechanics, with an elegant and sporty style, both rigorously made in Italy. For purists of the compact coupé, aficionados of the Milano-based brand, it is a two-volume, two-seater, hatchback with a streamlined profile and a neat tail. The wheelbase is 180 mm shorter, a spin-off from the Spyder, provides excellent handling and stability on curves, with extraordinary torsional rigidity. In homage to the tradition of the gentlemen

drivers who asked Zagato to transform the bodywork of their cars, modern collectors choose mechanics at the top level of technical evolution and 'dress' them in tailor-made garments that increase in value as time passes. This is the mission of a modern automobile atelier: to create timeless objects that celebrate prestigious models and brands and which, unlike mass produced vehicles, are destined to last for ever. Production: 9 units



The Spyker and Zagato brands perfectly align because of their aeronautical origins and because of the shared passion of Victor Muller and Andrea Zagato for sports cars. Victor, before starting the Spyker adventure was a Zagato collector owning cars like the Flaminia SS and TZ. All Spykers have their own very unique

style: the aeronautical retrospective style co-exists with craftsmanship and elegance. The new Zagato body becomes even more unique, aggressive and sensual at the same time. It features a new double bubble panoramic roof, F1 influenced nose and air intakes, chimney and a "coda tronca", the typical Zagato cut off tail end. Maintaining Spyker's styling philosophy, Zagato design put all these elements together and created an extremely stimulating example of a contemporary exotic high performance sports car by using typical modern Zagato lines which started with the Raptor Zagato in 1996. Production: Prototype "00". 24 Units comings

Spyker C12 Zagato

2007



72



73

Bentley Continental GTZ
2008

Coherent with Zagato's recent presentations, it's a neo-classic Zagato interpretation of the style of a British GT. The project was conceived during a discussion between Dr. Ing. Franz Josef Paefgen, CEO of Bentley Motors Limited and Dr. Andrea Zagato at the Pebble Beach Concours D'Elegance in 2006. At a "Tribute to Zagato" presentation, Zagato showed a selection of 50s' 60s' models, near by the recent Berlinettas presented during the last 3 years. Dr. Paefgen was struck by the beauty of those cars and reminded of the historical significance of the art of the Carrozzeria (coachbuilders) which was both being maintained and carried forward by Zagato. Starting

from the styling cues of the last coupés, which became milestones of Zagato design in the new millennium, the challenge was to apply the same design language to a completely different proportion of vehicle: the Bentley Continental GT Speed. Production: 9 units.



The "TZ3 program" managed by Zagato to celebrate the 100th Anniversary of Alfa Romeo (1910-2010) started in 2009 with the manufacturing of the "one off" TZ3 Corsa which won the Villa D'Este Design Concept Award in 2010. The TZ3 Corsa is a track car. It is not a design exercise. It is a Neo-Classic car. It is a tribute to the Alfa Romeo and Zagato racing heritage and it is a one off. It celebrates men and machines of the Alfa Romeo Zagato racing heritage: Scuderia Ferrari (20s and 30s), Alfa Corse (40s and

50s), Autodelta (60s and 70s) and Scuderia Zagato (80s and 90s). It's based on a mono shell carbon fibre chassis, coupled with a tubular frame and a handbeaten lightweight aluminium body. It's equipped with a front-central V8 90° 4.2 litres engine and 6-speed sequential gearbox. boast a typical Kamm-tail (K-tail) layout. This solution became famous in Italy with the "Coda Tronca" bodies which were tested by Zagato in the beginning of the 60s. They reached their apex on the Alfa Romeo TZ and TZ2. Kamm Effect is part of the functional design approach that aims to the aerodynamic efficiency. According to this, the CX can be lowered by keeping compact volumes at the same time.

