



Palazzo della Gherardesca

uniques location

This extraordinary palace can be traced back in time through the records of the Florence Registry office to 1473, when Bartolomeo Scala bought the heart of what was to become his extensive estate on the Borgo Pinti. Born on 17 May 1430, this miller's son from Colle Val d'Elsa rose to become Chancellor of the Republic in 1465, a position he retained until his death in 1497, enabling him to work alongside Lorenzo the Magnificent.

Today, the estate is the Four Seasons Hotel Firenze, a unique environment where you can see, breathe and touch a history spanning five centuries, from the renaissance to the twentieth century.

Commissioned by Bartolomeo Scala, the palace was subsequently owned by many illustrious figures, from Alessandro de' Medici - who was Pope Leo XI for just 21 days, to the della Gherardesca family and Isma'il Pasha, the ex-Khedive of Egypt who was consistently refused permission to bring over his extensive harem. Later occupants include the Società per le Strade Ferrate Meridionali railway company owned by Pietro Bastogli, and the Orlando family, bastions of traditional Italian capitalism. For centuries a

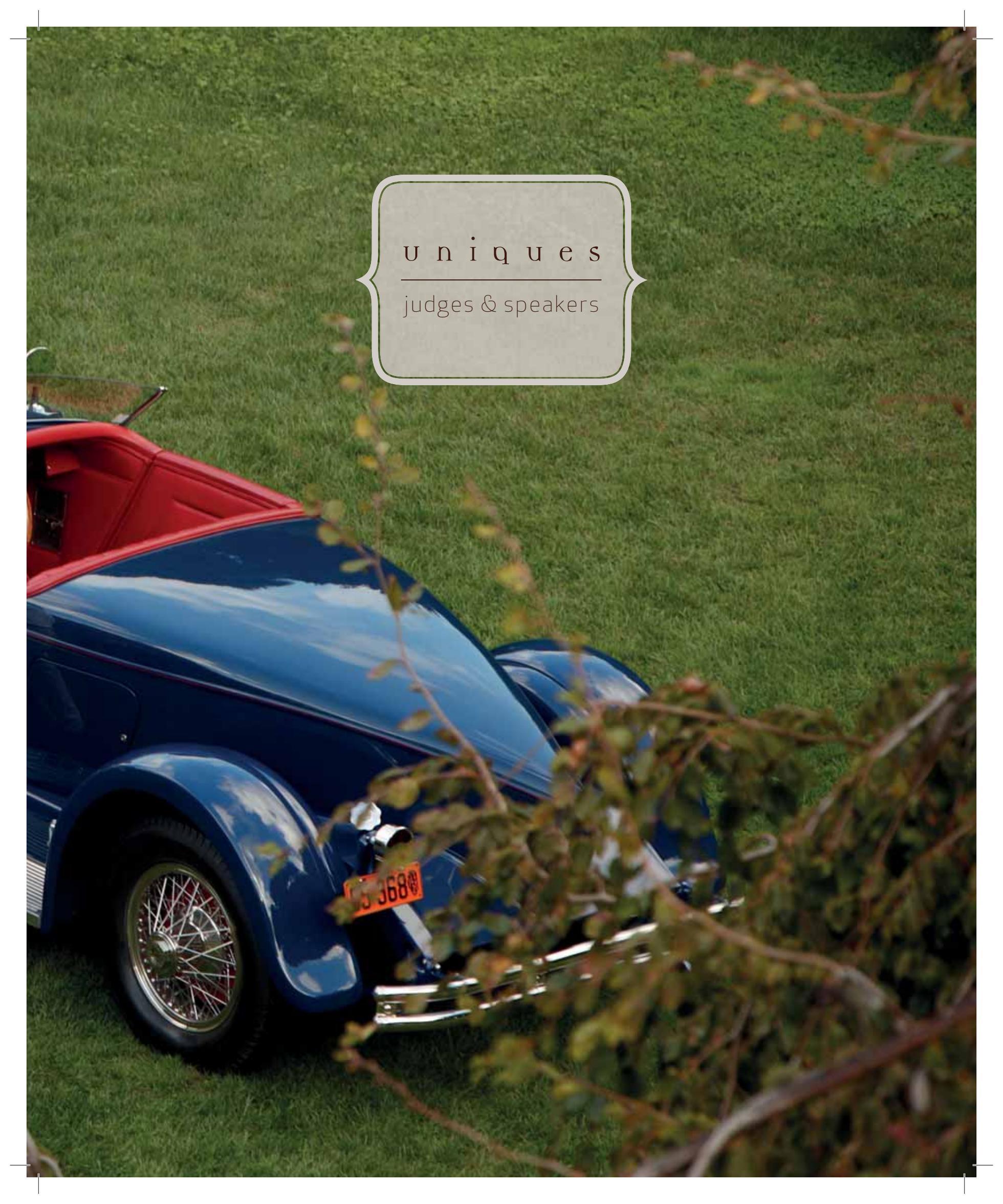
symbol of magnificence and power, it was a fitting choice as the setting for the "Ford European Advisory Council", attended by Henry Ford II and Umberto Agnelli, amongst others.

