



PIAZZA PITTI 8-9 SETTEMBRE 2018

2018

STEFANO RICCI HERITAGE TROPHY



Mille Miglia 1937. Dusio/Basadonna in the Siata 750 "Zagato" on the course from Piazzale Michelangelo to Florence. (© Archivio Foto Locchi)



Concorso di Boboli (1948). A multitude of long bonnets belong to automobiles in the "Fuoriserie Cabriolet" category. (© Archivio Foto Locchi)



**W**elcome to Florence, my city. Ten years ago, on the occasion of the most important international menswear appointment, Pitti Immagine Uomo, I took the decision to celebrate the automotive design of the 1950s and 1960s that propelled Italy into such a glorious era.

The selected location was the monumental Boboli Gardens park where, in 1948, a wonderful love story flourished between car designers and enthusiasts. While still suffering from the effects of war, Florence reared her head and, in a sign of her boundless vitality, once again hosted the *Concorso di Eleganza*.

The original event, held in the Parco delle Cascine (1903-1905), had been moved in line with the trends of the time, which dictated that holiday locations were preferred for this type of kermesse.

The *Concorsi* are epic pages from Italy's motor sports history, and deserve to be restored and revived for future generations, such as the cars, and the elegance, that they celebrated.

Thinking about it, I decided to revive this tradition and this celebration by organising the First Edition of the **Stefano Ricci Heritage Trophy** in 2008. It seemed fitting to choose venues that represented the birthplace of both Italy's passion for motor sports and fashion.

I reflected on all of this last year when I had the privilege of celebrating the 45<sup>th</sup> anniversary of my company with

a fashion event held in the Palazzo Pitti, marking the reopening of the iconic Sala Bianca, the secular temple of fashion where 'Made in Italy' began.

And here we are today, celebrating the second edition of this trophy together, but with a new and innovative perspective. It seemed fitting to me to pay tribute to the unique and distinctive design of the cars, to the emotions that arise from the symphony of their engines, by creating an exhibition of forty automobiles, forty champions that have been defined by two different categories.

The first category is a tribute to the cars that raced in the original and real Mille Miglia, between 1927 and 1957. The second is a tribute to the elegance of cars built between the 1920s and the 1970s. For two days in the Piazza Pitti, these historic jewels of mechanical ingenuity will be placed at the heart of this exhibition and within proximity of a palace that is amongst the most impressive in the city.

You, my dear guests who have arrived from all over the world, have given me a gift in return by joining me in appreciating such beauty within this magnificent setting.

The cars that most represent this pinnacle of style, elegance and beauty will be awarded with a prize that is the crowning achievement of this dream of mine: the **Stefano Ricci Heritage Trophy**.

Stefano Ricci  
Founder and President, Stefano Ricci S.p.A.





## Palazzo Pitti

Palazzo Pitti was designed in 1440 by the genius Filippo Brunelleschi (1377- 1446) for the richest man in Renaissance Florence, the merchant and banker Luca Pitti (1398-1472), whose wealth was valued at over twenty thousand ducats. Palazzo Pitti is the largest building in the city of Florence, at more than two hundred metres long and thirty-six metres high. In 1550 it was sold to the Medici family, at the wish of Eleonora of Toledo (1519-1562), the wife of Cosimo I, after Luca Pitti had been convicted and imprisoned for having plotted against Piero de' Medici and for having dared to challenge him in Florentine political affairs. It was Eleonora of Toledo herself who transformed it from a fifteenth-century townhouse into a princely residence.

The building was hence extended by Bartolomeo Ammannati (1511-1592) from whom the beautiful inner courtyard takes its name.

In the eighteenth century, Palazzo Pitti was inhabited by Pietro Leopoldo of Lorraine (1747-1792), Grand Duke of Tuscany, and under his directives, the building was further expanded and modified. The tastes and personalities of the nobility who lived there are reflected in its furnishings and in the paintings found in the rooms of the palace.

In 1920, Vittorio Emanuele III donated it to the Italian State, which transformed it into one of the finest museums in the world with the Palatina Gallery, which exhibits works from the early Renaissance to the sixteenth century, the Gallery of Modern Art with works from the eighteenth and nineteenth centuries and by the Macchiaioli, the Silver Museum, which houses vases of ancient manufacture that belonged to Lorenzo the Magnificent and numerous artefacts of Florentine goldsmithery. Also of cultural importance is the Costume Gallery, opened in 1983, where there are exhibitions of historical clothes, accessories and theatre costumes, and also the Porcelain Museum, where rare pieces by Capodimonte, Meissen and the Doccia Factory may be admired. In the north wing of Palazzo Pitti is the Carriage Museum, which houses the means of locomotion that belonged to the Grand Duke's court, including the famous Golden Carriage, surmounted by a large golden crown.

Behind the palace and open to the world is one of the wonders of the world's cultural heritage, the Boboli Gardens, an eminent example of Italian gardens and a treasure trove of artworks and very rare botanical species.



## Prizes

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Stefano Ricci Heritage Trophy  
Best of Elegance





## Prizes

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**Stefano Ricci Heritage Trophy**  
**Best of Sport**



## Concorso di Eleganza

### Winners

#### May 14<sup>th</sup>, 1903

Car: Florentia

Chassis: Double Phaeton

Entrant: Duke Leone Strozzi

Organisation: Club Automobilisti Firenze

#### June 6<sup>th</sup>, 1948

Car: Alfa Romeo 6C 2500 Sport

Chassis: Saloon

Entrant: Latino Magnolfi

Organisation: Automobile Club Firenze

#### May 1905

Car: Daimler 35HP Mercedes Type

Chassis: Tonneau Convertible Landauette

Entrant: Earl Guglielmo Spalletti

Organisation: Club Automobilisti Firenze

#### June 5<sup>th</sup>, 1949

Car: Daimler Alfa Romeo 6C 2500 SS Ghia

Chassis: Convertible

Entrant: Principe Alessandro "Dado" Ruspoli

Organisation: Automobile Club Firenze



#### June 20<sup>th</sup>, 2008

Car: Ferrari 250 MM

Chassis: Berlinette

Entrant: Mauro Lotti

Organisation: Stefano Ricci

On the left: Niccolò Ricci awards the "Stefano Ricci Heritage Trophy Best of Show 2008" trophy to Mauro Lotti, who won with his "Ferrari 250 MM" (photo on the right).







## Mille Miglia: the Most Beautiful Race in the World

The foundation of the Mille Miglia and the Automobile Club Brescia were closely linked. The Mille Miglia is a long-distance race for production cars, following 1600 km from Brescia to Rome and back. The original organising team, the 'Musketeers', were Franco Mazzotti, Aymo Maggi, Renzo Castagneto and Giovanni Canestrini.

1927: Three OM cars were victorious. The average speed exceeded all expectations.

1928: Manufacturers developed cars that were better suited to the difficulties of the race.

1929: The world economy crisis meant that there was no foreign participation in the event, which was balanced somewhat by an increase in women drivers.

1930: There was a duel between Varzi and Nuvolari. Legend has it that Nuvolari drove without headlights to hide his presence, and he overtook Varzi when they were almost in sight of the finishing line.

1931: Shocking news arrived: Rudolf Caracciola, who had previously driven with Alfa Romeo, suddenly

entered the Mille Miglia with Mercedes instead.

1932: Mercedes was victorious, and a record average speed meant a high standing for the race as an international event.

1933: For the first time an official English team, MG, participated in the event.

1934: Once again Nuvolari duelled with Varzi. This time Varzi won.

1935: At first an unknown driver, Carlo Pintacuda won the Mille Miglia and became an instant celebrity.

1936: An embargo on fuel in Italy and international tensions meant no foreign participation in the event. The organisers introduced categories for cars using fuel substitutes.

1937: Competitors were hampered by rain and fog and even snow on the Futa pass.

1938: Clemente Biondetti set a new overall race record of 135.391 kph. Tragically, the Lancia Aprilia of Bruzzone/Mignanego skidded out of control, killing ten spectators. The Government immediately banned the race.

1940: Mussolini recognised the political importance of



Mille Miglia 1948. Fona/Beltrami in a Fiat 1100 Sport. (© Archivio Foto Locchi)



*Foto Locchi*

Mille Miglia 1952. The Florentine couple, Brandi/Taddei, in the Fiat Ermini 1100 Sport "Motto". (© Archivio Foto Locchi)

the race and a truncated Mille Miglia was run on roads closed to traffic. Two Auto Avio Costruzioni 815's built by Enzo Ferrari were admitted: they were clearly not production cars, but rather were experimental cars.

1947: The first post-war edition took place: the country's infrastructure had to be rebuilt, and there was a disappearance of the pervasive fascist network.

1948: Foreign participation in the event signalled a return to normality.

1950: After a victorious thirteen hour drive, Count Giannino Marzotto emerged from his car wearing a double-breasted suit and a tie which matched the colour of his vehicle.

1951: Lancia achieved second place overall with Giovanni Bracco in an almost standard B20GT. The four Lancia B20s entered into the event were actually work cars, but Gianni Lancia had arranged to hide company's involvement.

1952: In an effort to increase the popularity of the event, the organisers raised the number of classes to sixteen and there was a massive response to this change. With the readmission of the German Federal Republic to the FIA in 1951, both Porsche and

Mercedes-Benz entered works teams.

1953: The Mille Miglia became a qualifying event for a World Championship and attracted 481 entrants and no less than six works teams.

1954: In memory of Tazio Nuvolari, who died in 1953, the organisers changed the route, passing through Mantua. A Nuvolari Grand Prix would be awarded to the fastest car on the final 132 kms of the long straights.

1955: Stirling Moss won in a Mercedes-Benz, and his co-driver Denis Jenkinson prepared a 'rolling map' on a five-metre-long paper roll.

1956: The Brescia organisers focused on safety after the Le Mans tragedy and the death of Ascari. No less than fourteen semi-works 300 SL's entered with the clear aim of winning the Grand Touring category over Ferrari.

1957: The victory went to Taruffi and Ferrari, but in Guidizzolo, fewer than 40 km from the finishing line, Alfonso de Portago's left front tyre blew. He went off the road and was killed, along with his co-driver and ten spectators. Three days later the Italian Government decreed the end of the Mille Miglia and of all motor racing on Italian public roads.



Mille Miglia 1953. Umberto Maglioli at the wheel of the Lancia D20 Berlinetta "Pinin Farina". (© Archivio Foto Locchi)



Foto Lecchi



## The Elegance of Automobiles: the Boboli Gardens (1948)

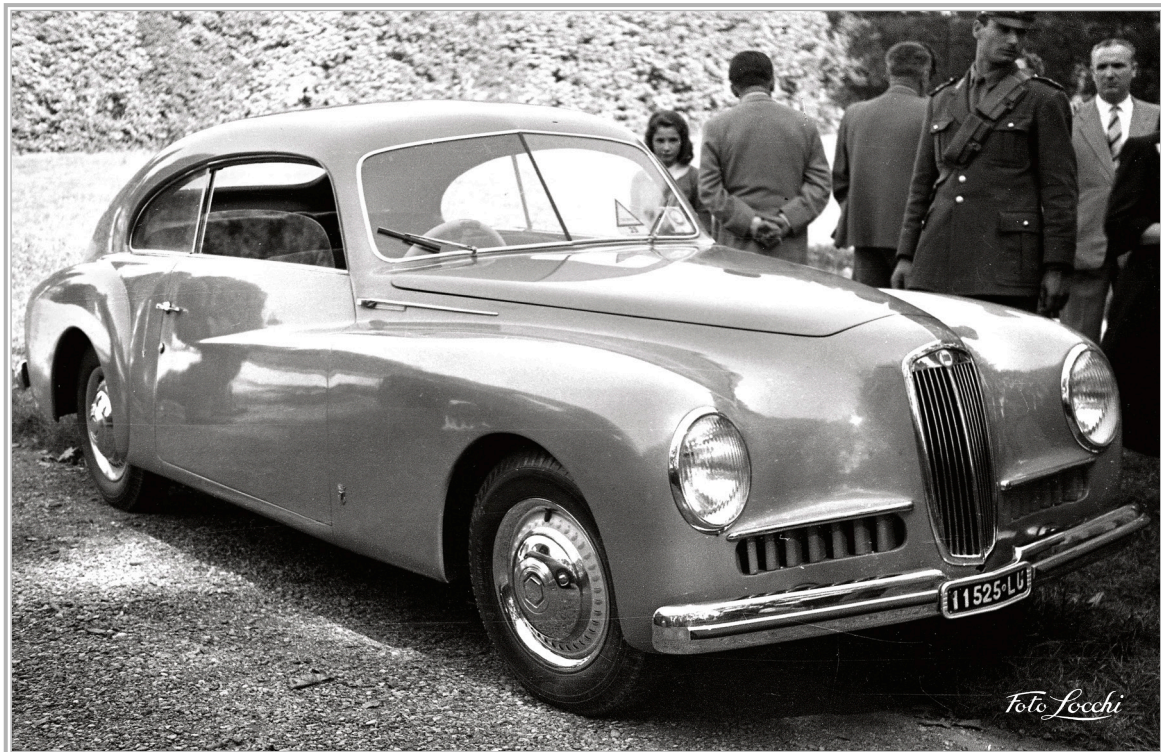
It was in a hot Florentine summer, in a city still reeling from the violence of the war that devastated the historical centre but not the spirit of its inhabitants: it was here that Florence welcomed national and international guests and their bespoke cars to the first Concorso di Eleganza per Automobili on June 6<sup>th</sup>, 1948.

It was a fabulous event for fans of the Florence that had already given so much to the motor world. Great champions at the wheel were born and raised, those who also earned their stripes in Florence: Masetti, Brilli Peri, Materassi, Biondetti and Pintacuda, just to mention a few.

This first edition was fervently desired by Florence's dynamic Automobile Club, coordinated by its President, the Honourable Paganelli, and its Director, Amos Pampaloni. The setting was the Lawn of the Columns in the Boboli Gardens, dominated by two columns of Egyptian red granite and ancient busts depicting Jupiter and the Emperor

Claudius and the statue of Vulcan. The stars of the show were 43 automobiles from all over Italy, of national and foreign production. They were extraordinary cars in enchanting scenery. It was through their customers or their local dealerships that Pinin Farina, Touring, Castagna, Balbo, Ghia, Stabilimenti Farina and Zagato, all of the great Italian coachbuilders, displayed cars designed with modern, futuristic lines and in pastel shades as was dictated by the fashions of the moment. There were a few stylists with daring new concepts 'loaded' with chrome and metallic paint, inspired by automobiles Made in the USA.