Alfa Romeo TZ3 Corsa
2010





74

Alfa Romeo TZ3 Stradale 2011

The "TZ3 program" ends with the delivery of the TZ3 Stradale. It's based on the Viper ACR mechanical chassis (640 hp) with a carbon fibre body. "Bellezza necessaria" is the inspiration of this car which matches for the first time an USA power train and can represent the first American Alfa Romeo. It celebrates the road legal heritage of Alfa Romeo Zagato coupés: RLSS, 1500, 1750, 2300 and 2900 Zagato (20s and 30s), 6C 2500 Panoramica, 1900 SSZ and the Giulietta SVZ (40s and 50s), SZ, 2600 SZ, Giulia TZ and Junior Z (60s and 70s) and S.Z. and R.Z. (80s and 90s). This car, like the TZ3 Corsa, was developed to take advantage of the Kamm tail effect.



EUROPEAN
PREMIERE



Alfa Romeo

8C Spider



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.

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 elegance prizes 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 the year 2009”.

As usual, the Alfa Romeo style is a symbol of the ‘best’ currently available on the market in terms of mechanics and propellers. First of all, the Alfa 8C Spider features a rigid and light-weight, steel-made frame (for the highest torsional rigidity able to ensure a precise and safe driving experience) while the body is entirely made of carbon fiber. This choice aims at minimizing the weight as well as maximizing the car's cg – for more agility and an easy-to-drive approach even in the most difficult routes.

The mechanical architecture is “transaxle” (longitudinal front engine, rear gear and differential), 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.

Brakes are also excellent: the Alfa 8C Spider is equipped with standard 380mm-diameter Brembo CCM brakes on the front wheels (360mm for the rear ones). This solution allows for a powerful and efficient braking even for intense use. The remarkable reduction of weight when compared to a conventional system helps reduce the non-suspended car weights and improve movement and comfort. Moreover, the braking is always readily available thanks to the high friction coefficient – stable during braking at full speed and in all weathers – allowing the driver to make the most out of the load to be applied to the pedal. Finally, it features one-piece brake tongs for more rigidity

and less deformation which may be caused by the heavy loads – applied by the pressure of pistons on the pads.

Alfa Romeo

Tipo 159 Gran Premio "Alfetta"



15

Museo Storico Alfa Romeo

The first Formula 1 Championship was disputed in 1950 and was won by Nino Farina driving an Alfa Romeo Tipo 158 "Alfetta". For the 1951 Formula 1 season, the GP car developed into Tipo 159, its in-line 8-cylinder 1.5-liter engine with two-stage supercharger now giving 425 bhp at 9300 rpm.

It was built in just four examples and its body was assembled by Carrozzeria Zagato in Milan. Driving one "Alfetta" Tipo 159, the great Argentinean Juan Manuel Fangio easily won the 1951 Formula 1 title, the first of his five Formula 1 triumphs.

Aston Martin

V12 Zagato



76

Reviving a collaboration which has produced some of the most beautiful and sought-after cars in the world, the partnership between Zagato and Aston Martin takes inspiration from the past, to create a modern descendent of classics such as the DB4GT Zagato, V8 Vantage Zagato and DB7 Zagato based on Aston Martin's ultimate performance interpretation of the Vantage range: the V12 Vantage. Featuring a handcrafted aluminium and carbon fibre body, the V12 Zagato delivers a beautiful and muscular design not possible using pre-formed panel techniques. Iconic Zagato design cues include the double bubble roof. The V12 Zagato was officially introduced at 2011 Villa d'Este Concourse and won (second time in a row for a Zagato bodied car) the Design Award for concepts and prototypes. A month later, two cars completed the 24 Hours of Nurburgring giving a great proof of their qualities in one of the hardest competitions in the world. The V12 Zagato will be produced in a very limited edition: up to 150 units that will be produced in 2012. Production: up to 150 units.

Bertone

Aston Martin Jetz



77

A “one-off” dream car in a “made-to-measure” suit by a great tailor based on a top range production car. This, very briefly, is the Bertone Aston Martin Jet 2 (the name is a tribute to the Aston Martin Jet created by Nuccio Bertone in 1961, based on the Aston Martin DB4 GT as a one-off).