Over the centuries, the Palazzo della Gherardesca has provided fertile ground in which the genius of many an artist has flowered and can - fortunately for us - still be seen today. Admire the reliefs of Bertoldo Giovanni - a colleague of Donatello and Michelangelo's teacher - in the courtyard of the main building, along with frescoes by Agostino Ciampelli. Inside, you can gaze up at a Volterrano in the privacy of your suite and meet in front of murals by Gian Domenico Ferretti. And that's without considering that the palace is almost certainly the work of Giuliano da Sangallo, the most illustrious architect in Florence at the time of Lorenzo the Magnificent. Opened following several years of delicate restoration works, the Four Seasons Hotel Firenze comprises two main buildings, the palace itself and a beautiful ex-convent on the opposite side of the gardens, linked by a non-stop shuttle service. The hotel's distinguished guests enjoy an incomparable choice of 116 rooms and 42 suites, including a Garden Suite outside the convent,

served by a staff of 250.

The gardens were a particular pride of the Gherardesca family, who lavished attention on it across the generations, bringing in cedars from Lebanon, sequoias from California and rare plants from around the world, extending over more than 12 acres and second only to the famous Boboli Gardens in size.





u n i q u e s

judges & speakers

Adolfo Orsi

Chief Judge

Adolfo Orsi's passion for motorcars was honed through his teenage years. In fact, as the grandson of Adolfo and son of Omar Orsi who held the reins of Maserati between 1937 and 1969, he grew up surrounded by cars. Aged only 17, it was he who suggested the name "Indy" for the latest addition to the Modenese manufacturer's range, while at age 22 he oversaw his first automotive restoration project. The car was a pre-war Grand Prix racer owned by an American collector. To this day, Adolfo still co-ordinates the restoration of unique motor cars that have received important awards from the most prominent concours around the world. Since 1987 he dedicated himself full-time to his love for automobile history, in particular that regarding Italy's sports car manufacturers. In 1989 he founded the company *Historica Selecta*, of which he is President, and which acts as a consultancy catering for manufacturers, museums and private collectors. *Historica Selecta* also publishes the *Classic Car Auction Yearbook*, the most authoritative annual that compiles worldwide auction results for collectors' cars. Dr. Orsi has organised numerous exhibitions featuring Bugatti, Lotus, Maserati and Fangio, as well as the *MitoMacchina* retrospective at Rovereto's MART museum in 2007 and the 2009 *Quando Scatta Nuvolari* exhibition in Mantua. He was the scientific curator of the XI World Forum for Motor Museums held in Italy in 2009. Since 1997 he has been a judge at the Pebble Beach Concours d'Elegance. Convinced of the importance of keeping cars in their original condition, he inspired the FIVA Award in 1999 for the best conserved car at the show, and has been Chief Judge of this class since its inception. Since 2002 he has been a judge at Palm Beach's Cavallino Classic and in 2007 he was Chief Judge at the Ferrari 60 Concours.

Adolfo is a member of the IAC/PFA (International Advisory Council for the Preservation of Ferrari Automobiles), an advisor to the Fondazione Casa Natale di Enzo Ferrari, and honorary member of various Maserati clubs around the world. He has held conferences in Italy and abroad on various subjects pertaining to the classic car movement.



Tom Tjaarda

Honorary & Style Chief Judge

Tom Tjaarda was born in Detroit in 1934. His father John Tjaarda is the noted automotive designer for Ford Motor Company. His creations included the streamlined Lincoln Zephyr (1935). Tom attended the University of Michigan and shortly after graduation in 1958 he landed a job with the famed Carrozzeria Ghia in Turin. For the next fifty years, Tom would design over seventy plus production and prototype cars in Italy and around the world. He is recognized as one of the best automotive designers of the century. Among his accomplishments, the Ferrari 365 GT California Spider, Ferrari 330 GT 2+2, Fiat 124 Spyder, various specials for Mercedes, Lancia, Corvette and Corvair, prototypes for various manufacturers including the Honda Civic, the Ford Fiesta, one of the most successful cars ever produced by Ford. But he is probably more known for his work with the De Tomaso Pantera in the Seventies. In the Eighties, Tom is credited by many for introducing a new type of vehicle, which we know today as the SUV. His is the design of the Magnum 4x4 by Rayton Fissore. Today Tom is President of Tjaarda Design Inc. and works out of the firm's Turin studio. They are presently working on electric vehicles for retirement communities, an electric sports car and a fourth level armoured vehicle based on the GMC Yukon with new styling and a new lightweight protection system - called the Tjaarda PSV - these vehicles are presently built by the San Diego firm HST International Inc. Besides creating new vehicles Tjaarda has been invited to numerous design conferences in China, India, Korea and the USA plus being a part of the jury at Pebble Beach from 1992 and other well known Concours d'elegance over the world.