More artistic than mechanical, this was the must-see event in Florence and it attracted prominent personalities from the jet set, artists and enthusiasts. All is well documented in the service conserved in the Archivio Foto Locchi. Standing out from all the categories was the Alfa Romeo '6C



Concorso di Boboli (1948). A Lancia Aprilia Coupé with bodywork by Stabilimenti Farina. (© Archivio Foto Locchi)





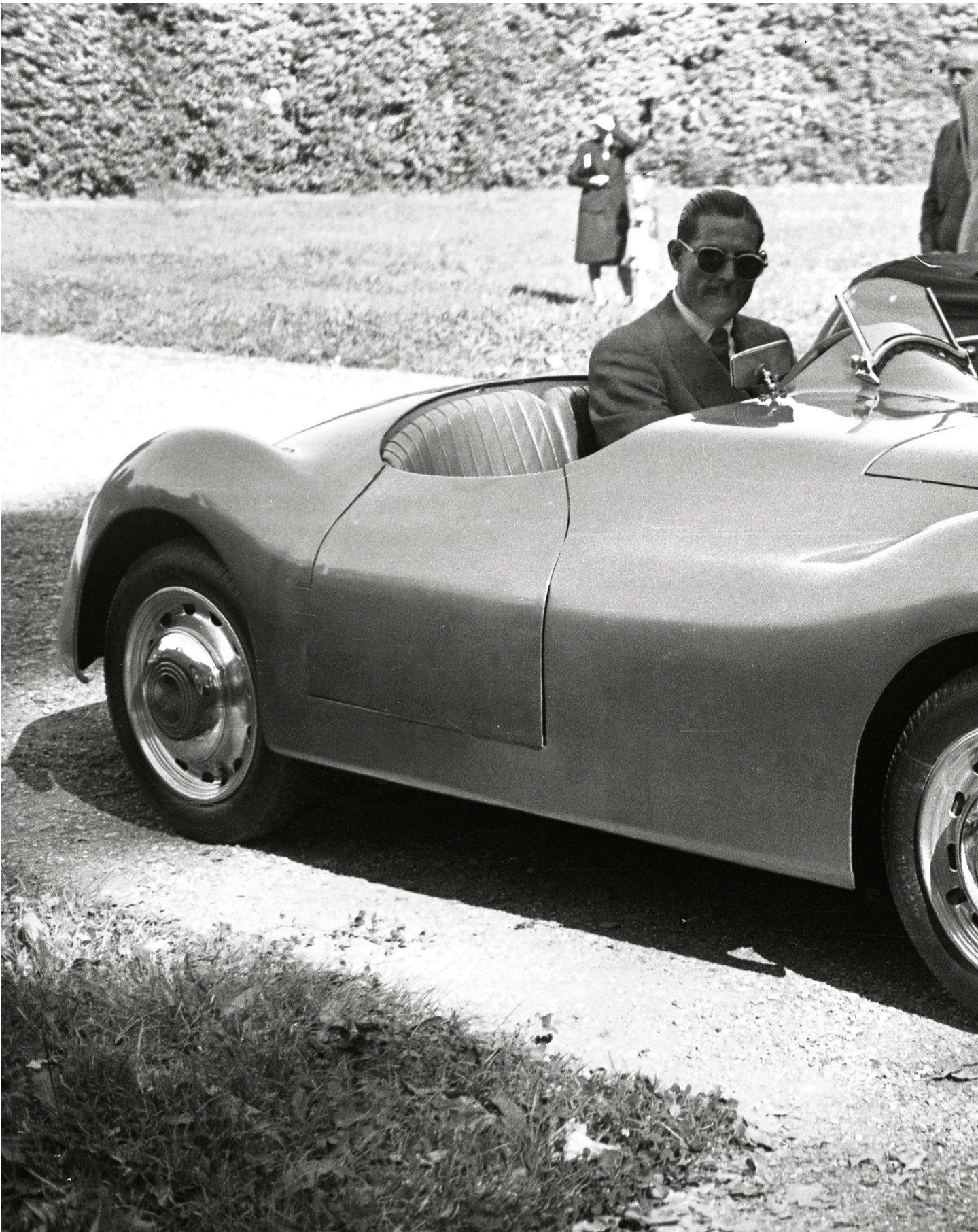
*Foto Locchi*

Concorso di Boboli (1948). The automobiles entered into the “Coupé” category. (© Archivio Foto Locchi)

2500 Cabriolet’ by Pinin Farina, an utter masterpiece of ‘eternal elegance’. It had ambiguous yet clean lines, without frills, a few instances of chrome or flashy accessories, but with a shape and proportion that seem to have been designed by the wind.

Vignale, the coachbuilder from Turin, also presented his response, adorning a Fiat 6C 1500 chassis with a two-seater ‘roadster’ body with a tapered silhouette and a series of very ingenious details and optional features such as the opening of the doors, which was achieved by pressing quadrangular buttons set into a silver frame. All the door locks were centralised and it was the first time that this feature appeared on an automobile. Also much admired were the bespoke cars built on the Lancia Aprilia chassis by Pinin Farina, from Balbo, while Castagna worked on a Fiat 1100 chassis presented by Madame Vaccaroni from Milan; the windscreen was made of a single piece of glass, with no supporting pillars, creating uncommon brightness, and it was patented under the name

“Vue totale”. The prize giving took place the following day during a lavish ball organised in the halls of Palazzo Pitti. Proclaimed overall winner was the Alfa Romeo “6C 2500 Sport” with bodywork by the same Milanese marque owned by the great enthusiast from Prato, Latino Magnolfi, beating Mr. Angelo Masini’s American Studebaker “Champion 48” and Mr. Enzo Bocci’s Chevrolet “Royal” by a handful of points. Even the little Fiat 500 “Topolino” cars had their own category and the Bertone version prevailed over them all, while in the “Giardinette” category, Elio Checcacci from Prato won with a version of a Fiat 1100 chassis prepared by the Monterosa coachbuilder. The automobiles were divided in to other categories and classes, and several other prizes were awarded. The event was a great triumph, a sophisticated episode, and a showcase of the pride for which Italy desired to live and dream.



Concorso di Boboli (1948). Fiat "Topolino" Siata 750 with bodywork by Motto, from Turin. (© Archivio Foto Locchi)





*Foto Cecchi*





Mille Miglia 1955. "Gigi" Taramazzo driving the Ferrari 500 Mondial "Scaglietti". (© Archivio Foto Locchi)



Mille Miglia 1957. Collins/Klemantaski in the Ferrari 335 S "Scaglietti". (© Archivio Foto Locchi)



**SPORT CATEGORY**  
**ENTRANTS**



1936 Mille Miglia #14 Alberto Comirato/Lia Dumas - 14<sup>th</sup>. (© Archivio Negri/Curami)

## 1935 Fiat 508 S Berlinetta Mille Miglia

Engine type <b>in line 4 cylinder</b>	Displacement <b>1000 cc</b>	Output <b>36 hp</b>	Bodywork <b>Carroz. Spec. Fiat</b>	Entrant <b>Martina Belotti</b>
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All the rules changed in the year of 1929. In a word: Crisis. It was in this scenario that in 1932 the Fiat 508 was born, a downsized model. It was not revolutionary, but it was practical. The nickname “Balilla”, familiar to most Italians, became a symbol used by the “propaganda” of youth, autarchy and bravery. The Balilla had a widespread dissemination, thanks to its low purchase cost and easy maintenance. The Fiat 508 Balilla had countless adaptations, and saw an evolution from its debut in 1932 until 1939. When, in 1933, it was time for a sport version, the result was unbeatable. The 508 S Balilla Sport Spider shapes were inspired by the Carrozzeria Ghia’s original design. The engine, of course, was updated. With a higher compression and a larger carburettor it gained around 10 hp and the car was capable of a 110 km/h speed, enough for a little sport at the time. In 1934, Fiat introduced the

new 508 model, adopting more aerodynamic lines and, for the Sport, an overhead-valve engine (108CS).

Launched in 1935 the coupé bodied 508, the “Berlinetta Aerodinamica Mille Miglia”, shared its mechanical elements. The body was a 2-seater aerodynamic Berlinetta, intended for competition use in colder climates such as those found during the Mille Miglia. It was designed by the famous Mario Revelli di Beaumont and it was produced by Fiat’s in-house Carrozzerie Speciali. The 508 S chassis 076019 participated in the 1936 Mille Miglia, in the hands of its owner-driver Alberto Comirato and his wife, Lia Dumas, classifying 14<sup>th</sup> overall and 2<sup>nd</sup> in class. In the same year, with Comirato at the Corsa Internazionale allo Stelvio, it classified as 5<sup>th</sup> in class. It was owned by the Agusta family (helicopters and MV Agusta motorcycles) for over thirty years.



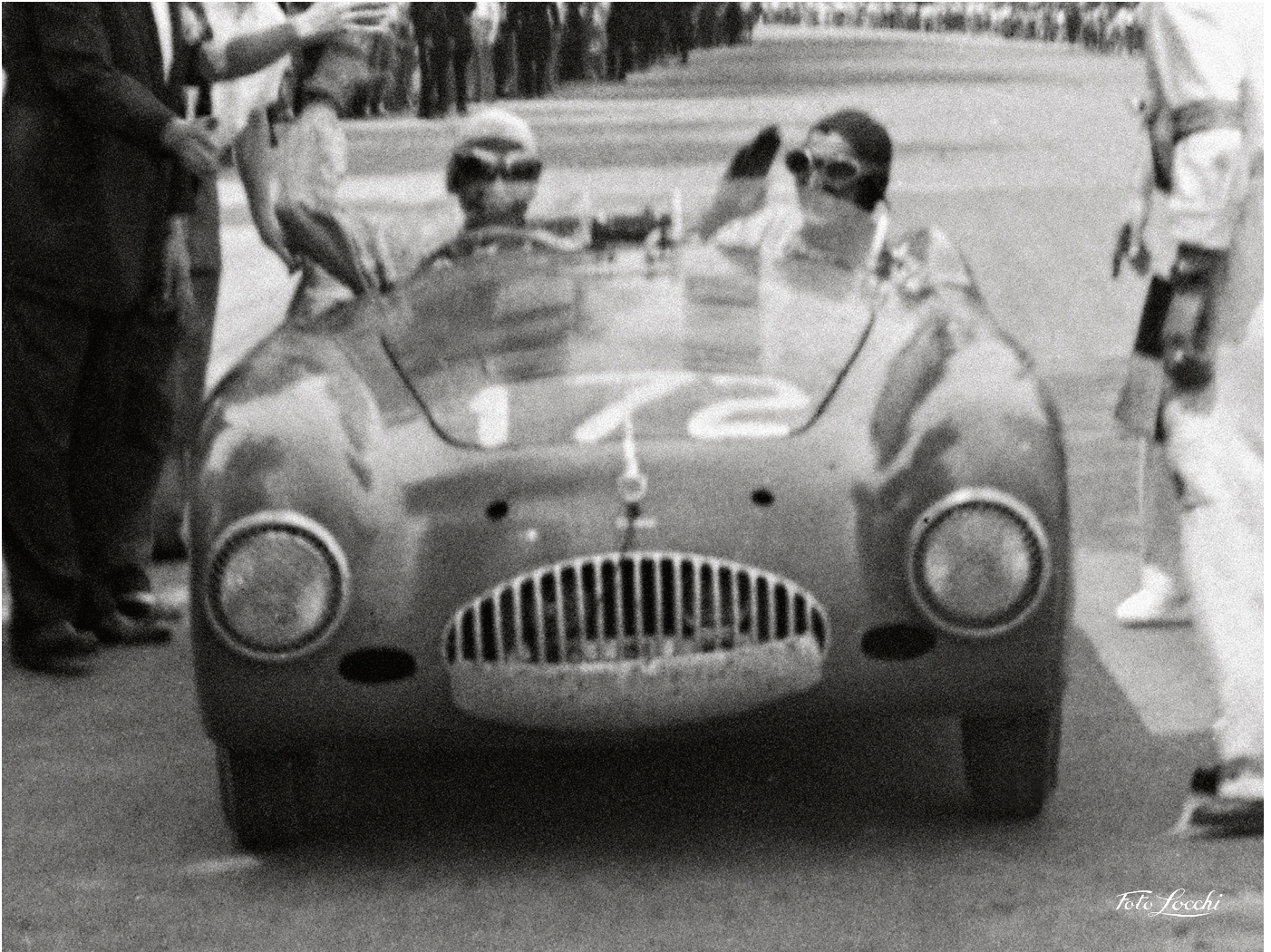
1936 Mille Miglia #38 Ercole Boratto/Mario Mancinelli - 13<sup>th</sup> OA. (© Archivio Foto Locchi)

## 1935 Alfa Romeo 6C 2300 Pescara Spyder

Engine type <b>in line 6 cylinder</b>	Displacement <b>2309 cc</b>	Output <b>95 hp</b>	Bodywork <b>Touring</b>	Entrant <b>Trust</b>
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Although Alfa Romeo was receiving trophies, by the early 1930s it was losing money. It was rescued by the state-backed I.R.I. (Institute for Industrial Reconstruction). In order to attract new customers, the 6C 2300 was launched in 1934. To celebrate its victory in Pescara's Targa Abruzzo and in the Coppa Acerbo, Alfa Romeo sanctioned the production of 60 6C 2300 Pescara chassis. In August of 1935 the chassis 700635 was supplied to Benito Mussolini, a long-term supporter of the marque, who described it as a "national jewel". His chauffeur Ercole Boratto, an ex-Alfa Romeo test driver, said that Mussolini "adored motor cars, parading about in them and to be noticed by the female sex". The bodywork was initially rejected by Mussolini, not because it lacked protective measures but due to the absence of a rumble seat. To integrate the new seating was hard work. Mussolini's Pescara was the last built before

the changeover to the "B" model, so it retained beam-axle suspension and mechanical brakes. The car entered the 1936 Mille Miglia, driven by Ercole Boratto, finishing 13<sup>th</sup> overall. Reconfigured as a road car, the Pescara remained in Il Duce's possession until 1939. Bought back by Alfa, the chassis 700635 then passed to a lesser Fascist Party official. Hidden away at the end of World War II, it was acquired from the official's relatives in 1972. Still highly original, it had a mechanical overhaul and was owned by Luigi Fittipaldi in 1995. It was restored by Dino Cognolato and in 2000 it was owned by a Mr. Isgrò. The car placed 2<sup>nd</sup> in class at the 2005 Pebble Beach Concours. The car has matching numbers. The 6C 2300 is often overshadowed by the better-known 6C 1750 and the extraordinary 8C 2900. Although conceived as an effort by Alfa to increase sales it presented some important advances.



1947 Mille Miglia #172 Eugenio Minetti/Pietro Facetti - 4<sup>th</sup> OA (© Archivio Foto Locchi)

## 1947 Cisitalia 202 Spyder Sport Special

Engine type <b>in line 4 cylinder</b>	Displacement <b>1089 cc</b>	Output <b>60 hp</b>	Bodywork <b>Carrozzeria Garella</b>	Entrant <b>Ton Ottevanger</b>
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Cisitalia (Compagnia Industriale Sportiva Italia) was founded by Piero Dusio, who transformed his passion for motorsports into business. The first car he built was the racing D46 single-seater. In 1947 the 202, the first sport-touring model, was born out of the D46 designed by Dante Giacosa. However, the 202 was the work of Giovanni Savonuzzi. With the previous body design by Alberto Vignale, and later by Battista Farina, the car immediately became an icon. The 202 racing versions, the Coupé Mille Miglia (CMM) and the Spyder Mille Miglia (SMM), had the same space frame and Fiat 1100 derived engine. Its pros were its lightness and its aerodynamics: the body of the Spyder was designed in the wind tunnel of the Turin Polytechnic. Tazio Nuvolari noticed its lack of power, but he almost won the 1947 Mille Miglia with it, arriving 2<sup>nd</sup> behind Biondetti's powerful Alfa despite ill health and an electrical failure. The 202 was the moral

winner: three works cars placed 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> overall and 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the 1100 Sport Internazionale Class. After Nuvolari's epic effort, competition spiders were dubbed 202 SMM Nuvolari.

The Chassis 002S is a prototype by Carrozzeria Garella in Turin. It is the same car pictured by Millanta in the Cisitalia brochure at the time. It has different features from its sister cars, such as shorter doors and louvres stamped into the bonnet. It is supposed to be the only steel, rather than aluminium, model built. Its debut was at the "Sassi-Superga" hill climb in 1947, driven by Piero Dusio himself who ranked 3<sup>rd</sup>. That same year at the Mille Miglia the Cisitalia fielded five cars including this one, driven by Eugenio Minetti-Piero Facetti. It ranked 4<sup>th</sup> overall, 3<sup>rd</sup> in class and won the prize "Targa Affer" offered by the Comune di Milano to the first classified Milan crew.