The body is developed from the Aston Martin Vanquish, and has the same mechanical layout, the floorpan structure (the wheel base has been lengthened by 210 mm to allow two rear seats to be added to the original version) and all the body elements “under the skin” of the car.

The point of departure for the styling definition was the search of a Bertone identity with respect to the classic Aston Martin features. The car body, originating from sinuous lines and tight “geometrical” features, is a synthesis of the two brand identities.

The flowing shape follows a forward leaning belt line which rises towards the tail; a graphical treatment which enhances the physical power of the Bertone Jet2 through flowing and natural phrasing. The idea of movement is resumed by a large transparent roof, which emphasizes the dynamism and the impetus of the vehicle in the front part the classic

Aston Martin grille remains, with additional air ducts to cool the disc brakes. The flush cover headlights propose an evolved graphic with respect to the original model. The rear view focuses on the vertical tailgate, the outline of which repeats the shape of the Aston Martin grille.

The interior has the classic configuration of the 2 + 2 coupe. The real flexibility of use of the “grand tourer” is expressed also by means of fitting solutions such as the two rear seats, which fold and store away in the floor, to make way for an exceptional loading space for a vehicle of this category. The finishing in matt pear-wood, polished aluminium trim with upholstery in leather, embossed using an innovative procedure, are a tribute to the luxurious Italian motorboats of the fifties and sixties.

BMW

328 Kamm racing limousine (replica)



78

BMW worked closely with Professor Wunibald Kamm, pioneer in aerodynamic design, to develop a saloon body with a streamlined shape based on the BMW 328 sports car. A spaceframe made of Elektron magnesium alloy only weighing 30 kg was mounted on the chassis extended by 20 cm. The coupé was provided with an aluminium body to make it even lighter than the roadster. The Cd value of 0.25 measured on a scale model was sensational and the top speed was 230 km/h.

The Italian drivers had to retire from the car's racing debut in the Mille Miglia 1940 after a minor technical hitch. When the car competed in the Hockenheim Circuit Race in 1947, Karl Kling achieved the unique victory driving the Kamm coupé.

Facts and Figures

Engine:	6-cylinder inline
Displacement:	1971 cc
Bore x Stroke:	66 x 96 mm
Power output:	136 bhp at 6000 rpm
Gearbox:	4-speed
Brakes:	Alfin-drums, vented brake back plates
Weight:	760 kg
Max. speed:	230 km/h (143 mph)

Bugatti

Veyron FBG par Hermès



79

This unique version of the Bugatti Veyron was launched at the 2008 Geneva and then shown at The Quail, in Monterey, associating Bugatti's technical performance with the expertise of Hermès and its craftsmen. The designer Gabriele Pezzini has married the distinctive Hermès style to the legendary Bugatti Veyron 16.4, magnifying the car's personality.

The official name of the highly exclusive Bugatti Veyron "Fbg par Hermès" refers to the historic Hermès headquarters on the Rue du Faubourg Saint-Honoré, in the heart of Paris.

With the Bugatti Veyron Fbg par Hermès, the exacting standards of Émile Hermès and Ettore Bugatti come together for the first time, in an exceptional collaboration: the culmination of their extreme attention to aesthetic and technological quality and performance.