Raffaele Gazzi

Secretary of the Jury

A long-time fanatic of automotive history and of vintage cars in general, Raffaele Gazzi was co-organizer of the most important auctions for classics and memorabilia in Italy between 1988 and 1991. At the end of that same year he took a stake in Historica Selecta, the consultancy founded by Adolfo Orsi, and has since collaborated in the organisation of numerous events and exhibitions such as the ones for Bugatti in 1993 and Maserati in 1994. The most recent events he helped set up include the 2006/2007 Mitomacchina retrospective at Rovereto's Museum of Modern Art (MART) and

the 2009/2010 Quando Scatta Nuvolari show in Mantua. He is co-author of the Classic Car Auction Yearbook, the most exhaustive annual publication on the international auction and classic car scene now in its 17th year.



Ian Cameron

Style Judge

Born in 1950 and of the British nationality, Ian Cameron spent his childhood between British Guiana (South America) and America and attending boarding school in England. A graduate of the Royal College of Art (Automotive design), he also studied Industrial Design (four years) in London and Behavioural Science (one year) at Aston University. His full qualifications are: M. Des. R.C.A., L.C.A.D., M.S.I.A. His first appointment after College was Designer, Olge Design in Letchworth; from where he moved swiftly on to Pininfarina in Turin, spending six years with that company. In 1981 he became

Chief Designer, Iveco-Fiat, working both in Turin and Ulm (Germany). Since 1992 he has worked for BMW, firstly as an Exterior Design Studio Manager, BMW (Munich) where he was responsible as Project Leader for "3" series, "Z8" and "Range Rover", working both at Goydon in Warwickshire and Munich. In 1999 he was appointed Chief Designer, Rolls-Royce Motor Cars.



Lorenzo Ramaciotti

Style Judge

Born in Modena in 1948 and graduated in mechanical engineering with first class honours in 1972 at the Polytechnic University of Turin, Lorenzo Ramaciotti has matured a long professional experience car design at Pininfarina where he joined in 1973. In 1982 he became Deputy General Manager and six years later he was appointed General Manager. In 1994 he became member of the Board of Directors. In 2002 he was appointed Managing Director of the Company and Executive Vice President Design starting from January 2004.

During his 17 years of management Lorenzo Ramaciotti has led the projects of many successful cars for Pininfarina and its customers. From June 2007 he is appointed Vice President Style of Fiat Group Automobiles and Maserati and from June 2008 also of Iveco and CNH reporting to the CEO Sergio Marchionne.



{ Pierre Abeillon }

Class Judge

One of the most renowned leading French historians with a particular interest in the sports and racing cars. In the years he collaborated with all the most important French classic cars magazines (Le Fanauto, Auto Passion, Automobiles Classiques, Retroviseur, Automobile Historique). In 1992 he wrote the definitive book (two volumes) on the 40 Talbot-Lago race cars. Since 2002 he is in the Mille Miglia selection committee and since 2006 in the Le Mans Classique Heritage selection committee too.



{ Dino Cognolato }

Class Judge

Dino Cognolato comes from a family active in the coach-building trade with Carrozzeria Simonetti of Padova since as far back as 1850. Together with his sons Roberto and Paolo, he runs Carrozzeria Nova Rinascente in Vigonza, just outside Padua. Their activity concentrates on the restoration of classic cars and the elaboration of one-off prototypes for clients from all over Europe, the United States and Japan. His are comprehensive restorations, incorporating various crafts ranging from drawings, frame preparation, panel beating and paint to interior trim and detailing. Alfa

Romeos, Ferraris, Maseratis, Lancias, Bugattis and Mercedes' restored by Cognolato have obtained the highest prizes in the most important concours d'élégance such as Pebble Beach, Bagatelle and Villa d'Este.



{ Pietro Cremonini }

Class Judge

Pietro Cremonini started his activity in the Seventies as painter at the Carrozzeria Bacchelli & Villa in Bastiglia (Modena), specialized in the construction of racing cars and in the restoration of Ferraris, becoming partner when, in the early Eighties, it was renamed "Carrozzeria Autosport". In 1988 he opened Cremonini Carrozzeria in Le Signana, in the suburb of Modena, with the goal of creating a workshop specialized only in the painting of classic cars for those collectors who were searching for the best possible quality. In the last 20 years he has collaborated to take

back many Ferraris, Maseratis, Mercedes', Alfas to their pristine conditions, also winning many prizes in the most important Concours d'Elegance. He is the President of the Associazione Autorestauratori Modena.



Fiorenzo Fantuzzi

Class Judge

Fiorenzo's father Medardo built the bodies of all Maserati's single-seaters, F1 cars and sports racers from 1926 to 1957. Likewise, he bodied works F1 and sports-prototype Ferraris from 1958 to 1965, later also collaborating with Serenissima, De Tomaso, ATS and Tecno. After completing his studies, Fiorenzo specialised in automotive restorations, a field of activity then unexplored in Modena. Many of the cars his father had built originally were returned to their past splendour thanks to his talent and knowledge. His work has become a standard of reference for prominent Maserati

and Ferrari collectors. He has judged at many prestigious concours events: Louis Vuitton at Bagatelle and Hurlingham, and Ferrari concours in Brussels, Wiesbaden, FCA (Monterey), Cavallino Classic, Ferrari 60th in Maranello.