1953 Mille Miglia #336 Cesare Maderna/Luigi Lesma - DNF. (© Archivio Foto Locchi)

## 1948 Stanguellini 1100 Sport

Engine type  
**in line 4 cylinder**

Displacement  
**1100 cc**

Output  
**85 hp**

Bodywork  
**Motto**

Entrant  
**E. Bianchini**

The Stanguellini 1100 Sport is the perfect postcard of Postwar Italian Renaissance, and Ingenuity. With a 1100 cc engine, it was an important step in the evolution of the car developed by Vittorio Stanguellini from late 1930s to compete in the Sport Nazionale category. With the changes in the Sport rules, Vittorio could again develop his cars. The 1100 was barely the Fiat from the beginning: around a highly reworked aspirated engine, a rigid tubular chassis was built on a design by the engineer Alberto Massimino. Pure, aerodynamic bodywork was conceived, and components were reworked. The engine was developed into a DOHC. Vittorio always worked in a family-scope, with men like the foreman-tester Renato Cornia. This was in Modena, where in a few hundred metres of distance both Ferrari and Maserati were growing up to the stars, but, as it was said, with great respect for one another.

The Stanguellini 1100 Sport CS01107 was the 7<sup>th</sup> car of the postwar production. The most important difference from the pre-war version was the chassis: a light and stiff tubular steel frame designed and built in the workshop by Gilco. This car, born with "Siluro" bodywork, began its career as an official team car and was immediately raced in the most competitive fields, such as the Mille Miglia or the Circuito di Pescara. The former in the hands of Aldo Bassi, and the latter by Francesco Montanari. The car participated in the Mille Miglia again in 1953. In 1950 the "Siluro" shape was discarded to rebuild the car in a classic "Barchetta" shape by the Carrozzeria Motto. The 1089cc CS1106 pushrod engine was also transformed into the famed DOHC, gaining at least 40% more horsepower, with the same reliability. The car is usually displayed in the Stanguellini museum and often in exhibitions.



1950 Mille Miglia #552 Ugo Puma/Roberth Delpech - DNF. (© Giorgio Nada Editore Novafoto Sorlini)

## 1950 Fiat Ermini 1100 Sport Siluro

Engine type in line 4 cylinder	Displacement 1089 cc	Output 82 hp	Bodywork Motto	Entrant Corrado Minussi
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The Fiat-Ermini name arose from CSAI regulations that required all cars to be registered, with a prohibition of calling them by Ermini's name unless costly tests were being considered on mechanical parts. This is why until 1951 all cars created in the Ermini workshop were registered with the name Fiat-Ermini. All of the engines built by Ermini, including the model with the Fiat 1100 engine block that has a double overhead camshaft (DOHC). There have never been Erminis or "motorizzate" Ermini engines with a single overhead camshaft (SOHC). As he was encouraged by good results and the economic upturn, in 1950 Ermini commissioned Gilco in Milan to create a lowered chassis from oval-section tubes in order to make his cars more competitive. New rules by CSAI in 1950 imposed the use of 80 octane petrol. This undermined the competition of Cisitalia-Abarth and the Fiat-Stanguellini that, until the previous year, had used a

special alcohol mixture to enhance their engines, which could then no longer compete against the power of the Fiat-Ermini engine. The results were quick to appear. By the end of the year three cars were built equipped with a tubular Gilco chassis. Two torpedo (Siluro) shapes and one Berlinetta bodied by Motto Torino. The Chassis 008850 (office number) is one of two Siluro bodied by Motto in 1950 and the 7<sup>th</sup> car built by Ermini. It was owned from 1950 to 1951 by the driver Elio Checcacci and from 1951 until 1964 by Angelo Lo Monaco. It debuted at the 1950 Targa Florio - Giro di Sicilia with the crew Checcacci/Pugi (48<sup>th</sup> overall and 16<sup>th</sup> in class). In 1950 both Ermini Siluro bodied by Motto ran the Mille Miglia. This is the car with number 552 and the team Ugo Puma - Robert Delpech (DNF). Lo Monaco drove this Fiat Ermini in several races from the Targa Florio, the Giro di Sicilia and other races in Sicily.



1952 Mille Miglia #620 Primo Pezzoli/R. Cazzulani - DNF. (© Giorgio Nada Editore Novafoto Sorlini)

## 1950 Jaguar-Biondetti Special

Engine type <b>in line 6 cylinder</b>	Displacement <b>3442 cc</b>	Output <b>213 hp (estimated)</b>	Bodywork <b>Biondetti</b>	Entrant <b>Gino Perbellini</b>
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Born in Sardinia but Tuscan by adoption, Clemente Biondetti started racing on motorcycles, only turning to automobiles in 1927. At the wheel of Ferraris, Alfa Romeos and Maseratis, he took part in several competitions, both before and after the end of World War II. He raced in nine, and won four, Mille Miglia, holding the record for victories (1938, 1947, 1948, 1949). He also won two Targa Florio (1948, 1949). Biondetti, with his fiery temper, sometimes found himself without a car, so he often drove in his career cars with hybrid origins, which sometimes he had assembled by himself. His victories led Jaguar to let him drive the XK120 for a season. Being a new model, the leaders of the British marque were eager to gain data from his experience in the field and therefore they needed a good road racer. Biondetti was the right

man at the right time, especially because of his growing intolerance towards Italian marque which, despite what he had managed to do, tended to consider him a second-rate driver. He drove a Jaguar XK120 in a number of races in 1950, including the Mille Miglia where he ranked 8<sup>th</sup> overall. The engine and transmission assembly from the Jaguar remained in the hands of the talented Tuscan road racer. Later he built a car around these mechanics on a self-built chassis, bodied in the style of the C-type Jaguar that, following his participation in the 1951 24 Hours of Le Mans, he was no longer offered by the company. This one-off Special made its Mille Miglia debut in 1952 in the hands of Primo Pezzoli, as Biondetti had been signed by Ferrari to drive a 225S.



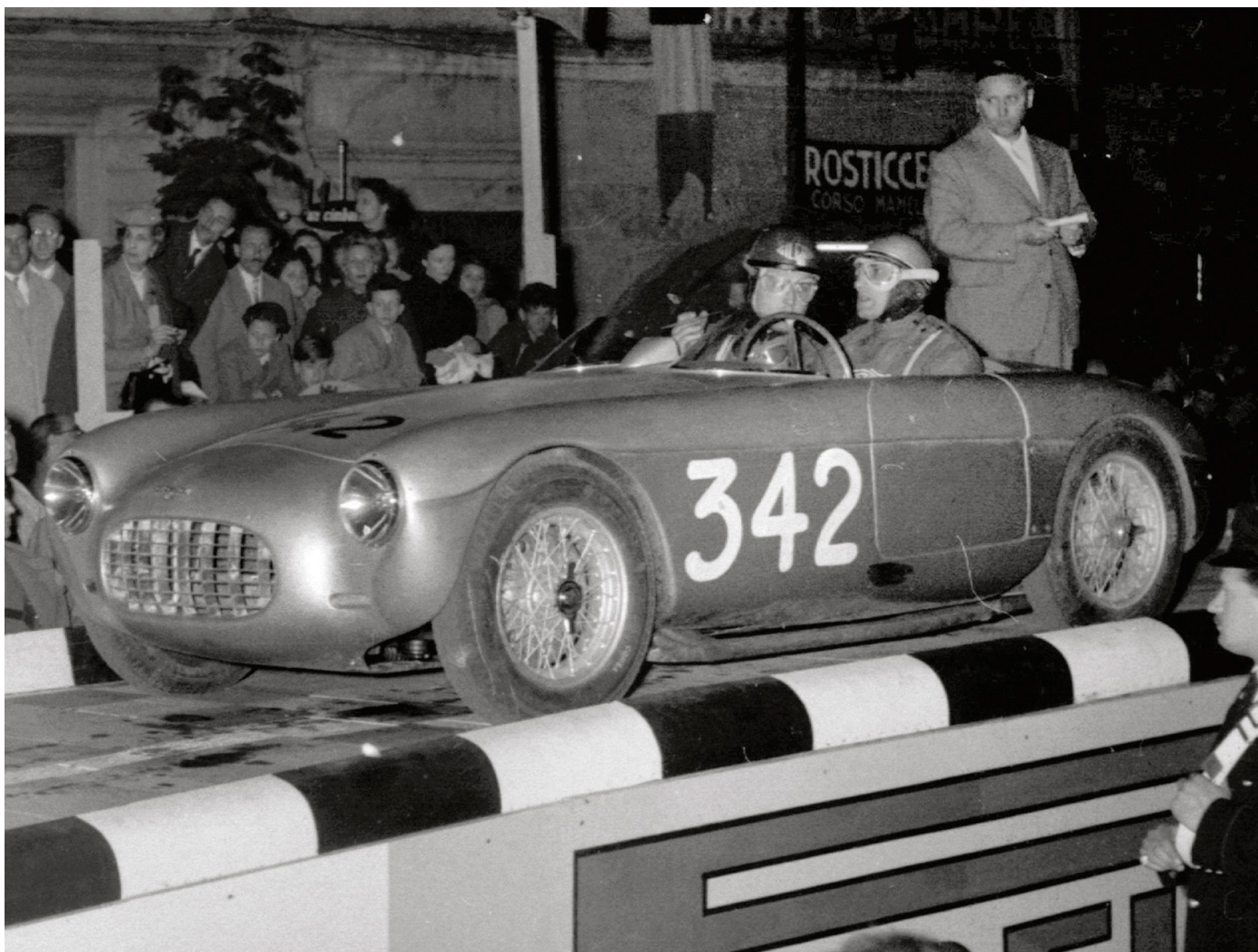
1953 Mille Miglia #457 Supremo Montanare/A. Bombardini - 23<sup>rd</sup> OA. (© Archivio Foto Locchi)

## 1952 Fiat 8V

Engine type <b>V8 cylinder 70°</b>	Displacement <b>1996 cc</b>	Output <b>105 hp</b>	Bodywork <b>Motto</b>	Entrant <b>Edoardo Tenconi</b>
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Postwar, Fiat worked on an engine for a luxury sedan, but the project was discontinued and Rudolf Hruska was given the task to design a car around this engine in secrecy. Production of the chassis was taken up by S.I.A.T.A. Styled by Fabio Luigi Rapi, the Fiat 8V was a high-performance coupé, a departure from usual Fiat production. It was well accepted by Italian private drivers and tuners and was the car to beat in the 2-litre class. The Fiat 8V is the only eight-cylinder built by Fiat. The car had independent suspension all round from the Fiat 1100. The body was welded to the chassis in a semi-unitary construction. Only 114 were produced. It was available in different body styles by the factory and by various coachbuilders. The production ceased in 1954. Chassis 106.000004 is the fourth car built in a series of six pre-production prototypes with an art deco grille that extended into the bonnet. It is the fourth

of 34 first series 8V and one of only three cars entered in 1952 Mille Miglia by Supremo Montanari from Ravenna, the first owner of the car. He damaged his car during the rainy 1952 Mille Miglia. It went off the road more or less 5 minutes after leaving the ramp. The car was completely rebuilt following the original Rapi-lines, probably by Motto, and used some of the original parts such as the grille and engine bonnet. Also, the inside was changed with different instruments. The car appeared with this new shape at the 1952 Circuito Automobilistico di Senigallia and at the 1953 Mille Miglia in a two-tone green colour and with a full-width bug deflector. It finished 23<sup>rd</sup> overall. It came back to the Mille Miglia in 1954 and 1955 and ran several races until 1956 such as the Giro dell'Umbria, Coppa d'Oro delle Dolomiti and the Bologna - San Luca.



1952 Mille Miglia #342 Terigi/Pugi - DNF. (© Giorgio Nada Editore Novafoto Sorlini)

## 1952 Ermini Sport Internazionale

Engine type <b>in line 4 cylinder</b>	Displacement <b>1096 cc</b>	Output <b>88 hp</b>	Bodywork <b>Motto</b>	Entrant <b>Collezione Tenconi</b>
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It was the strong competition, especially with Stanguellini and O.S.C.A. cars, that convinced Ermini, the Florentine builder, to abandon his project to develop the Ermini-Fiat engine in favour of designing a new four-cylinder engine with the help of the engineer Alberto Massimino. "114" stood for the engine displacement and the number of cylinders. To increase the power of the engine an aluminium block with five main bearings and twin overhead cam was adopted. It was one of the few racing engines that was not derived from a production engine, giving further prestige to the car constructor. Thus, car registrations began to have the word "Ermini", without the suffix "Fiat", while maintaining the official set of numbers of the chassis. The Florentine car constructor could, therefore, use its own progressive numbering system for its engines. In 1952, the 3<sup>rd</sup> car built the previous year was equipped with the new Ermini engine for Attilio Brandi. Torpedo-shaped, it

complied with the new regulations which required the wings to be attached directly to the body - this is why it took the name of Ermini Sport Internazionale. That same year, with the new engine, Motto in Torino set up two more cars. One of them was for Aldo Terigi and the other for Ugo Puma. These cars had a Gilco 203 chassis, modified at the rear for Ermini, as well as lighter "cantilevered" leaf springs.

Chassis 055352 is the Terigi car that raced the 1952 Mille Miglia, but it did not finish the race. Terigi won the class category in the Targa Florio and ranked 2<sup>nd</sup> in class at the Coppa d'Oro delle Dolomiti. In 1953, Aldo Terigi won the class category in the Coppa della Consuma and Coppa Balestrero. It ran the Mille Miglia again in 1953 without success. The car ran several races, and in 1956 it was bought by the Scuderia Centro Sud.