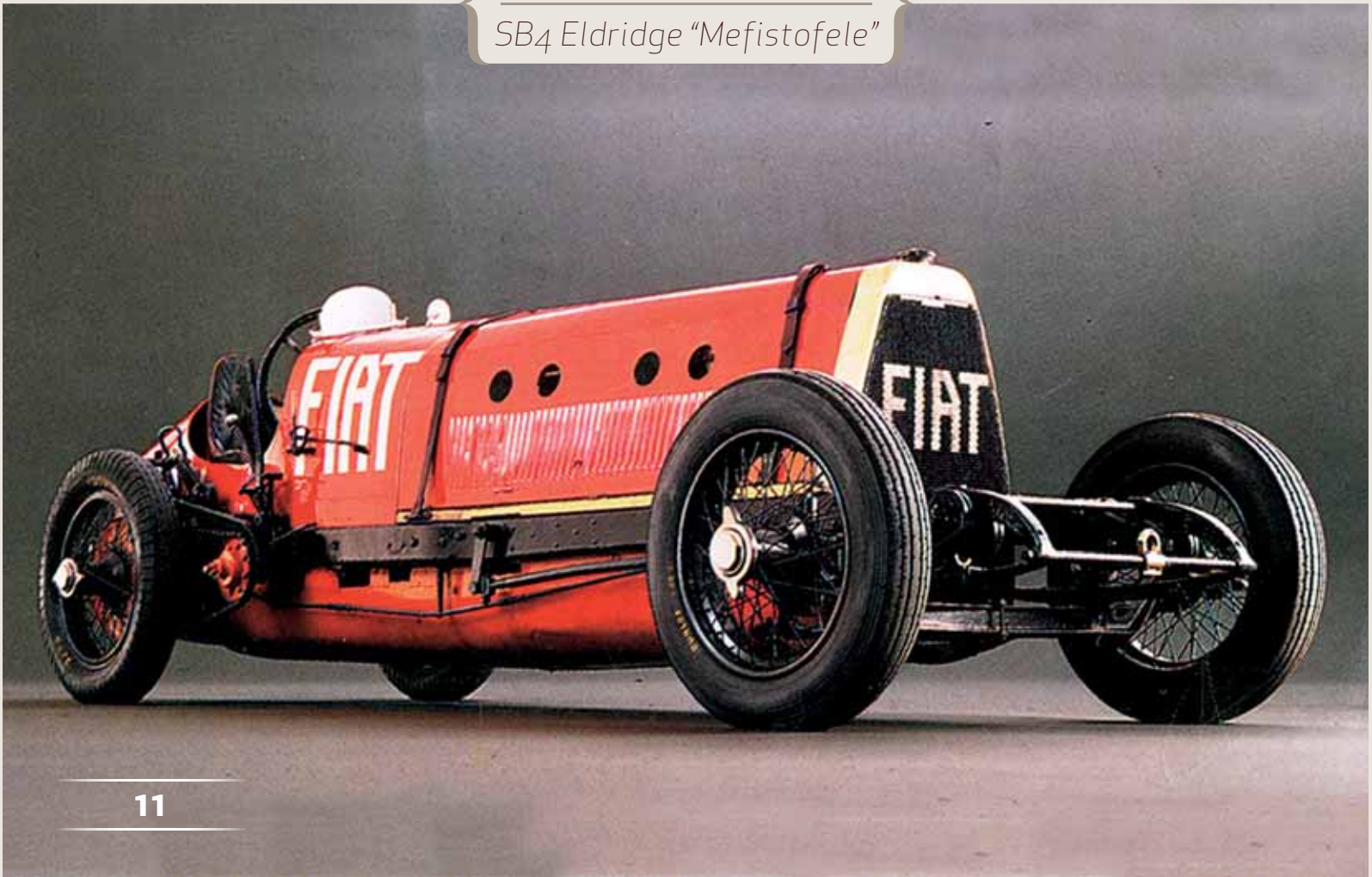
As a tribute to the Type 35, this special Veyron Fbg par Hermès features eight-spoked wheels in polished aluminium, central butterfly wheel locks branded with the letter H, and air vents around the rims reproducing the characteristics appearance of Hermès saddle-stitching. The horseshoe radiator grille, and the lateral ventilation grilles flanking it, are made from lightweight alloys with a design of interlocking H's evoking the Hermès "signature".

The inner surfaces of the car have been designed and sheathed in bull calfskin by the Hermès workshops in Paris, and the door handles echo the fluid forms of handles on Hermès travel bags and luggage.

Passengers aboard the Bugatti Veyron Fbg par Hermès will find a dashboard glove compartment designed to hold a selection of small travel accessories and a zipped Hermès wallet. The leather-lined trunk holds a specially-fitted "Toile H" and leather case, hand-made by the craftsmen from the Hermès workshops.