Nick Harley

Class Judge

A world renowned figure in the vintage cars, Nick has been passionately involved in collecting/restoring and dealing in Pre-war cars for over 45 yrs. Amongst the iconic cars he has owned or purchased for collections was the Bugatti Royale Kellner Coupé purchased in 1987 for a world record price. He has had his own restoration shop specializing in Rolls Royce, Bentley, Hispano Suiza, Alfa Romeo, Delage, Delahaye and Bugatti and is a recognized authority on these marques. His cars have been shown at Pebble Beach, Villa d'Este and Bagatelle, where his Talbot Lago won best of show in 1991. He be-

lieves very much that these cars should be used and drives all his cars regularly. These include two Hispanos, a 1912 Alfonso XIII and a 1927 H6C VanVooren coupé, which he uses for Rallies, Hill-climbs and Concours, as well as for extensive touring with his wife Stephanie.



Johann Lemercier

Class Judge

From a very young age Johann Lemercier developed a passion for classic cars which became self-evident when he abandoned his own Majorettes for his father's old Dinky Toys. Later on, a tendency for sketching cars rather than paying attention during biology lessons logically led him to embrace a career in automotive design. After graduating from Pasadena's Art Center College of Design, his enthusiasm for the coachbuilder's art drove him to Italy, where he got his first taste of professional life with Lancia in Turin before joining Zagato, and later Bertone. In 2003 he moved to the area near Maranello and

branched out as a freelance journalist and photographer for motoring publications in the USA, Japan and Europe, including the famous L'Année Automobile annual he helped revitalize in 2006.



Joanne Marshall

Class Judge

Back in 1988, Joanne Marshall decided to turn her back on a banking career in the UK and moved to Italy where, chancing upon a Lancia Fulvia Zagato Sport, her destiny changed. She decided to dedicate herself to her two major passions – classic cars and photography. For the following decade she worked as a freelance automotive journalist and photographer specialising in Italian sports cars and exotica, with features regularly published in major international car magazines. Recruited by Ferrari in 2000, she organised the official 275 Tour in Florence in 2004 and subsequently moved across to the

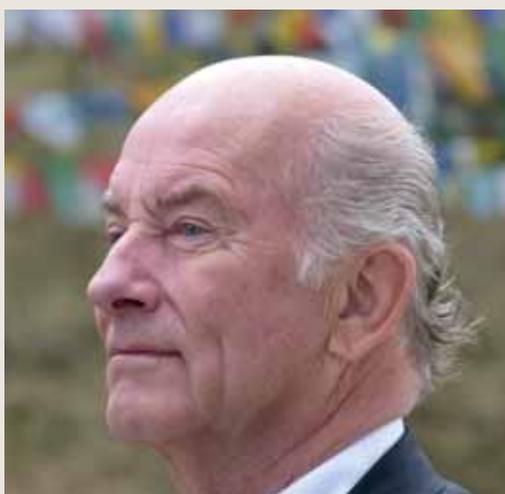
Classiche division. Since 2009 she has been Chief Press Officer for the Maranello manufacturer. The author of a book on Zagato, to this date Joanne has also held three photographic exhibitions.



Francois Melcion

Class Judge

Francois Melcion Director of Retromobile the famous Paris show has spent 37 years in the organization of this event. He also was for two years Director of the Artcurial automobile department. Judge at Pebble Beach, Louis Vuitton classic awards and Le Mans heritage he is also Vice President of the French Bugatti club. He started collecting cars when he was 15 years old. Enthusiast from Brass Era to Post war cars.



Christian Philippsen

Class Judge

Christian Philippsen is Louis Vuitton's ambassador with the automobile community and chairs their Louis Vuitton Classic Awards judges' panel. He is also a consultant with various companies, mainly in the field of automotive design and events organization. His list of clients includes Christie's, Pininfarina, Michelin, Renault and many more. An enthusiast since birth and a senior judge at several concours, Christian started his career in assisting Jacques Swaters, the Belgian Ferrari importer of Ecurie Francorchamps fame, and is the former publisher of the respected annual Automobile Year.



Savina Confaloni

She is the face and voice of vintage cars in Italy. Host and author since 2000 of the programme dedicated to the world of the Classic on Nuvo-lari-Sky, Savina Confaloni has been the official announcer of the Mille Miglia for three years now and a spokesperson for the most important events tied to automobile collecting. She began as Clay Regazzoni's navigator in international competitions including Mil Millas Argentina, Carrera Panamericana, Sahara Challenge, Rally du Maroc, and Targa Florio, which led her to translate her great passion into journalistic reporting for the sector's top headline news sources, eventually venturing onto the themed channels of Tele +, and subsequently Sky. Among her television programs tied to engines, her most watched series have been *Nate ieri*, *A qualcuno piace classico*, and *Ritorno al futuro*, meanwhile for Marcopolo, Sky's travel channel, she has hosted three series of the season of *Fly and Drive*. In 2007, she won the prestigious CONI

e USSI award for "Sports Journalist of the year." Viewers enjoys her fresh, elegant style of hosting the programs; there are those who define her as "the television correspondent next door," thanks to the intelligent, likeable simplicity with which she presents herself to her audience. Apart from vintage cars, her passions also include Bach, Mozart, vintage clothes, and black and white movies.