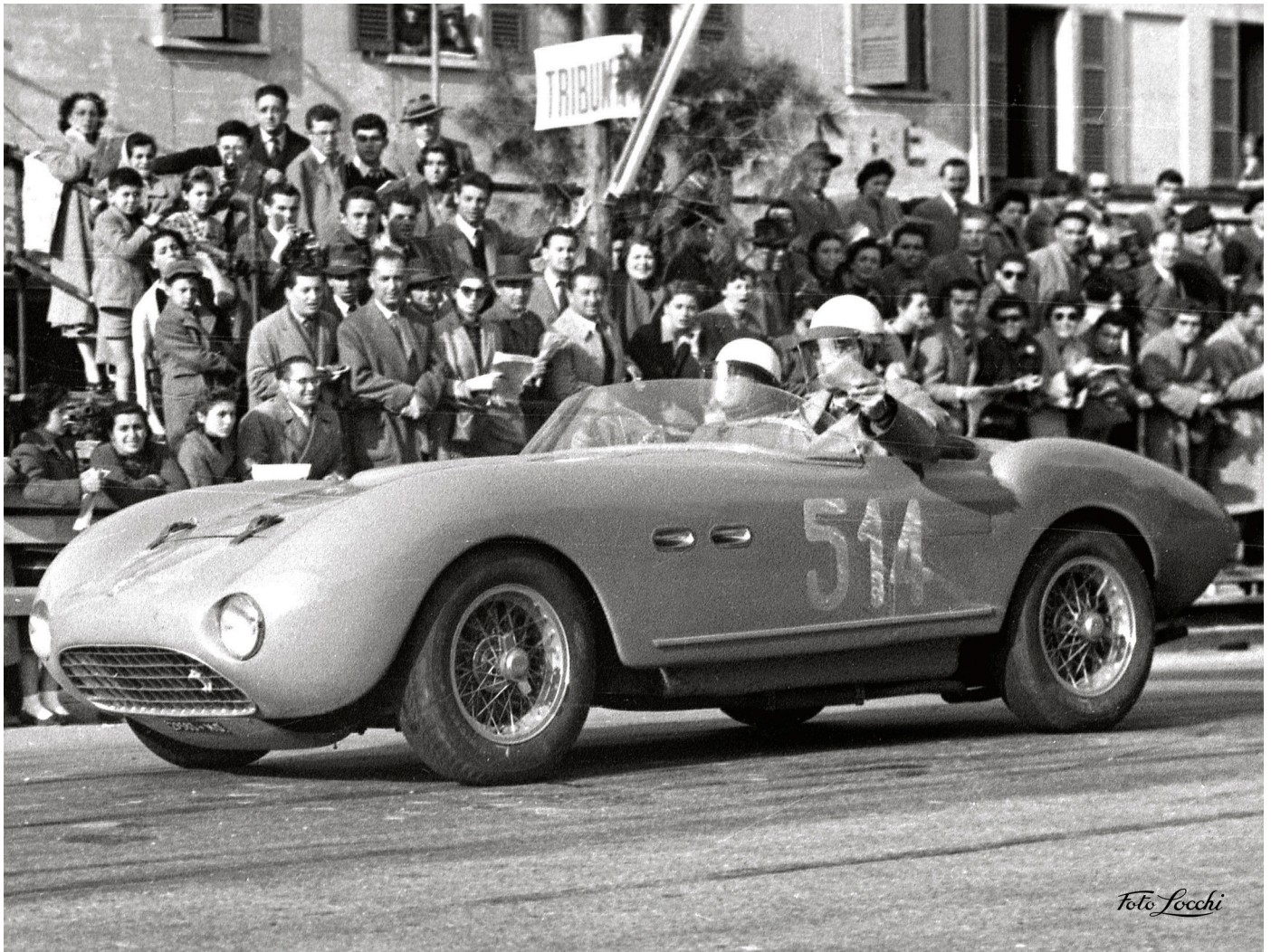
1953 Mille Miglia #609 Giovanni Bracco/Alfonso Rolfo - DNF. (© Archivio Foto Locchi)

## 1953 Ferrari 250 Mille Miglia

Engine type <b>V12 cylinder 60°</b>	Displacement <b>2953 cc</b>	Output <b>240 hp</b>	Bodywork <b>Pinin Farina</b>	Entrant <b>Mauro Lotti</b>
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The 250 model is called the Mille Miglia in honour of the accomplishments of the Maranello marque in the classic Brescia race. Its genesis is the 250 S which brought victory to Giovanni Bracco in 1952 at the Mille Miglia, after a duel to the last kilometre against Karl Kling's Mercedes. The success and the consequent evolution of the model continued at the 24 Hours of Le Mans and the Carrera Panamericana, but it was at the International Geneva Motor Show in 1953 that Pinin Farina interpreted the thoughts of Enzo Ferrari and gave this prestigious chassis an extraordinarily innovative design. Flowing lines, a large opening for cooling, a wide and rounded rear end and low windows gave the 250 MM the appearance of an aggressive sedan, the pure essence of competition. The car in the competition, the chassis 0256MM, is the very one entrusted by Scuderia Ferrari to the skilled hands of

Giovanni Bracco from Biella for the 1953 Mille Miglia. It was a memorable race, like that of the previous year, for Bracco paired with his mechanic Rolfo, the duo managing to finish in fourth place overall in Rome. However, his comeback was halted near Siena, when his differential broke. It was raced in other competitions by Franco Cornacchia before being sold to Eugenio Castellotti halfway through the 1953 season. The driver from Lodi, an emerging star on the international automotive panorama, raced the whole 1953 season, achieving impressive podium places and accolades in Monza, Susa-Moncenisio, Bolzano-Mendola, Senigallia, Messina, Pescara and in the Giro di Sicilia. In 1954, Eugenio Castellotti sold the 250 MM to a twenty-year-old Argentinian driver, Alberto Rodriguez Larreta, who raced in several speed and endurance competitions in his home country, winning many of them.



1953 Mille Miglia #514 Alberico Cacciari/Mason - A. Bombardini - 56<sup>th</sup> OA. (© Archivio Foto Locchi)

## 1953 Ferrari 166 MM/53 Spyder

Engine type <b>V12 cylinder 60°</b>	Displacement <b>1995 cc</b>	Output <b>140 hp</b>	Bodywork <b>Autodromo</b>	Entrant <b>Steffen Görig</b>
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Built by Ferrari in early 1953, this 166 MM, chassis no. 0272 M, was sold new to its first owner Dr. Alberico Cacciari. The fifth of thirteen 166 MMs built for 1953, 0272 M features unique spider coachwork, although its specific builder remains a mystery. Most historians agree that the body was designed by Aurelio Lampredi and it is believed to have been built by Ferrari itself, but the definitive shapes were a Carrozzeria Autodromo's work. The 166 MM's first event was the 1953 Giro di Sicilia, followed by the Mille Miglia. At the helm was Cacciari, alongside R.H. Bill Mason, father of the Pink Floyd drummer and noted Ferrari collector Nick Mason. During this time, the car was also used in the production of the 1953 Shell movie about the Mille Miglia, directed by co-driver Bill Mason. The pair placed 3<sup>rd</sup> in class. Before 1954 the 166 MM must have suffered a small racing accident, as the shape of the

nose has changed. While the car was entered in the 1954 Mille Miglia under the Scuderia Ferrari name, it was used exclusively by MGM Studios for its movie *The Racers*. The star role was played by Kirk Douglas. Much of the driving during the actual race was done by John Fitch and Kirk Douglas himself. Then, 0272 M was exported to California where additional work on *The Racers* was undertaken. Sold to Pete Lovely, the car was painted white and gold. Lovely continued to race the 166 in 1955 and 1956, later selling the car. The car was shown at numerous concours events throughout the years. The nose has recently been returned to its original configuration, similar to how it was in 1953. Italian Ferrari historian Andrea Curami called 0272 M "one of the most original early racing Ferraris in existence!".



1956 Mille Miglia #316 Aurelio Pellegrini/Sergio Bagatin - 37<sup>th</sup> OA. (© Archivio Foto Locchi)

## 1953 Fiat 8V

Engine type <b>V8 cylinder 70°</b>	Displacement <b>2000 cc</b>	Output <b>120 hp</b>	Bodywork <b>Zagato</b>	Entrant <b>Daniele Turrisi</b>
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Postwar, Fiat worked on an engine for a luxury sedan, but the project was discontinued and Rudolf Hruska was given the task to design a car around this engine in secrecy. Production of the chassis was taken up by S.I.A.T.A. Styled by Fabio Luigi Rapi, the Fiat 8V was a high-performance coupé, a departure from usual Fiat production. The Fiat 8V is the only eight-cylinder built by Fiat. The car had independent suspension all round from the Fiat 1100. The body was welded to the chassis in a semi-unitary construction. Only 114 had been produced. It was available in different body styles by the factory and by various coachbuilders. The production ceased in 1954. The first 8V Zagato was built in 1952 for the well-known Italian gentleman driver Ovidio Cappelli, who was looking for a car lighter and faster than the production 8V. The Cappelli victories convinced Zagato to build a small series of the 8V. The Chassis 106.000059 was delivered by Fiat

to Zagato on September 16<sup>th</sup>, 1953. Before going in full production, Zagato built three pre-production cars. This is the 3<sup>rd</sup> pre-production model. These cars can be identified by the two-piece curved windscreen and the lower roof line. They have Plexiglass windows. To fit the lightweight aluminium body onto the existing Fiat chassis, Zagato workers cut off the upper part of the original bulkhead. To keep the front end as low as possible, they modified the original air-cleaner. The Chassis 106.000059 was originally fitted with engine number 000110 in 1953 and with a new engine in 1956 (n. d'ufficio 16127556). This car was bought new by a gentleman driver from Udine, Aurelio Pellegrini, who raced under the colours of Elio Zagatos's Scuderia Sant'Ambroeus. It ran the 1954 Coppa d'Oro delle Dolomiti, finishing 19<sup>th</sup> overall, the 1955 Mille Miglia, the 1956 Mille Miglia and several other races.





1955 Mille Miglia #643 Alberto Magi Diligenti/Ilfo Minzoni - 109<sup>th</sup>. (© Famiglia Magi Diligenti)

## 1954 Maserati A6 GCS

Engine type <b>in line 6 cylinder</b>	Displacement <b>1985 cc</b>	Output <b>190 hp</b>	Bodywork <b>Pinin Farina</b>	Entrant <b>Destriero Collection</b>
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The A6 GCS Pinin Farina Berlinetta (coupé) is the unique combination of a sophisticated racecar and a styling masterpiece. The car was based on the successful A6 GCS Barchetta (by Fantuzzi). Guglielmo "Mimmo" Dei, the Maserati dealer in Rome and renowned promoter of the legendary Scuderia Centro-Sud, had the idea for an elegant closed-cockpit A6 GCS Berlinetta that, at the same time, would be more comfortable in bad weather and suitable for display in the Concours d'Elegance. Pinin Farina, commissioned with design and production, created one of the most beautiful Racing Berlinetta ever made. Only four examples were made. Mechanically, the Berlinetta was similar to the open version, except for a stronger structure and slightly larger dimensions. This particular A6 GCS Pinin Farina Berlinetta, chassis

2059, was the third of four cars built, in 1954. Ordered by Mimmo Dei, it was originally painted Red with a White stripe and exhibited at the Paris Salon in September 1954. In 1955, the car was purchased by Count Magi Diligenti who had the car painted White and entered the 1955 Mille Miglia. At some stage, the car was updated with a 190 HP A6 GCM Formula 2 engine. In the 1960s, the car went to the United States until the mid 1970s when the late Stan Nowak sold it to a well-known collector in Italy. After a very sheltered life in the Italian collection, the car was sold in the 1990s to a well-known collector in California who restored the car to its present condition. This car has been preserved in the most original condition of all four vehicles that were created of this type.



1955 Mille Miglia #542 Luc Descollanger/Robert Nicol - 14<sup>th</sup>. (© Giorgio Nada Editore Novafoto Sorlini)

## 1954 O.S.C.A. MT4-2AD

Engine type <b>in line 4 cylinder</b>	Displacement <b>1500 cc</b>	Output <b>120 hp</b>	Bodywork <b>Morelli</b>	Entrant <b>Enzo Moroni</b>
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In 1937 the Maserati brothers sold out to the Orsi Group. In 1947, they founded the Officine Specializzate per la Costruzione Automobili Fratelli Maserati S.p.A. - O.S.C.A. for short. Their first car was the MT4 (Maserati Tipo 4 cilindri), and their goal was to compete in the 1100 cc class. For financial reasons, they chose a small displacement. Ernesto Maserati was the only one responsible for its conception and design, and the chassis followed the lines of A6GCS. The 1092 cc engine was a Fiat derived block and the body was a barchetta. The car debuted in September 1948, and was driven by Gigi Villorosi to victory. A young Giulio Cabianca began a long series of victories and more drivers began to prefer an Osca. The brothers continued to develop the engine, and created their own aluminium-block with twin cams for the MT4-2AD. The engine began to grow, from 1342 cc, to 1453 cc,

to the twinspark 1491 cc. Around 200 O.S.C.A. cars were produced, of which perhaps 80 were MT4s. The most interesting aspect is that many MT4s were continuously updated to be competitive in races.

The 1954 O.S.C.A. MT4-2AD, chassis n° 1146, Morelli bodied, was owned by the Scuderia Sangiorgio Autocorse racing team and had a long and successful career in France. First in the hand of the racing driver Luc Descollanges, it was later owned and raced by Paul Pignard, a talented mechanic and racer, and father of the famous Michel Pignard. The car was raced until the end of the 1950s, when it was exported to the USA. It went back to Italy and was restored, and later it was owned by a Japanese enthusiast. Recently, the rare 1.5l engine car was returned to Italy.



1956 Mille Miglia #532 Aldo Pedini - DNF. (© Giorgio Nada Editore Novafoto Sorlini)

## 1954 Maserati A6 GCS/53

Engine type <b>in line 6 cylinder</b>	Displacement <b>1985 cc</b>	Output <b>170 hp</b>	Bodywork <b>Fantuzzi</b>	Entrant <b>Pietro Tenconi</b>
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The Maserati post-war models, which featured the A6 1500-cubic centimeter six-cylinder and the A6G two-litre six-cylinder engines, produced great performances. The new Maserati sports racer, officially known as the '2000 Sport', was well known as the A6GCS, for Alfieri (Maserati), 6-cylinder, Ghisa (cast iron), Corsa, Sport. The car was the last conceived under the Maserati brothers before their departure, in collaboration with their successor Alberto Massimino. The first A6GCS coupé body was quickly abandoned in a favour of a much lighter 'siluro' or cycle wing body, created by Medardo Fantuzzi. One of the design's most recognisable features from the Series I was a single headlight (monofaro) mounted in the grille. The frame was constructed from a round steel tube side and cross members by chassis specialist Gilco. The suspension was created by double wishbones and coil springs at the front and a live axle and semi-elliptic leaf

springs at the rear. The A6GCS was campaigned by the works team and also offered to customers. Development of the car was continuous, so no two were created with the exact same characteristics. Fifteen cars were made, two of them exported to Brazil and just a single one to the USA. Two team cars raced with Alberto Ascari and Luigi Villorosi during 1947/48, the latter winning the Italian championship both years. It was replaced by a new model that included all of the updates: the DOHC valve gear, the twin-spark ignition and, for the first time for Maserati, oversquare dimensions. This 'series II' was known as the A6GCS/53. The model was launched in 1953 with three official cars attending the Mille Miglia. This car, chassis n° 2064, was delivered to the French driver John Simone and ran - among the other races - the 1956 Mille Miglia with Aldo Pedini and the Targa Florio.



1956 Mille Miglia #535 Gino Casarotto - DNF (The Klemantasky Collection)

## 1954 Ferrari 500 Mondial Spyder

Engine type <b>in line 4 cylinder</b>	Displacement <b>1984 cc</b>	Output <b>155 hp</b>	Bodywork <b>Pinin Farina / Scaglietti</b>	Entrant <b>M. Stancari</b>
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In 1950, Enzo Ferrari noticed that 4-cylinder race cars had better fuel efficiency than cars powered by the Ferrari V-12 designed by Gioacchino Colombo. In 1947 Aurelio Lampredi had joined Ferrari and became Colombo's assistant. Ferrari assigned Lampredi to develop a more efficient and lighter 4-cylinder. Completely constructed of light alloy, the new engine featured a double overhead camshaft. By 1952 the engine made its debut in the 500 F2, where Alberto Ascari won the World Championship with six victories out of seven races. A year later, he captured the title again.