Fiat

SB4 Eldridge "Mefistofele"



11

The Fiat SB4 Eldridge, better known as "Mephistopheles," is a racing car built in 1924 by Sir Ernest Eldridge to break speed records.

In 1922, John Duff was competing at Brooklands, a racetrack in the county of Surrey, at the wheel of a 1908 Fiat SB4, an old racecar at the end of its career built by the Turin car manufacturer.

During the competition, the engine blew and Sir Ernest Eldridge bought the scrap with the aim of turning it into a record-breaking car. He was following his imaginative intuitions, which were consistent with the pioneering spirit of those years, a mindset that, at least in the field of competition, would survive for the decades to come.

Sir Eldridge had the idea of installing an aircraft power unit aboard the SB4.

The choice fell on the Fiat A.12, a six cylinder inline engine with a displacement of 21706 cc and a fuel supply system that was able to deliver 320 HP of power thanks to various enhancements. As the power unit was too long to be fitted under the "SB4" bonnet, the length of the car chassis was increased using some structural parts of a London bus.

The car body, which benefited from this operation, was now streamlined with an appealing tapering on the tail-end. As for the rest, the

technical set-up did not change with respect to the original "SB4" featuring double-chain end transmission and brakes installed only on the rear axle. The brakes did not act directly on the wheels, but on the differential, which made it difficult to stop the car.

In July 1924, René Thomas' team, with a Delage V12 accredited with a power of 350 HP, and Sir Ernest Eldridge's team, with the Fiat SB4 Eldridge, which was immediately renamed Mefistofele by the French public because of the infernal uproar produced by the huge aircraft engine with free exhausts, competed for the flying kilometre world record in Arpajon.

Despite some dangerous weaving, Sir Eldridge reached the speed of 143.26 mph (230.55 km/h) with "Mephistopheles," thus beating the previous record.

However, after a complaint from the opposing team, the performance was not validated because the "Mephistopheles," in contrast with the regulations, was not equipped with a reverse gear.

Furthermore, on the next day René Thomas was able to reach the speed of 143.31 mph (230.63 km/h) with his Delage V12. The record, this time, was duly approved.

This record only lasted six days, the time strictly

necessary for Sir Eldridge to tune up the engine and install a device that allowed his car to achieve minimal backward motion. On 12 July 1924, the "Mephistopheles" burned up the straight track of the Route d'Orléans beating, once again, the world land speed record at 146.01 mph (234.97 km/h). It was the last flying kilometre world record to be obtained on road.

Oddly enough, even today the experts don't understand what type of device allowed the car to reverse because it disappeared from the car without leaving a trace.

Starting in 2007, the car underwent a long and meticulous restoration that lasted until July of 2010.

The engine has been completely overhauled by the Centro Ricerche Fiat ("Fiat Research Centre").

Many parts that could no longer be found have been reconstructed.

At the end of the restoration, the "Mephistopheles" is back to racing on the tracks of the Centro Sicurezza di Orbassano (Turin).

Maserati

GranCabrio



81

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. The company's mission is, and always has been, to deliver the unique Maserati motoring experience to the world's most discerning drivers.

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. An almost infinite range of colours, trims, and custom options make each and every car the unique expression of its owner's highly individual personality.

To drive or be driven in a Maserati GranCabrio is a feast for the senses: its looks are simply stunning, its sound is unforgettable, every surface is exquisite to the touch, and even its aroma arouses sensations of opulence and luxury. 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.

Mercedes-Benz

Benz-Patent-Motor Car, 1886



Around 125 years ago, Carl Benz filed a patent for the motor car. The Benz Patent Motor Car had its first public drive on July 3, 1886, on the Ringstrasse in Mannheim.