With a degree in Languages from Cà Foscari University of Venice, a Diploma in Piano from the Conservatory, and a Master's from the Ludwig Maximilian Universität, and after years spent in Italy, England, and Germany, she now lives between Venice, Rome, and Padua, even if her natural state is one of "perpetual motion", seeing as – said in allusion to the Italian title of Agatha Christie's *Come and Tell me How You Live* – "travelling is her sin"...aboard vintage cars, of course!



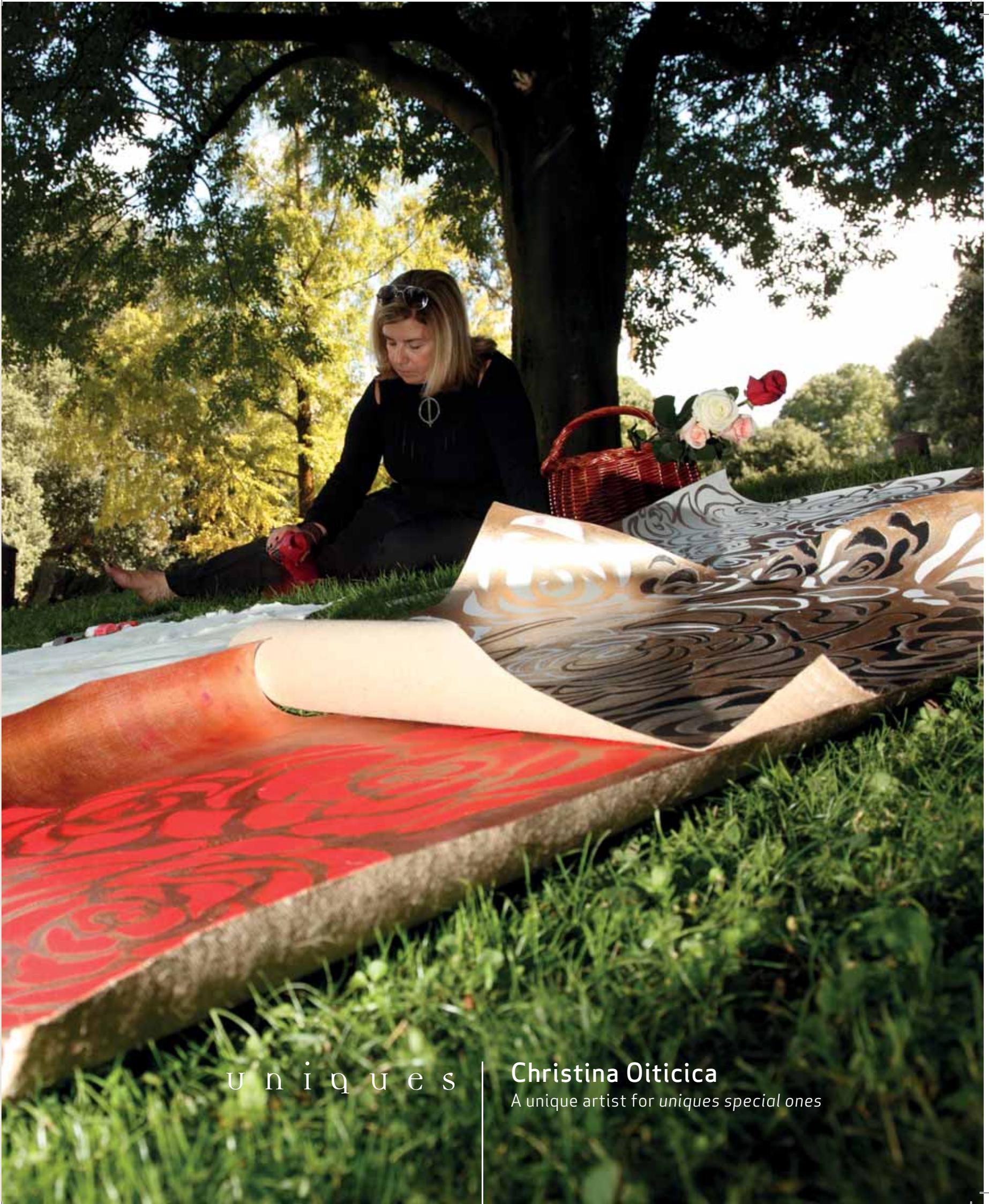
Marco Makaus

Marco dedicated most of his life to the motor car, launching, marketing and selling new cars in order to purchase, restore and use old ones. Today he is a freelance, mostly dealing with the old ones.

The first motoring books were placed on his bookshelves in the mid 1970s, while his first classic car was bought in 1981. He is regretfully old enough to have bought –and kept– a new car which is now considered a classic. In these years, he has studied many aspects of motorization, such as Manufacturers, Style, collecting and sport, with a particular passion for British

Touring cars. He has contributed to global paper and ink waste, translating many books and writing some as well.