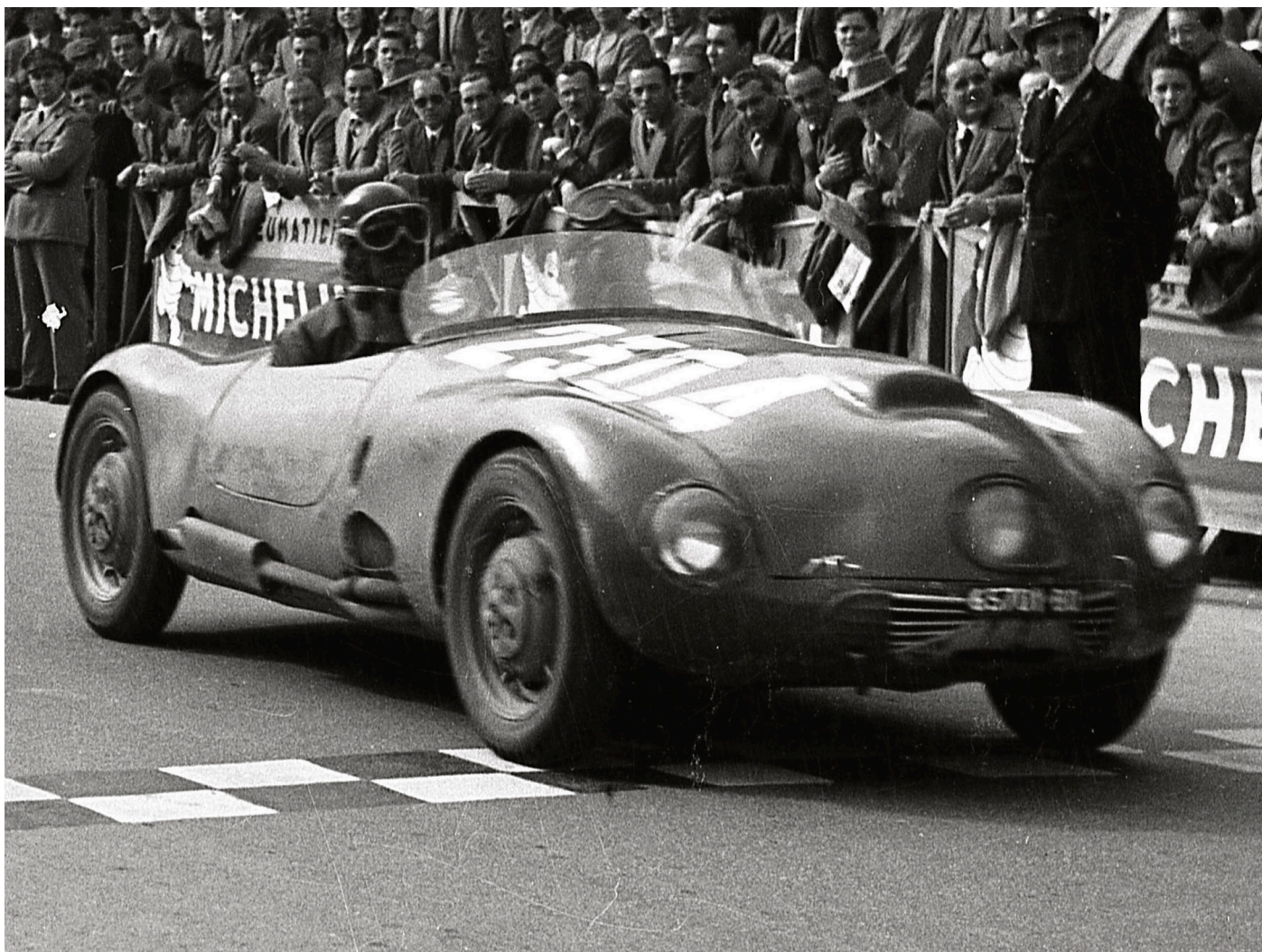
In early 1954, Ferrari finally offered the four-cylinder sports/racer to customers as a two-litre model, with each cylinder displacing almost 500 cubic centimeters. It was named after Alberto Ascari's domination in the Formula 2 World Championship. The 170 horsepower proved its worth by propelling the 1500 pound vehicle to a second

place victory in the 1954 Mille Miglia. A class victory was achieved in 1956 at the 12-Hours of Sebring endurance race.

The Ferrari 500 Mondial Spyder was produced from 1954 through 1956, with 14 being bodied by Pinin Farina and 16 by Scaglietti. Dino Ferrari marginally collaborated with Sergio Scaglietti on the design.

Unadorned, the design by Pinin Farina had a purposeful appearance. The design by Scaglietti had a body with better aerodynamics. The Mondial was replaced early in 1956 by the 500 TR (Testa Rossa).

This Mondial, chassis number 0410MD, is unique as it has the second series front by Scaglietti and the rear part of the first series as work by Pinin Farina. This chassis was probably modified after an accident at the Giro dell'Umbria in 1954. The second owner was Gino Cassarotto, and the car was raced in hillclimbs and in the Mille Miglia.



1954 Mille Miglia #2304 Adriano Zerbini/Giuseppe Zerbini - 125<sup>th</sup>. (© Giorgio Nada Editore Novafoto Sorlini)

## 1954 Panhard Dyna X86 Spider

Engine type <b>boxer 2 cylinder</b>	Displacement <b>745 cc</b>	Output <b>40 hp</b>	Bodywork <b>Fratelli Rimondi</b>	Entrant <b>Uberto Pietra</b>
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The Crepaldi name is closely linked to Ferrari's world, but it was also the importer of the French Panhard in Italy. It was for this reason that, with an eye towards promotion and a passion for the races, Gastone Crepaldi decided to make racing cars with Panhard mechanics. This was also why he created the Italfrance team around these cars. The team leader Aldo (Tino) Bianchi was the man that assembled the Sport Panhards as well. The heart was the Dyna X86 engine; an air cooled boxer unit, two cylinder and 745cc. The first cars were all bodied by Allemano. With their front wheel drive, these little Sports changed the balances and some rules in the early 1950s. Moreover, the cars were continuously updated: Gilco was called to build a tubular "spaceframe" chassis, using Fiat suspensions, and in 1953 a couple of them received, from the coachbuilder Colli, a "disco volante" shape similar to the amazing

"disco volante" Alfa Romeo from the previous year, designed by Touring but built by Colli. Great results were not achieved through the effort, so different strategies were considered. Bianchi worked on the engine again, so that it gained a twin spark ignition and he prepared, with his Autocorse, a lighter-again spider body that brought some success in 1955 and 1956. The Panhard X 86, Crepaldi delivered chassis 481821, was originally owned by Adriano Zerbini of Bologna. The bodywork was handcrafted in the Modena area on a Panhard Junior X 86 chassis and has a special, race-prepared engine. It still has its original BO plate. It participated in the Mille Miglia in 1954, 1955 and 1956. It was fully restored once by Mario Galbiati (using all of its original parts) and has been restored again by the f.lli Lopane, with digitalisation by Milan Polytechnic. Mechanics were cared for by "Cesare" in Valenza.



1955 Mille Miglia #451 Vittorio Vanini/Ivo Badaracco - 16<sup>th</sup>. (© Giorgio Nada Editore Novafoto Sorlini)

## 1955 Alfa Romeo 1900 C Super Sprint

Engine type <b>in line 4 cylinder</b>	Displacement <b>1975 cc</b>	Output <b>115 hp</b>	Bodywork <b>Zagato</b>	Entrant <b>Davide Parmegiani</b>
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In 1954, the Alfa Romeo 1900 range was modernised with the introduction of the Super with a larger and even more powerful engine. The better version was the Super Sprint, fitted with a 115 bhp engine. A 1900C was created specifically for coach-builders such as Touring, Pinin Farina, Zagato and Ghia. The Alfa Romeo 1900 C Super Sprint Zagato represents the maximum expression of Zagato in terms of lightweight bodywork and aerodynamics. The successful but heavy sedan was built by Zagato during the first half of the 1950s in order to provide the Gentleman drivers of the GT category with a modern and very efficient car, which was designed on the 1900 short wheelbase chassis as offered by Alfa Romeo. The 1900 SSZ (as it is unofficially designated) is the sum of many different innovations such as the rounded shapes around the big Alfa Romeo 2-litre engine, the B

pillars integrated in the side glasses with an extremely light aluminium frame, an aerodynamic lightweight aluminium body and, on some versions, the famous Zagato double bubble roof "doppia gobba". These cars were individually hand-crafted. It is thought that just 39 examples (plus two bare chassis) of the 1900SSZ were built from 1954 to 1957, and they are regarded as the pinnacle of 1950s Alfa Romeo production. The Chassis 01931 was delivered early in 1955 to Vittorio Vanini, from the famous family of Swiss chocolatiers. With Vanini and Ivo Badaracco the car faced the 1955 Mille Miglia. The car ranked 19<sup>th</sup> overall, the first Alfa Romeo 1900SSZ and a superb second in class. The Swiss-Italian duo also raced that year's Coppa Intereuropa at Monza, finishing 11<sup>th</sup>. Hidden from view for most of its life, it spent over 50 years in the hands of a very private, enthusiastic American owner.



1955 Mille Miglia #602 Libero Bindi - DNF. (© Giorgio Nada Editore Novafoto Sorlini)

## 1955 Ermini 357 1500 Sport

Engine type  
in line 4 cylinder

Displacement  
1431 cc

Output  
120 hp

Bodywork  
Scaglietti

Entrant  
Eugenio Ercoli

Pasquale Ermini, known as 'Pasquino', was one of the most representative Italian manufacturers of Italian sports cars in the 1940s and the 1950s. Born in Leccio in the province of Florence in 1905, he entered the Scuderia Materassi as an apprentice mechanic in 1927. After the death of the driver Materassi during the 1928 Italian Grand Prix, the Scuderia continued its activity and Ermini was able to acquire considerable technical and organisational experience. He also competed as a driver and achieved impressive results driving for Talbot and Alfa Romeo, but he really made his mark as a top mechanic. At the end of the war, Pasquino was one of the best technical experts on the Italian motorsports scene and he opened his own workshop in Florence, producing his first twin-cam engine derived from a Fiat 1100, which swept away all the competition right from its debut, placing it at the summit of power, and in some cases, even overtaking the more famous O.S.C.A. and Stanguellini marques. The most important races of the period were the Mille Miglia, Targa Florio, and Coppa Toscana, and the Ermini entrants

dominated their Category. News of their success even reached the United States, where some models were raced by local drivers. Very fast, and with gorgeous bodywork created by the most famous coachbuilders of the day, Ermini cars were coveted for their performance and great reliability. Pasquino Ermini died young, in 1958, at the height of his fame, leaving behind a legacy of 25 automobiles and as many engines that had powered cars of various marques. The car here presented is a unique specimen of an Ermini 357 powered by a dual-ignition 1431 cc engine with bodywork by Scaglietti of Modena, the "tailor" of the most beautiful Ferraris. Entrusted to the driver Libero Bindi, it participated in the Mille Miglia, the Trofeo Supercortemaggiore in Monza, the Imola 500 km and several other races before being sold to Giovanni Buoncristiani, who, together with Piero Altini, raced it in the Targa Florio with a 1096-cc engine, achieving 32<sup>nd</sup> place overall. Since the 1970s it has belonged to the family of its current owner, Eugenio Ercoli, custodians of the history and the secrets of the Ermini marque since then.



1957 Mille Miglia #137 Bruno Garavini - DNF. (© Giorgio Nada Editore Novafoto Sorlini)

## 1956 Bandini 750 Sport Internazionale

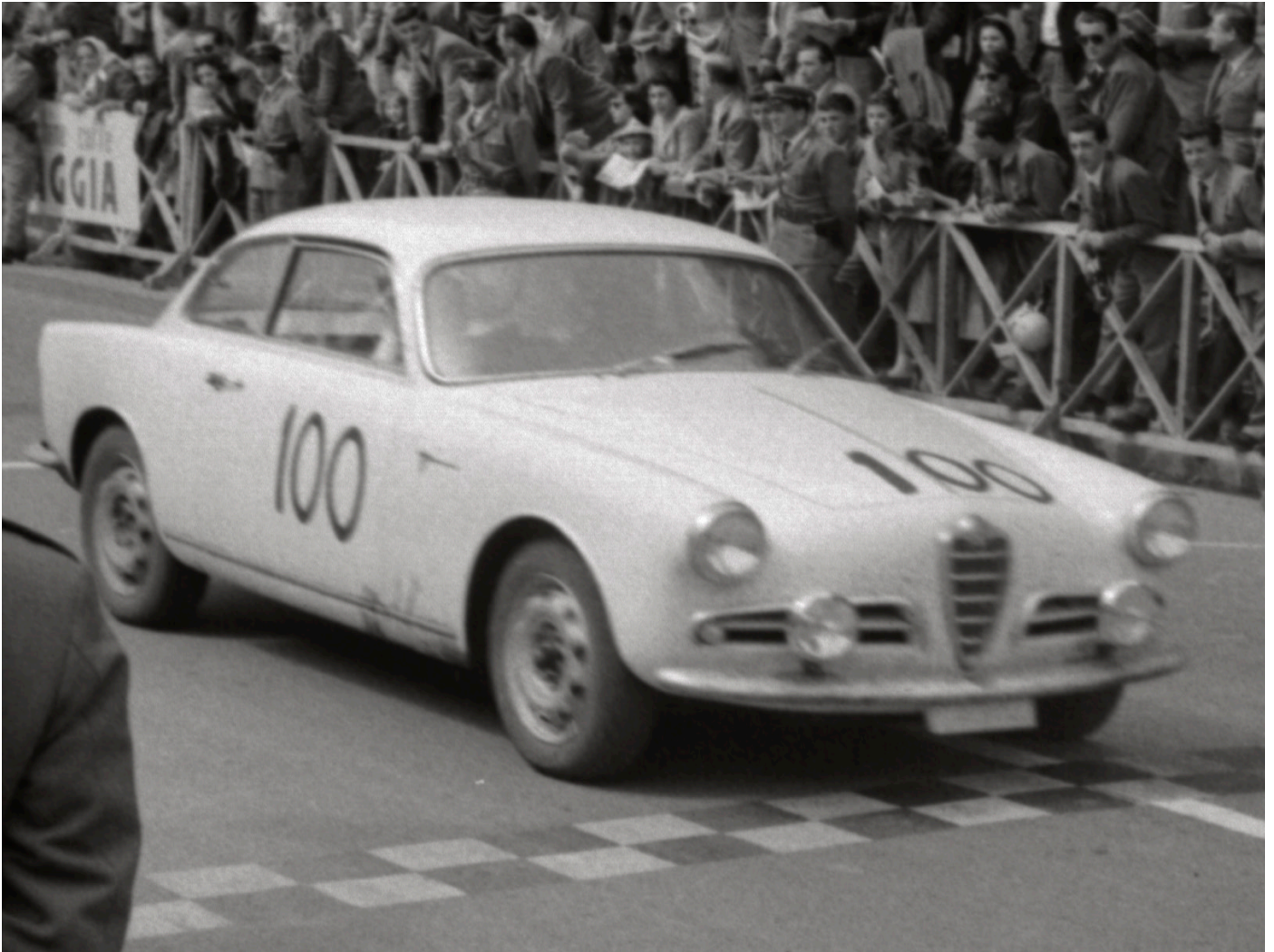
Engine type <b>in line 4 cylinder</b>	Displacement <b>747 cc</b>	Output <b>68 hp</b>	Bodywork <b>Bandini</b>	Entrant <b>Giulio Ramponi</b>
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The Bandini 750 Sport Internazionale is a racing car that was built from 1957 until 1961 for the 750 sports category, replacing the "Sport Torpedo". It was nicknamed "Saponetta" ("bar of soap") by Ilario Bandini for its shape. The chassis had increased wheelbase and track, reduced ground clearance, and a lowered driver position. The car was born with the Bandini-Crosley 750 cc engine. The aluminium open two-seater bodies were built directly by Bandini. After the first car there were radical changes in the back. The front, instead, appears definitive. It varied considerably in height, or in the shape of the windshield, and a removable panel was sometimes mounted on the cockpit to reduce aerodynamic drag. It was loved in the U.S. both as a racer and as a supercar on the street. Maintaining its simplicity and lightness while improving road holding and reducing drag, the features of the "Saponetta" were exploited in the Daytona circuit and the

Monza high-speed track. However, the car was initially penalised by sudden changes in regulation.

Today, nine "Saponetta" remain. The Chassis 159 was built in 1956 and not in 1953, as is apparent from the documentation relating to the plates; this is because Ilario Bandini often used the same plates and the same chassis numbers for registering different cars. It ran the 1957 Mille Miglia led by Bruno Garavini, with a 750 cc Bandini-Crosley (series II) updated in the head. The car has many details from the cars driven by Ilario Bandini, such as the atypical air intakes. In 1964 the car was sold with the truncated tail, without the head fairing and it ran some races. A Ford 105E engine (ex Anglia) was fitted. During the 1960s the owners made changes to the body. The car recovered its original shape at the end of the 1980s, and an engine that was similar to the original was fitted in the 1990s.