Unlike his competitors, Benz pursued an integrated approach in developing the Patent Motor Car: the engine, the chassis and the drive components were exactly matched to each other and formed a single unit. The engine, weighing about 100 kilograms, was very light by the standards of the period. The horizontal single-cylinder four-stroke engine had a displacement of 954 cubic centimeters and developed an output of 0.55 kW at an engine speed of 400 rpm. And yet it had all the essential details still to be found today in most internal combustion engines: crankshaft with counterweights, electric ignition and water cooling. Other features included a cylinder with open crankcase, an intake slide valve controlled by an eccentric rod, and a poppet exhaust valve actuated by a cam disk, rocker arm and pushrod.

The surface carburetor developed by Benz, containing a 4.5 liter supply of gasoline, served mixture preparation. To cover a distance of 100 kilometers the Patent Motor Car needed about ten liters of gasoline. The chassis of the Patent Motor Car was made of bent and welded steel

tube. Benz designed the vehicle with rear-wheel drive. The vehicle was steered by means of the front wheel, which was suspended in an unsprung fork and could be steered by a toothed rack connected with a crank.

A multispeed transmission, foot brake and reverse gear were not yet incorporated into the Patent Motor Car. The driving speed could be controlled by means of a sleeve valve underneath the driver's seat. The brake was a hand lever acting on the countershaft belt pulley.

In May 2011 UNESCO nominated the patent of Carl Benz for the „Motor-Veloziped“ for the registry of the World Documentary Heritage.

Facts and Figures

Engine: 4-stroke single-cylinder, evaporation cooling, intake sleeve valve, lateral exhaust valve, Benz surface carburetor, drip-feed lubrication, buzzer ignition

Bore: 91.4 mm

Stroke: 150 mm

Capacity: 984 cm³

Output: 0.75 hp at 400 rpm

Transmission system: leather belt, cone pulley, differential and chains

Length/Width/Height: 2600/1450/1500 mm

Tare weight: 290 kg

Maximum speed: 16 km/h

Mercedes-Benz

500 K Touring, 1935



04

The soft-top touring car is one of the especially rare body models of Mercedes-Benz 500 K and 540 K series. Taking both model versions together, it was built only 28 times, thus accounting for less than 4% of the total 500/540 K production. Technically speaking, the touring car is similar to the other 500 K models built on the so-called normal chassis.

In this chassis version, the near 600 kg heavy, eight-cylinder compressor engine sits directly behind the front axle, while the monumental radiator is on a level with the front wheel hubs. The roadster, the cabriolet A and the motorway courier, on the other hand, were mounted on chassis with the engine positioned further back to give them an even more sporty look, so that the radiator was even back to the front axle.

Common to all the 500 K models is the swinging axle underbody with a rear compensator-spring swing axle, that was praised so highly by contemporaries and thanks to which this luxury car capable of up to 160km/h had very safe handling and excellent comfort unparalleled at the time.

Facts and Figures

Engine: eight-cylinder in-line with Roots compressor, lateral camshaft, Mercedes dual updraught carburettor

Bore: 86 mm

Stroke: 108 mm

Capacity: 5018 cm³

Output: without compressor 100 hp, with compressor 160 hp at 3400 rpm

Transmission system: three-speed gearbox with additional semi-automatic overdrive gear

Length/Width/Height: 5200/1800/1580 mm

Tare weight: 2300 kg

Maximum speed: 160 km/h

u n i q u e s

Sandro Binelli
Paolo Binelli
Fabrizio Campione
Luca Moiso
Valentina Bracalello
Marco Makaus
Massimo Guadalupi
Elena Pelucco
Andrea Binelli
Marcello Sartor
Fabio Parodi
Alberto Corsini
Gianni Mercatali
Giulia Traverso
Eluned Yee – King
Barbara Cudia
Birgit Gfoelner
Daniela Trenta
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Luca Squintani
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General Manager
Head of Project Managers
Project Manager uniques special ones
Senior Consultant
Creative & Marketing Director
Art Director
Head of Production
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Settings and Services Coordinator
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Press Office Manager
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CRM In & Outbound
CRM In & Outbound
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Project manager assistant
Consultant
Consultant