Being lazy, he has always preferred Concours d'Elegance events rather rallying, often taking part as an entrant or a judge.

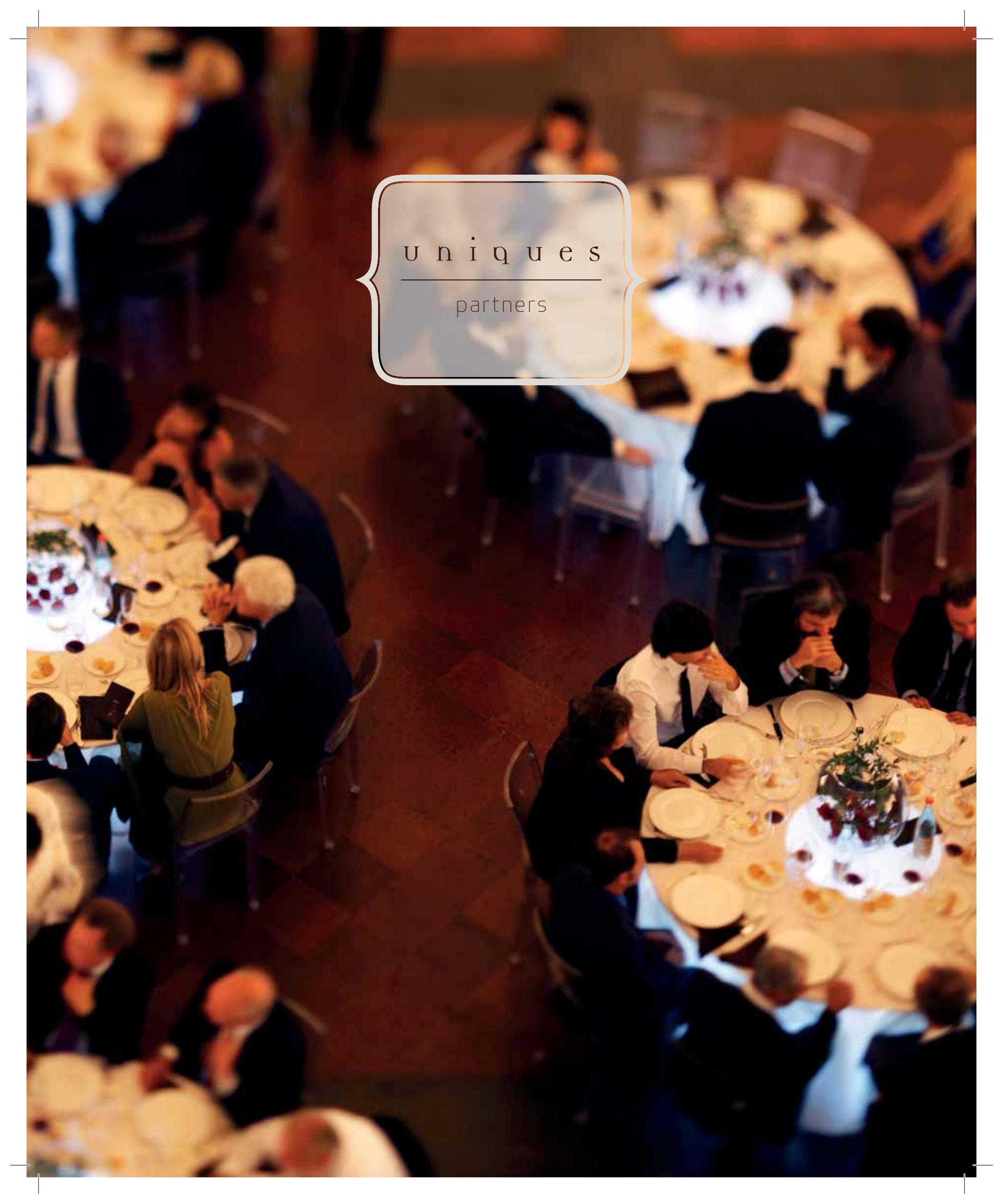


u n i q u e s

Christina Oiticica

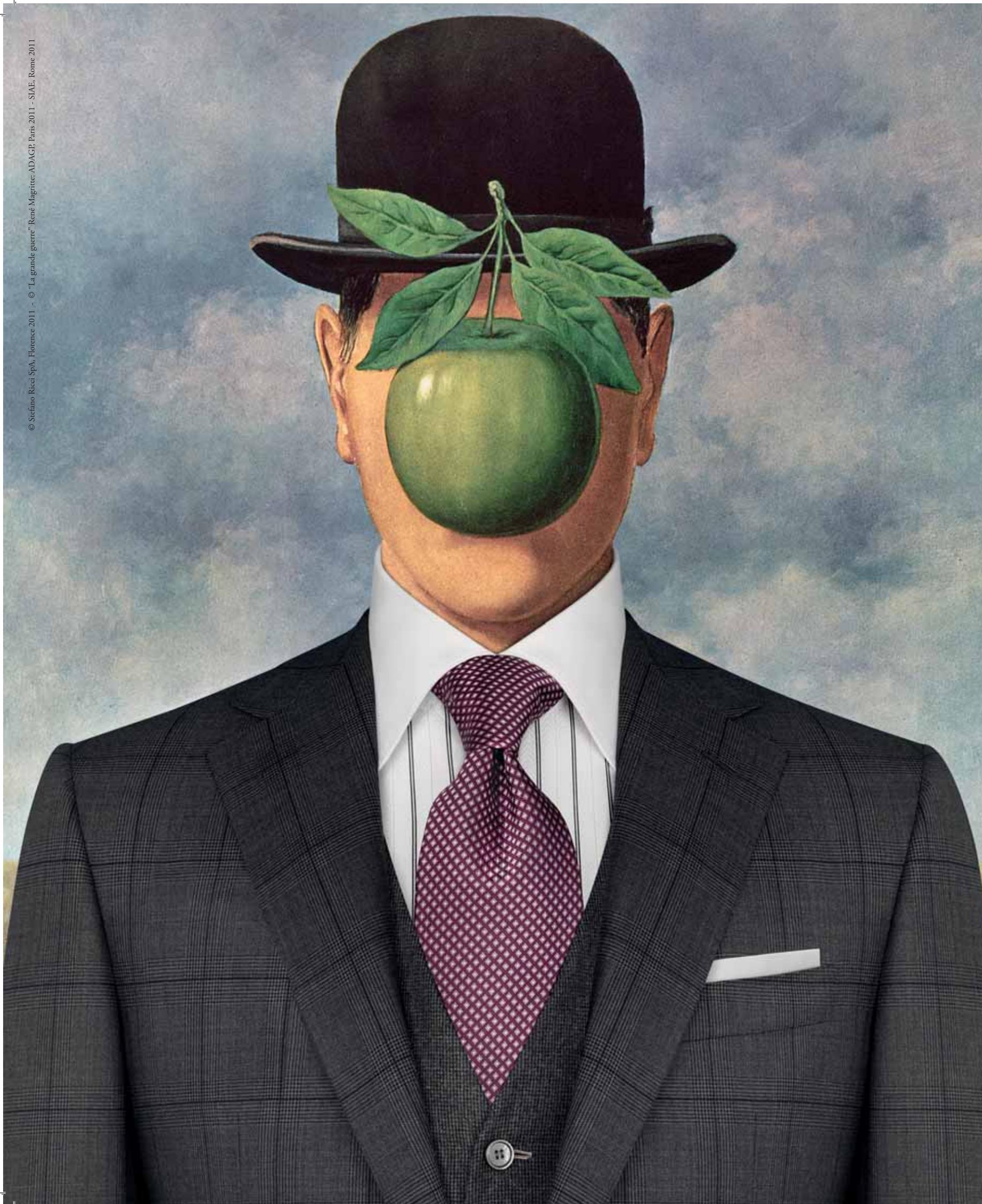
*A unique artist for *uniques* special ones*





u n i q u e s

partners





Stefano Ricci • Palazzo Tornabuoni - Firenze

A great passion for historical and vintage cars; an interest that Stefano Ricci has passed on to his sons, Niccolò and Filippo, that originated during his childhood, when the designer would admire the cars participating in the historical Mille Miglia annual race pass through Florence.

At present, the partnership between MAC Group and Stefano Ricci is continuing, with the latter becoming part of the project *"Uniques Special Ones"*:

as a matter of fact, the Florentine fashion company signed an agreement of Main Sponsorship for this event's second edition.

The fact that the event will be held in Florence, which is also the designer's city of birth, will make possible for him to host certain moments of the event, both in his flagship store in Palazzo Tornabuoni and in the recently acquired Antico Setificio Fiorentino, that preserves values of a textile tradition since 1786.

Above all, the partnership is of great importance for the designer because it gives him and his family the possibility of joining one of their greatest passions together with the work they have been devoted to for decades.

"It is a pleasure, but mostly an honour for me to be again a part of 'Uniques' in my city of origin, together with excellent partners", stated Stefano Ricci. "Creativity, design and the art of hand-making are elements that have always

characterized our work and have constructed the history of our company".

In consequence, this event will join the interest for vintage cars with that for extraordinary luxury articles.

The exceptional role of the Stefano Ricci company will be that of demonstrating how the two realities, mentioned above, can fit together, due to the common characteristic that associates people belonging to these two aspects: a continuous search of excellence in tradition. On one hand, the designer's wish to maintain a connection with the past, while on the other, the will to collect the most relevant elements of excellency, making them the guidelines for his future creations. Following this line, Stefano Ricci published his latest catalogue as *"A Tribute to Magritte"*: the masterpieces of the great surrealist, dressed by Stefano Ricci.