1957 Mille Miglia #100 Rinaldo Parmigiani/Luciano Razuoli - 40<sup>th</sup>. (© Giorgio Nada Editore Novafoto Sorlini)

## 1957 Alfa Romeo Giulietta Sprint Veloce

Engine type <b>in line 4 cylinder</b>	Displacement <b>1290 cc</b>	Output <b>90 hp</b>	Bodywork <b>Bertone</b>	Entrant <b>Giorgio Barvas</b>
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The Giulietta Sprint, whose body was designed by Bertone, was introduced as a prototype at the 1954 Salone dell'automobile in Turin. This was unusual because it was introduced before the sedan version. The engine had a twin camshaft, as per Alfa Romeo tradition, and it went on sale for 1.9 million Italian lira. Even though this was not very cheap, it was far less than the 3.21 million lira of the 1900 Super Sprint coupé Touring. Its racing debut was in the 1955 Giro di Sicilia, but at the MM it was very unlucky. It performed well but was beaten by the more sporting Porsche 1300. Porsche once again demonstrated its supremacy at the end of the season in Monza for the Coppa Intereuropa, and, in the early spring of 1956, the new Siata 1250, derived from the Fiat 1100/103, looked to offer a real challenge. Just in time for the MM of 1956, the Sprint was backed up by the Veloce, a model distinguished

for its increased power and its lightened weight. The windows of the car opened length-wise, becoming a distinctive external element of the car. Starting in 1956, the Alfa Romeo Giulietta Sprint Veloce had a continuous racing season as the result of some significant technical improvements compared to the normal Sprint model; the small four cylinders, and the 1290 ccs engine was increased in power from 80 to 90 bhp, also thanks to the use of two twin barrel horizontal carburetors. With a top speed of 180 kph, the Sprint Veloce became the dream of many sports gentleman-drivers. In a Sprint Veloce, Sgorbati took an exceptional eleventh place in overall ranking in the 1956 Mille Miglia. In 1957, 700 units were built. The Chassis AR1493E\*04349 took part in the last Mille Miglia with Rinaldo Parmigiani, who gained 40<sup>th</sup> place in the overall classification after 13hr, 06' 47" of racing.



The Concorso di Boboli (1948). This FIAT 6C1500 with custom-built bodywork has aerodynamic lines. (© Archivio Foto Locchi)



**ELEGANCE CATEGORY**  
**ENTRANTS**



## 1926 Alfa Romeo RLSS

Engine type <b>in line 6 cylinder</b>	Displacement <b>2994 cc</b>	Output <b>83 hp</b>	Bodywork <b>Vanden Plas</b>	Entrant <b>Angelo Torre</b>
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In 1920, Alfa Romeo began production of a new model, interpreting the rules of the Formula 3000 for international competitions. This was the basic premise for the 'RL' chassis, which the Milanese marque had decided to construct in different versions and present at the 1921 London Motor Show. The engine is an in-line 6-cylinder with displacements of up to 3600 cc for the racing version. Four versions were manufactured: Normal, Sport, Turismo and Super Sport. A version was subsequently prepared for racing, called the 'RL Targa Florio', to compete in the prestigious Sicilian race and it dominated the 1923 edition with Ascari, Sivocci, Masetti and Ferrari. Great commotion was raised over the incredible performance by the Tuscan duo Brilli and Peri, who were present at the first edition of the Mille Miglia (1927) in an RLSS. Standing at first place in Rome, they had built up a lead of more than 30 minutes on the second stage, but were

forced to retire on account of mechanical failure. The model was produced until 1927 and gathered laurels everywhere, ensuring commercial success of the Alfa Romeo product.

The car in competition is probably a unique example of the RLSS (Super Sport) model from 1927, the sportier, high-performance version with bodywork by the English Vanden Plas, famed around the world for having produced the bodywork of the racing Bentleys that dominated international competitions. Brought to England by Count Giovanni Lurani at the end of the 1960s, it participated in races with the celebrated English 'Black Diamond' team. A noted collector from Florence, Alessandro Ercoli, fell in love with it at first sight in 1970 and decided to buy it and take care of its restoration, which has returned it to its original sporting configuration. It is still marvellous today, with its ship's prow radiator exalting its elegance and sportiness.



## 1929 OM 665 Spyder Mille Miglia

Engine type  
in line 6 cylinder

Displacement  
2200 cc

Output  
65 hp

Bodywork  
Carrozzeria Moderna

Entrant  
Gianni Morandi

The origins of OM, an acronym for Officine Meccaniche, date back to 1847 but the production of automobiles began in 1917, when the Züst brothers sold their company Brixia-Züst, specialised in the construction of automotive vehicles, to OM, selling the factory in Brescia as well.

The most famous model produced by OM is unquestionably the 665 'Superba', built in the period 1923 - 1934. Born from the pencil of the engineer Lucien Barratouche, its name is derived from the number of cylinders (6) and their 65-mm bore. The engine was obtained by adding another two cylinders to the 1.5 litres of the 469, bringing the displacement to 1991 cc. Two different chassis were developed: the S version with a 2800-mm wheelbase, which was sportier and designed for competitions, and the N version with a 3100-mm wheelbase, used in larger sedans

or the Torpedo versions. To race the Mille Miglia, a special version called SMM was created, with more power and a slightly shorter wheelbase of 2790 mm.

The car in competition is a splendid and rare example of an SMM (Spyder Mille Miglia), produced by Carrozzeria Moderna in Turin in an open, two-seater version. The sleek lines, harmonious shapes and paintwork in three shades of green make it one of the most elegant custom-built OM 665 SMMs ever made. The powerful 65-hp 2200-cc engine was fast and reliable, and elevated its performance. The history of this car is a truly enchanting fairy tale: it was found in 1958 and bought at auction, and it was put to pasture in a garage until December 2016, when it was recovered by its current owner in perfect condition.



## 1937 Mercedes-Benz 540K Cabriolet A

Engine type <b>in line 8 cylinder</b>	Displacement <b>5401 cc</b>	Output <b>180 hp</b>	Bodywork <b>Sindelfingen</b>	Entrant <b>Tiriac Collection</b>
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Only 83 Cabriolet "A" cars were built, and it has always been readily accepted in the market that, with their superb proportions and their neat hoodline when raised, they figure in the pecking order of Mercedes coachwork only just below the showstopping Roadsters and Special Roadsters.

The Chassis number 169363 is a comparatively late car, delivered to a Dutch client in the autumn of 1937 with Sindelfingen Cabriolet A coachwork. Though its subsequent wartime and postwar history is unclear, the car is known to have been acquired by Mercedes-Benz enthusiasts Al and Sandra San Clemente from Shrewsbury, Massachusetts.

During their ownership, the chassis 169363 was subject to a magnificent five-year restoration, finished in a stunning brilliant red colour, with matching red leather interior. The coachwork was restored by Armando Picinino with chrome by Guy C. Roberge of Auto Re-Chroming. The black soft-top bonnet was made by Henry DeSantis. After several international Concours victories, the Chassis 169363 was acquired by the well-known

collector Michel Roquet. In 1999, Mr. Roquet required the fabrication and fitting of a new radiator and a mechanical service at the Mercedes-Benz Classic Centre, which brought it to an exceptional operating condition to complement the fastidious restoration completed by the San Clementes.

The car was acquired at auction by the Ecclestone Collection in Monaco, in May 2000. It was part of this renowned collection for seven years, until 2007, when it was purchased for the Heselden Collection. Equipped with chrome wire wheels mounting the appropriate blackwall tires, the chassis 169363 has two side-mounted spare wheels in steel housings. The Bosch lighting includes a stunning pair of cowl-mounted spotlights and a centre-mounted driving light. The interior upholstery, carpets, dashboard, instruments, and the switchgear are all in exceptional condition. The interior woodwork is outstanding. Prince Bernhard of the Netherlands and Jack Warner of Warner Brothers Studios owned similar models. This car has covered 49,485km from new.



## 1937 Rolls-Royce Phantom III Sport Saloon

Engine type V12 cylinder 60°	Displacement 7340 cc	Output 177 hp	Bodywork Rolls Royce	Entrant Tiriac Collection
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The makers of “The Best Car in the World” exhibited the exciting original Phantom III at the Olympia Motor Exhibition in October 1935. The new car represented an entirely new standard of motor car excellence and such was the quality and cost of the new car that production was restricted to 710 examples in a production run that was curtailed by the War in 1939. It was powered by a V12 cylinder engine of 7,340 cc, had independent front suspension and an all new crossbraced frame of boxed section. Compared with the Phantom II, its successor weighed 8% less and developed 12% more power. These features combined to make what has undoubtedly proved to be one of the World’s great thoroughbred.

The forward location of the engine and radiator gave the whole car a new, more modern appearance and provided the bespoke coachbuilder with the opportunity to create innovative and streamlined coachwork. The Motor magazine summed up the new car in the following terms: “a car which is a joy to handle and which, in its perfection of workmanship and finish, is also an

example of engineering at its finest level. It is inspiring to realise that this leading expression of the art of building automobiles, with its unique international reputation, should be produced by British designers and work people.” Chassis number 3BT93 came off test at Derby in March 1937. It featured the low rake steering column and was set up for town work and touring in the U.K. Detailed extra specification included a Cobra-type bulb horn and extended bonnet length. The interior was luxuriously upholstered in blue leather and adjustable front bucket seats were specified. The car is fully equipped for long distance touring and furnished with Ace wheel discs, an encased side-mounted spare wheel, rear view mirror, twin trumpet horns, a centre-mounted driving light, a complete and correct tool kit and of course it carries the distinctive ‘Kneeling Lady’ radiator mascot. From 2012 to 2014, the car was completely restored by the Tiriac Collection’s engineers, and in 2014, the car won the special prize of the jury for restoration, at the Romanian annual Concours D’Elegance, held in Sinaia. This car has covered 90,258 miles from new.



## 1937 Lancia Astura IV Serie Convertible

Engine type V8 17°	Displacement 2972 cc	Output 82 hp	Bodywork Pinin Farina	Entrant Saulius Karosas
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The Lancia Astura was produced between 1931 and 1939. Lancia replaced the Lambda with two models: the four-cylinder Artina and the larger, V8-powered Astura. The car evolved over four series: Like the Lambda's V4, the Astura V8 used an unusually narrow angle between the banks of cylinders. This typical Lancia feature provided the benefits of both a V and inline engine. Lancia opted for a conventional ladder frame for the car. Named after a castle near Nettuno, the Astura was launched in the 1931 Paris Auto Salon. The most substantial change came with the 3<sup>rd</sup> series' engine, with an even narrower V-angle. The final, 4<sup>th</sup> series had hydraulic brakes, an auto lube system for the chassis and an electric power top for the convertible. Despite difficult economic times, the Astura sold well. It became a popular choice with Italy's many coach builders, in particular with Battista "Pinin" Farina.

Production officially ceased in 1939 but several examples were built during the War. This Astura Cabriolet by Pinin Farina, the chassis no. 41-2909, came out of the factories on November 30th, 1937, and was delivered new to Switzerland in 1938 and remained there for its entire life before arriving in SK Old-timer collection in 2011. Completely original, the car received partial mechanical restoration in 2002 at the Graber Garage workshops in Switzerland. Acquired by Saulius Karosas, the collector wanted to restore it while retaining as much of its uniqueness, and as many of its original parts, as possible. The Bachmann workshops in Germany handled the task. Unfortunately, much of the leather could not be saved. The original instruments have been retained and restored, with the exception of the new clock. It is fitted with Marchal Aerolux headlights and a pair of Bosch high-beam lamps.





### 1937 Talbot Lago T150 C “Lago Special”

Engine type <b>in line 6 cylinder</b>	Displacement <b>3996 cc</b>	Output <b>165 hp</b>	Bodywork <b>Pourtout</b>	Entrant <b>Christopher C. Gardner</b>
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The Talbot T150 was a luxury car produced by Talbot-Lago from 1937 until 1939 and it represents the pinnacle of the French marque's production. It was on this chassis that the most famous coachbuilders of the period tailored the 'garments' that have stood the test of time for the perfection and modernity of their lines. Undoubtedly one of the greatest of these came from Figoni & Falaschi, who produced the famous 'tear drop' or 'flamboyant' bodies. The 4-litre engine has 6 cylinders with hemispherical combustion chambers and the version with three carburetors was capable of developing 165 hp at 4100 rpm, and had a top speed of 185 km/h.

The car in competition was delivered from the Talbot-Lago dealership Da Rocah in Portugal to the Count and Countess of Colhiva in Oporto. It is the only Special Roadster constructed by Marcel Pourtot on a 150 C chassis

equipped with a powerful 4-litre 6-cylinder engine and a special Wilson transmission with a pre-selector. Marcel Pourtout was a visionary, and, in his studio not far from Paris, he began designing and building aerodynamic bodywork that seemed to take shape from the wind before anyone else.

The de Colhiva family also owned a Talbot Lago T150 C SS with Figoni & Falaschi bodywork and were unquestionably great enthusiasts of beautiful automobiles. The "piccolo" Pourtout was often used by the Countess de Colhiva, who actively participated in the design of her car, making suggestions to the designer Georges Paulin, a creative genius and collaborator of Pourtout. The retractable front windscreen was a whim of hers, as she loved driving along the coastal road from Oporto to Lisbon with the top down, wearing large sunglasses and a scarf on her head.



## 1939 Alfa Romeo 6C 2500

Engine type in line 6 cylinder	Displacement 2309 cc	Output 95 hp	Bodywork Touring	Entrant Corrado Lopresto
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For the debut of the new Alfa Romeo 6C 2500, Alfa Romeo assigned the production of a “berlinetta” on a short Sport chassis to the Carrozzeria Touring. The Berlinetta Superleggera debuted at the Berlin Motor Show in February 1939 (together with the convertible version, also by Touring), and replaced the previous 6C 2300B MM with a much more modern design that integrated the headlights into the shape of the wings.

The final version of this model saw the light at the end of 1939, and was marketed as an official model from Alfa, which entrusted part of the production to the Carrozzeria Castagna.

The Chassis 915045 was sold in December 1939 in Rome to Prince Camillo Caetani, the son of the musician Roffredo. The following year, Prince Caetani fell on the Albanian front, and after the war the car changed owner four more times while remaining in Rome. It was only sold outside of the capital in the 1980s, to a Milanese collector, before it entered into the Lopresto Collection.

The car was displayed, along with other cars from the collection, in the prestigious setting of Florence’s Piazza della Signoria on the occasion of “Florence Hometown of Fashion” in 2014, and at the Monza circuit in the exhibition “Eleganza Dinamica - Talento Italiano”.



## 1939 Bugatti T57 Stelvio Convertible

Engine type in line 8 cylinder	Displacement 3257 cc	Output 135 hp	Bodywork Gangloff	Entrant Antonio Calleri
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Bugatti introduced the Type 57 in 1934 as a replacement for the by-then obsolete Type 49. For this new model, Ettore Bugatti and his son Jean designed a new, very versatile chassis, which was even used by the Molsheim marque in building racing cars. The Type 57 was a luxury vehicle destined for Bugatti's classic elite clientele, but despite its being very costly, more than 700 cars were built. Jean Bugatti is considered the father of this project, whose customised bodywork literally bewitched his rich patrons, who loved to personalise the cars and create bona fide works of art. Common to almost all the cars is their characteristic low line, a profile that makes them sleek and aerodynamic, employing a styling solution very much in vogue in the second half of the 1930s. The engine is an in-line 8-cylinder inherited from the Type 49, equipped with double overhead camshafts, allowing the production of 135 hp at 5000 rpm, which reached maximum

power of 160 horsepower in some cars fitted with volumetric superchargers. Top speed was 180 km/h in the normally-aspirated versions and 195 km/h for the supercharged ones. The car in competition is the rare cabriolet version called Stelvio that was produced in 1939 by the Gangloff coachbuilder in Colmar. Consigned to the Bugatti dealership in Paris, after the war it was bought by American Mr. John F. Comey, who kept it in his garage for over 50 years. Today it is one of several marvellous items in an important Italian collection. The magnificent lavender and white colouring of the bodywork matched with the interiors in red alligator hide make this masterpiece by Jean Bugatti an example of great elegance, typical of the 1930s: an automobile made to cruise the Champs Elysees or the Cannes seafront slowly, nonchalantly showing off all of its style.



## 1948 Bentley Mark VI

Engine type <b>in line 6 cylinder</b>	Displacement <b>4257 cc</b>	Output <b>118 hp</b>	Bodywork <b>Graber</b>	Entrant <b>Tiriac Collection</b>
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This Bentley was 'best of class' on Pebble Beach and class winner of several RROC Memorials such as Meadowbrook. The model was bodied by Graber's craftsmen with Drop-head Coupé bodywork. This car was commissioned in 1947 by a Swiss industrialist, one Mr. E. Rüegg of Pfäffikon, in the canton of Zürich. It is one of only 35 Bentleys ever bodied by Graber. Mr. Rüegg ordered the car via the Geneva-based Bentley dealer Perrot, Duval & Cie. and must have been very pleased with Graber's work, as he ordered two other Bentleys from the Bernese coachworks, one in 1951 and another in 1954. The car was equipped with specially designed safety glass, which reflected light to avoid glare, as

well as a Marchal indicator and head- and side-lamps. The car was eventually exported to the United States, with handwritten notes inside the original Bentley handbook indicating its acquisition by one W.S. Endres of Charleston, West Virginia in 1963. It was finally restored in 1990, still in American ownership, by E.F. Murphy and D&D Classic, and remained in high point status thereafter. The Graber Bentley competed successfully in several Concours D'Elegance. Badges on this Bentley indicate that it was awarded First Place Premier status by the Classic Car Club of America. This car has covered 81,006 km.



## 1949 Alfa Romeo 6C 2500 SS Villa d'Este

Engine type <b>in line 6 cylinder</b>	Displacement <b>2443 cc</b>	Output <b>110 hp</b>	Bodywork <b>Touring</b>	Entrant <b>Ermanno Keller</b>
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This car, sn 915.884, was finished in November 1949, and was the 4<sup>th</sup> of approximately 32 Villa d'Este. Sixteen are believed to exist to date. It was sold new only in April 1954 (for unknown reasons) to Robert Chamy in Paris. After 1956 the car was forgotten in a basement. In 1972 the building had to be torn down and a local Alfa Romeo dealer was charged to take all the cars away. Mr. Fernand Maria, an Alfa Romeo dealer in Versailles, was looking for a Villa d'Este for his collection. He recommissioned the car but never registered it for road use. With just 15,000 km on the clock, he kept it at home and moved it regularly in his gardens. In 1997 Mr. Maria was forced to sell his collection of classic Alfa Romeos and the Villa d'Este to a German journalist, who performed minor cosmetic and mechanical works. It was certified by ASI in Italy and in 1999 it was sold to a Mr. Buratti in Biella. In 2002 Mr. Buratti entrusted the car to a German dealer

who sold it in 2004 to the present (4<sup>th</sup>) owner with 18,500 km on the odometer.

Further maintenance works have been performed since then, yet the rest the car is totally original, retaining its original engine. The Registro Italiano Alfa Romeo states that due to its incredible originality it should be used as a template for future restorations of similar cars. The car was shown at the Concorso Lago di Lugano in 2005 (Best of Show), Concorso di Eleganza Villa d'Este in 2006, Pebble Beach in 2008, Concorso di Eleganza Salvarola Terme 2013 (Best of Show), Concours d'Elégance Suisse 2018 (Second Best of Show). It has participated in the Mille Miglia in 2012, 2014 and 2015. Mr. Fernand Maria, when well into his eighties, gave the present owner a hand-written memory of the car, adding an incredible piece of testimony to its story.



### 1949 Maserati A6 1500

Engine type <b>in line 4 cylinder</b>	Displacement <b>1488 cc</b>	Output <b>65 hp</b>	Bodywork <b>Pinin Farina</b>	Entrant <b>Luigi Balli</b>
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The Maserati A6 1500 is a sports car model from the House of the Trident, produced from 1947 to 1950. It was the first road-going Maserati desired by Adolfo Orsi, the owner of the marque since 1937, the year he had taken over the company from the Maserati brothers. The A6 1500 was also the last project by the latter, who had signed a ten-year agreement at the time of the transfer to provide their technical consultancy. In the winter of 1945, the important decision was taken to begin construction on a sports car to be made available to gentlemen drivers. The first two prototypes were already testing by the summer of 1946 but the official presentation took place in March 1947, at the Geneva Motor Show. The new model had elegant coupé bodywork prepared by Pinin Farina named 'Turismo Coupé' constructed on a tubular chassis and characterised by retractable headlights, a solution later abandoned in the small series production. The A6 1500,

where the letter A stands for the founder of the marque Alfieri (Maserati), 6 for the number of cylinders and 1500 for the total displacement, was equipped with the brilliant new conception of the six-cylinder engine with a Weber carburettor that could produce 65 horsepower. The light bodywork in aluminium favoured performance and top speed was in excess of 150 km/h. Only 61 cars were produced.

The car in competition is pastel green and was constructed in 1949 and delivered to a connoisseur of the trident marque, Mr. Giulio Sorgato of Milan. In 1955 it was sold to Sergeant Lee Svits of the American Air Force, stationed in Veneto, who took it home to the United States and sent it to his address in Oregon, where it remained until the 1980s, when an enthusiast brought it back to Italy where it was subsequently fully restored.



### 1949 O.S.C.A. MT4 1350

Engine type in line 4 cylinder	Displacement 1350 cc	Output 100 hp	Bodywork Vignale	Entrant Mario Caniggia
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O.S.C.A., an acronym for Officine Specializzate Costruzione Automobili (Specialised Workshops for Automobile Construction), is part of a small number of prestigious Italian marques which have produced significant sport cars that have achieved victories all over the world. Having sold the company that bore their name to the Orsi family in 1937, brothers Ettore, Ernesto and Bindo Maserati decided to establish their own workshop in 1947 to construct racing cars. And so, O.S.C.A. was created. The first product to emerge from the factory in San Lazzaro di Savena, (Bologna) in 1948, was a sports car named MT4, powered by a twin-cam 1092-cc engine producing 72 horsepower and destined for the Sport 1100 Category races. It had a tubular chassis, torpedo body and motorcycle mudguards, and was a genuine blend of advanced techniques. Gigi Villoresi won the 1948 Grand Prix of Naples in it, and from that moment on it had a string of national and international successes including the Sebring 12 Hours in 1954 with Stirling Moss while fitted

with a 2000 cc desmodromic engine, and numerous Category victories at several Mille Miglia. The MT4 engine evolved over the years and was bored out to 1500 cc. The Maserati brothers confirmed their immense technical skills with this product of the highest level. The same Maseratis were pioneers in the use of new technologies, to the extent that they were often technically ahead of the materials available at the time.

The car presented, which has recently been restored, is a unique example of the MT4 constructed in 1949 and powered by a 1350-cc engine mounted on a tubular chassis and initially with 'torpedo' configuration bodywork entrusted to Dorino Serafini. In 1951 it was sold to Gigi Villoresi who had Vignale redo the coachwork into an elegant "Berlinetta" sedan with two-tone paintwork so that he could use it on the road. Sold to the gentleman driver John Du Puy, it raced at the Nurburgring and in other competitions in Switzerland and Germany.



### 1953 Lancia Aurelia B20 GT

Engine type V6 cylinder 60°	Displacement 2451 cc	Output 118 hp	Bodywork Zagato	Entrant Achille Marcano
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The Lancia Aurelia B20 was introduced to the public for the first time on the occasion of the Turin Motor Show in 1951. It was a splendid high-performance 2+2 coupé with “attractive and clean lines”, as it was defined at the time by a noted specialist journalist. Initially entrusted to Ghia and then to Pinin Farina, its production immediately ramped up to consistent numbers on account of the success of the model: by 1958, the year production ceased, 3,871 Aurelia B20s had been built. At first the engine was a 2-litre 60° V6 producing 75 hp, which was replaced from the 3<sup>rd</sup> series on by the more powerful 2451 cc, both of which were designed by the inspired engineer Francesco De Virgilio. Beautiful, elegant in competitions and just as spirited in races, it was the favourite of Italian gentlemen drivers, thanks also to its incredible performance at the 1951 Mille Miglia, when Bracco and Maglioli came second overall with a slightly tuned car producing only 91 horsepower. After this remarkable sporting triumph, demand for this model surged and many drivers who were customers of

Lancia participated in major events such as the Le Mans, Giro di Sicilia, Targa Florio, Rallye di Monte Carlo and many others, always achieving impressive results.

The car presented is one of only three with bodywork by the Milanese Zagato, all on 3<sup>rd</sup> series chassis from 1953 and destined exclusively for competitions. The car was built to the specifications of the gentleman driver from Prato, Arturo Luconi, who had already made a name for himself in an Aurelia B20 in other road races. Luconi himself requested the particular colour combination matched with a luxurious interior when he ordered it from Zagato. The driver from Prato sold this four-wheeled masterpiece to Ferdinando Gatta of Turin, a noted Lancia aficionado, or “Lancista”, who raced it in, among other events, the Mille Miglia in 1955. Long and meticulous restoration carried out by expert hands has brought this beauty back to its original splendour, just like when it left the Zagato body shop in 1953.





## 1954 Alfa Romeo 2000 Sportiva

Engine type <b>in line 4 cylinder</b>	Displacement <b>1997 cc</b>	Output <b>138 hp</b>	Bodywork <b>Bertone</b>	Entrant <b>Axel Marx</b>
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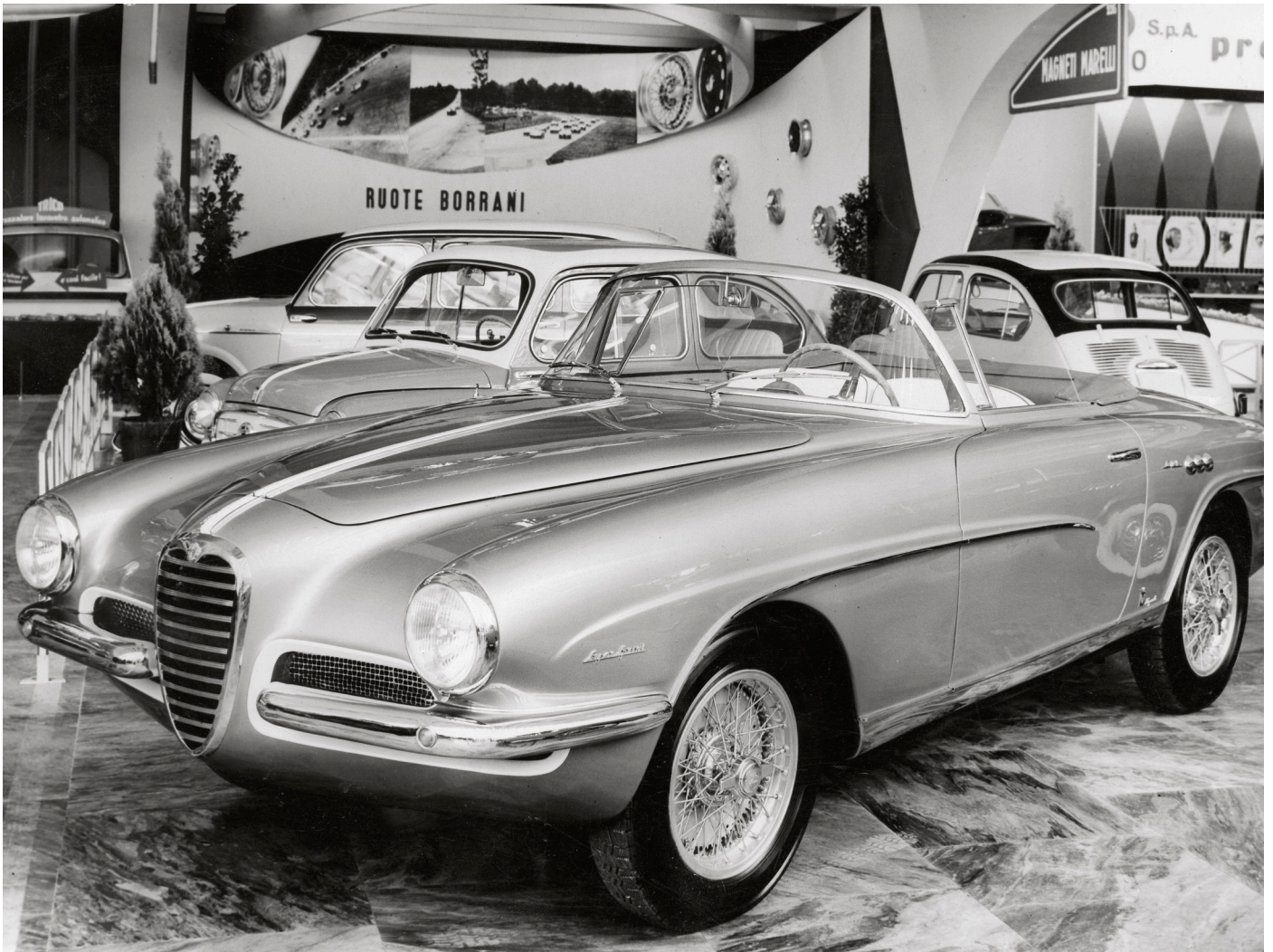
This Alfa Romeo was one of Franco Scaglione's masterpieces. Although it was intended for mass production, the Giulietta Sprint took its place as the more mainstream mass produced car instead. It was built in 1954 under the authorisation of Orazio Satta Puliga, and it was equipped with an engine that was derived from the "1900" unit (in-line 4, twin cam). The "Sportiva" is certainly an interesting prototype, positioned between GTs and racing cars.

Thanks to its "reasonable" power, the engine fits between the 115 hp of the "1900 Super Sprint" coupé version of the "Berlina" and the 158 of the 2-litre racing spider "Disco Volante", (both models that were bodied by Touring). The twin-cam engine of the "2000 Sportiva" has a 138 hp output for a high-performance speed of 220 kmph.

The De Dion rear axle is noteworthy, as it was interpreted in a new way with triangular transversely-anchored axle-struts of the Watt type. The rear brake drums, besides being mounted

inboard, have transverse inclined finning for cooling. The whole, in a sense, was the forerunner of the "Alfetta" Berlina by almost twenty years. Like the "Disco Volante", the car has a tubular space frame. The aluminium body was superbly designed by Franco Scaglione during his experience at the Carrozzeria Bertone. It has a broad rear window and a streamlined tail like the beautiful 1954 "Giulietta Sprint", an icon of 1950s and one of Scaglione's masterpieces. The styling of the "2000 Sportiva" is based on lightness, aerodynamic and smooth styling, and is a typical example of the finest Italian post-war design and thoroughbred mechanics.

Bertone made only four 2000 Sportiva, two coupés and two spiders. One of the coupés is exhibited in the Museo Storico Alfa Romeo. This wonderful red example, chassis AR1900-S00004, is the second of the two coupés and it was presented at 38<sup>th</sup> Salone Internazionale dell'Automobile di Torino in 1956.



## 1954 Alfa Romeo 1900 SS La Flèche

Engine type <b>in line 4 cylinder</b>	Displacement <b>1975 cc</b>	Output <b>115 hp</b>	Bodywork <b>Vignale</b>	Entrant <b>Duccio Lopresto</b>
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On the Alfa Romeo 1900 chassis, coachbuilders produced various custom-built coupé and convertible versions alongside the official Sprint by Touring and the Cabriolet versions by Pinin Farina. In 1954, the 1900 Super was born, with a 2-litre engine and, even in this version, Alfa Romeo produced the Super Sprint chassis for coachbuilders.

Among the many special versions, in 1955 it was the time of the "La Flèche" (the arrow) by Vignale, an elegant cabriolet designed by Giovanni Michelotti that was presented at the Turin Motor Show in 1955. The car shows the elaborate lines typical of Michelotti's creations; at the time he drew many automobiles for

the coachbuilder from Turin, including Alfa Romeos, Lancias, Fiats and Ferraris.

After the Turin exhibition the La Flèche was sold, with the chassis number 01942 remaining a unique example. Years later this car returned into the spotlight, appearing in the films "Sapore di mare 2" in 1983, and "Giovanni Senzapensieri" in 1986.

In recent years it has become part of the Lopresto Collection, undergoing a complete restoration, while maintaining the original upholstery, and is preserved in good condition.

The car is presented in Florence in world premiere after the recent restoration.



## 1959 Lancia Flaminia Sport

Engine type V6 cylinder 60°	Displacement 2458 cc	Output 125 hp	Bodywork Zagato	Entrant Antonella Bianchi
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The Lancia Flaminia Sport was officially introduced at the 15th Turin Motor Show in 1958, when the stand of the Turin marque unveiled the sports version by Zagato to stand alongside the version by Pinin Farina and the Touring version, respectively a luxurious sedan and a sports coupé. The version by the coachbuilder from Milan is a true sporting thoroughbred, born from experience in the world of competition: low, sleek, characterised by a long bonnet and a compact tail, with faired-in headlamps and in some cases the distinctive double bulge on the roof. Constructed by hand from 1959 on, no two cars are exactly alike, as they were built to the requirements of their destined drivers. In the version with three carburetors, top speed was well over 200 km/h and it dominated some of the most important national and foreign competitions: Targa Florio, Rallye Monte Carlo, Coppa della Consuma and the

Circuit of Mugello were the ideal terrain for this thoroughbred. Fewer than 90 examples were built in the version with faired-in headlamps; this model is one of the rarest and most sought-after sports cars for enthusiasts the world over. The model presented is one of the pre-series of 10 cars made in 1959 exclusively for racing. Owned by Elio Zagato himself, who raced it under the pseudonym "Conte Scansa", it amassed a rich palmarès including the Coppa Intereuropa Monza, Trento - Bondone, Giro delle Calabrie, the Modena Circuit and several other competitions. It has recently been restored after patient historical research for documentation and photographs that have revealed some features and specific details of this car, which completed many races on a variety of terrains during its competitive career, from speed circuits to endurance competitions.



## 1962 Maserati 3500 GT Spider Vignale

Engine type in line 6 cylinder	Displacement 3485 cc	Output 235 hp	Bodywork Vignale	Entrant Nicola Livon
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In the history of every automobile manufacturer, there are moments and models that represent historical cornerstones. For Maserati, the conjunction of these elements was achieved in 1957, a year of sporting brilliance, and the 3500 GT was the car that allowed the company to emerge rapidly from the clutches of a serious economic crisis. The fruit of experience gained in racing, it adopted a 'civilised' version of the 6-cylinder engine of the 350 Sport that was in its turn derived from the 3-litre that had brought several victories to the House of the Trident. Presented at the Geneva Motor Show in 1957, it encountered resounding success in the high class Gran Turismo market, and its chassis was highly sought after by various coachbuilders such as Frua, Ghia and Touring. 2,250 cars with the 3500 GT badge were constructed until production ceased in 1964. These hold the distinction of having saved the company and wear the aura of a milestone in the Italian Gran Turismo tradition. A not-insignificant share

of the success of the 3500 GT is primarily sown to the version by Touring, and then the versions by Vignale with the coupé model Sebring and the Spider version, both on a chassis shortened by 200 mm to bring the wheelbase to 2500 mm. The Spider by Vignale was presented at the Paris Motor Show in 1959 and production began the following year of what was immediately decreed the dream of Italian motorists and the star of many films in those Dolce Vita years. The car presented, chassis 1067, was built in 1962 with 'iron grey' bodywork and an interior in red Connolly leather. The car was shipped to San Francisco where it was purchased by a famous psychiatrist, Dr. Eric Berne, an eccentric character and a Californian 'Casanova', as is illustrated in a 1966 article from Life magazine, in which he is immortalised together with a bevy of gorgeous ladies in his Maserati Spider, which he affectionately called 'Mazeltov'.



## 1963 Rolls-Royce Silver Cloud III Drophead coupé

Engine type  
V8 cylinder

Displacement  
6230 cc

Output  
n.a. hp

Bodywork  
H.J. Mulliner

Entrant  
Norbert Seeger

Originally designed as a 4-door standard model, H.J. Mulliner in Willesden produced a total of 38 convertibles between 1963 and 1965. Twenty-six of them were left-hand drive. The bodywork of the open version closely resembles that of the Saloon. Passengers seated at the front can enter and exit easily, providing the parking space permits the opening of its large doors. The soft top of the Silver Cloud III is comprised of a number of layers and is completely water-tight. The heavy roof can be moved at the press of a button and requires only minimal hand movements in order to position the Perspex window correctly. Simplicity of the interior design - which is the usual characteristic of a sports car - is definitely not the case here. As a sports car in luxury attire, this Rolls-Royce convertible is void of simplicity.

The first owner of this vehicle, the chassis n° L.SDW.221, is noted as Madame Sophia Scicolone: the real name of the

world famous film star Sophia Loren. The cabriolet had been ordered by her husband, Carlo Ponti, and delivered directly to the Lancaster Hotel in the Rue de Berri near the Champs-Élysées by the Rolls-Royce branch in Paris on September 25<sup>th</sup>, 1963. A few months later, the owner and the car became jointly famous in the film "Ieri, oggi, domani" in which Loren drives the car at high speed through the streets of Naples and causes collisions within a short period. Sitting next to her is Marcello Mastroianni, who eventually takes over the wheel and, in a swerving manoeuvre, collides with a tractor. Sophia Loren waves down a sports car, leaving her lover with the damaged vehicle behind her. It is not exactly known when Sophia gave up her Rolls-Royce. This historic and interesting car was completely restored in 2004 and is one of numerous treasures in the Seeger Collection.



## 1966 Ferrari 275 GTB

Engine type V12 cylinder 60°	Displacement 3285 cc	Output 280 hp	Bodywork Scaglietti	Entrant Alfredo Spinetti
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While their Formula 1 racing cars and their Sport roadsters stood at the forefront and shoulder to shoulder with the competition in the mid-1960s, in the Gran Turismo sector Ferrari was somewhat more conservative, jealously and proudly refusing to let go of the traditional setup of the Berlinetta sedan with its 12-cylinder engine located in the front. These concepts were reaffirmed almost arrogantly in the 275 GTB, presented at the Paris Motor Show in 1964, with a 2400 mm wheelbase and a 3285-cc engine, which was proposed as the new flagship from Ferrari and the first to have independent four-wheel suspension. At first, not all of the specialist journals were in agreement in celebrating the umpteenth creature from Pininfarina, which to many seemed disproportioned on account of its very long front (accentuated by the inclined windscreen) that ends in a generous grille between faired-in headlamps. The roof, the cupola with

the rear window set in the middle, and the truncated tail that ends with a hint of a spoiler all blend into each other with extraordinary harmony. This Berlinetta of sculptural beauty has been fitted with modern centrally-affixed alloy wheels in place of the traditional spoked wheels. Overall, 453 275 GTBs were produced by Scaglietti in Modena on the Pininfarina design. This model is undoubtedly an icon of Ferrari manufacturing, a favourite of Ferrari collectors all over the world.

The car presented, chassis number 08835, painted black, was sold new in 1966 by the Nocentini dealership in Florence to a noted enthusiast of the prancing horse marque, Mario Meoni of Prato. Its current owner is its second and has hung on to it jealously since the 1970s. Original in every detail, this iconic Ferrari is one of the most gorgeous, elegant and at the same time competitive cars that ever left the Maranello works.



## 1972 Lamborghini Miura P400 SV

Engine type V12 cylinder 60°	Displacement 3929 cc	Output 385 hp	Bodywork Bertone	Entrant Trust
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At the Turin Motor Show in 1965, Lamborghini unveiled a new conception of the chassis in boxed sheet steel and a 12-cylinder engine, designed by Gian Paolo Dallara and Paolo Stanzani, who despite their knowledge of Ferruccio Lamborghini's aversion to racing, had used the setup of a centrally positioned engine employed by some competition cars of that period. The choice of Bertone as coachbuilder was brought about by the recent bankruptcy of Touring, with which Lamborghini had collaborated until then. The stylist was Marcello Gandini, recently appointed to replace Giorgetto Giugiaro who had moved to Ghia. The name of the model was decided by Ferruccio Lamborghini, who was born under the zodiac sign of Taurus. Miura was chosen in honour of the breeder of fighting bulls, Don Eduardo Miura Fernandez. The Miura was the first in the tradition of cars built by Lamborghini baptised with names from the world of bulls. Presented at the Geneva Motor Show in 1966, the Miura was an unprecedented success, leaving visitors breathless and making all

the supercars of the day suddenly appear aged, and it heralded a new era in the world of sports cars. A 350-hp engine is the beating heart of a masterpiece of design, with never-before-seen aesthetic details on a thoroughbred racing car that would set the trend for the next decade. In 1968 the 370-hp 'S' version was put on sale with some technical changes and bodywork modifications. In 1971 the higher-performance version, the legendary "SV" standing for Super Veloce was released with a 385-hp engine, bodywork widened at the rear, headlights without the characteristic eyelashes and the grit and power of a true modern supercar.

The car presented is one of the most original SVs known in the world. Sold new to Corrado Pani, husband of the famous singer Mina, it has been driven only a few thousand kilometres from when it was new. The white exterior with the immaculate blue interior is a combination that extols the shapes and the modernity of this timeless automobile.

### **Stefano Ricci**

Stefano Ricci is Founder and President of Stefano Ricci S.p.A, an eminent men's fashion company of pure quality and excellence, 100% Made in Italy, presented worldwide with over 60 monobrand boutiques in the capitals of luxury. His activity was already underway by 1972. With his wife Claudia by his side, and, from the mid-nineties joined by his two sons, Niccolò (CEO) and Filippo (Creative Director), he transformed an artisan production into an enterprise with an international distribution, which ensures employment for over 500 workers. As Designer and fabric technician, Stefano Ricci creates his collections with uncompromising quality, the result of the "know-how" that has made Italy famous throughout the world and provides a meticulous research in the refinement of every detail.

In 1993, he opened the first monobrand boutique in Shanghai, with an entrepreneurial vision that took over the emerging markets, consolidating his presence in the capitals of fashion.

In 2010, he acquired the *Antico Setificio Fiorentino*, a historic silk manufacturer that has operated uninterrupted since 1789, ensuring continued employment and relaunching it internationally.

Honoured with the title of "Cavaliere del Lavoro" in 2012 (in the same year he received the Pitti Immagine Career Award in Florence and the Special award "Les Talents du Luxe et de la création" in Paris), he celebrated the 40<sup>th</sup> anniversary of his company with a fashion show in the Uffizi Gallery, and by gifting the city of Florence with new lighting for the nearby Loggia de' Lanzi. In September 2012, he was appointed President of the Centro di Firenze per la Moda Italiana. In January 2013, he inaugurated a new tailoring workshop at the Company's founding historical location on Via de' Niccoli, in Florence, and he was also named by Ernst & Young as "Entrepreneur of the Year for Fashion and Design" in the Milan Stock Exchange building. In 2014, on the occasion of "60 Years of Firenze Hometown of Fashion", he gifted the city with a concert by Andrea Bocelli at the Opera di Firenze theatre and with new lighting for the Ponte Vecchio, welcomed with an extraordinary water show in the Arno river in front of 25 thousand spectators. In January 2017, the company celebrated the 45<sup>th</sup> anniversary of its founding with a fashion event in the Sala Bianca at Palazzo Pitti, where Made in Italy was born. As a projected signal to the future, Stefano Ricci wanted models from the SR Junior Collection to be presented in the fashion show, in what has been recognised as an authentic Legacy of Style. In August 2017, *The New York Times* dedicated the style section cover entitled "Luxury for the Alpha male" to him.

As he has always been interested in automobiles and vintage cars, he took place in eight editions of the "Mille Miglia" race, together with his family, and was also the main sponsor for the competition. It was in 2008 that he organised the first "Stefano Ricci Heritage Trophy", celebrating the elegance of the 1950s and 1960s Italian designers, inside the Boboli Garden, where, in 1948, the first "Concorso di Eleganza di Firenze" at the Lawn of the Columns took place. In 2018, for the 10<sup>th</sup> Anniversary of the first edition, the "Stefano Ricci Heritage Trophy" returned and conquered Piazza Pitti with a new formula that foresaw the exhibition of two automobile categories: a first group of vintage cars selected from the masterpieces of the most prestigious collections in the world, and a second category of sport cars that raced in the Mille Miglia from 1927 to 1957 during their glorious histories. The "Best of" from Elegance and Sport was awarded during the last event of the Celebrity Fight Night on Sunday, September 9<sup>th</sup>, 2018.





### **Stefano Pasini**

Stefano Pasini was born in Bologna on the 28<sup>th</sup> of April, 1957. With a degree in Medicine and Surgery, he is a specialist in Ophthalmology and has been married to his wife Anna since 1996. He has been interested in vintage automobiles since 1975, collaborating with several magazines such as *AutoCapital*, *Thoroughbred* and *Classic Cars*, *Le Grandi Automobili* and many others. As an expert of Lamborghini and Porsche, he has published in the following magazines: *Automobilia*, in 1984, the *Catalogue Raisonne Lamborghini*, in 1988, and the *Catalogue Porsche*, in two volumes. He was the editor in chief of both the *Rivista Lamborghini*, a trimester dedicated to the Bolognese Household, and *Zuffenhausen*, dedicated to Porsche. Throughout the years he has published over thirty books about Lamborghini, Porsche, Ferrari, Maserati, and Bugatti, collaborating with *Il Sole 24 Ore*, *La Stampa*, *La Repubblica*, *Il Resto del Carlino*, *Quattroruote*, *Automobilismo d'Epoca*, the History Channel and several others. He is a member of the Goodwood Road Racing Club, a member of honour of CRAME and of the Porsche Club Sicilia, and a member from 2013 of the Comitato d'Onore della Mille Miglia and, starting from 2012, a permanent member of the Giuria del Concorso d'Eleganza Villa D'Este, a Giudice a Concorsi d'Eleganza of Atene, Blenheim Palace (Salon Privè), Kyoto 2016, and Presidente della Giuria del Concorso Lamborghini in Neuchatel, September 2017.

### **Sandro Binelli**

Graduating in the class of '75, Sandro Binelli was fond of cars from a very young age. Still young, in the 1990s he organised events for the Registro Internazionale Touring Superleggera, the Zagato Car Club and Mercedes-Benz Registro Italia. He has also organised the Coppa Milano-Sanremo, the Targa Florio, and Uniques Special Ones in Florence and St. Petersburg. He was the Secretary-General and President of A.T.I. Mille Miglia from 2008-2012. In 2014 he founded the Automotive Masterpieces project, with a return to historical research and rare cars. His target is to share automotive knowledge through a digital process. He has always had a strong link with the Mille Miglia, and he recently organised the 90 Anni 1000 Miglia exhibition and 1000FINARTE auction.





## Organization

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**Stefano Pasini**

**Sandro Binelli**

**Alessandro Bruni**

**Elisabetta Bardelli**

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