STEFANO RICCI

Magritte





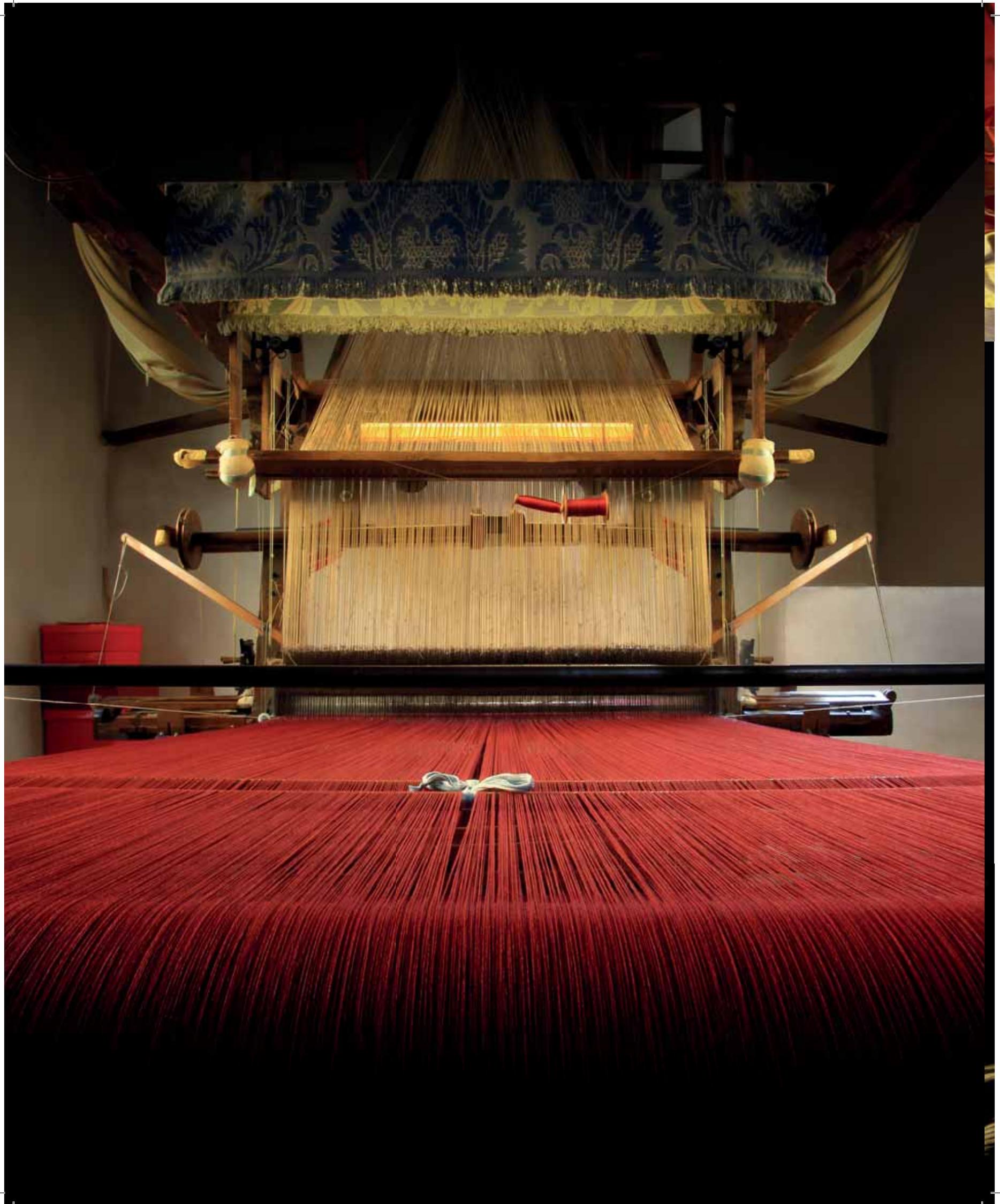
© Stefano Ricci SpA, Florence 2011 - © "L'homme au chapeau melon" René Magritte: ADAGP, Paris 2011 - SIAE, Rome 2011

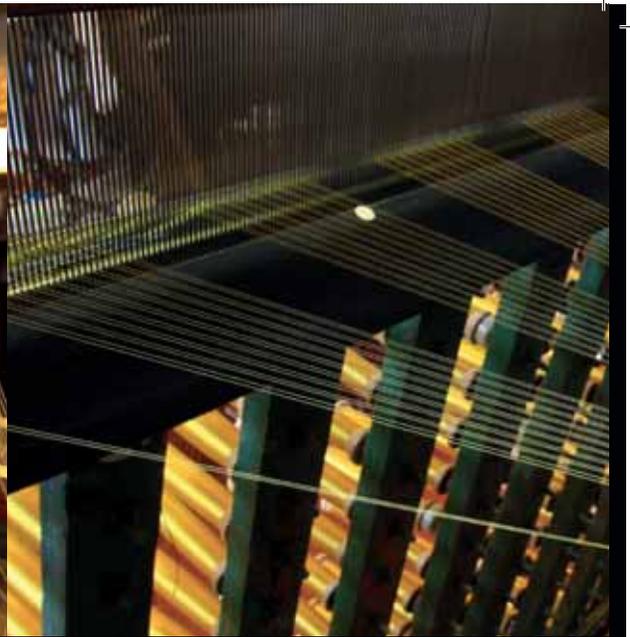
STEFANO RICCI

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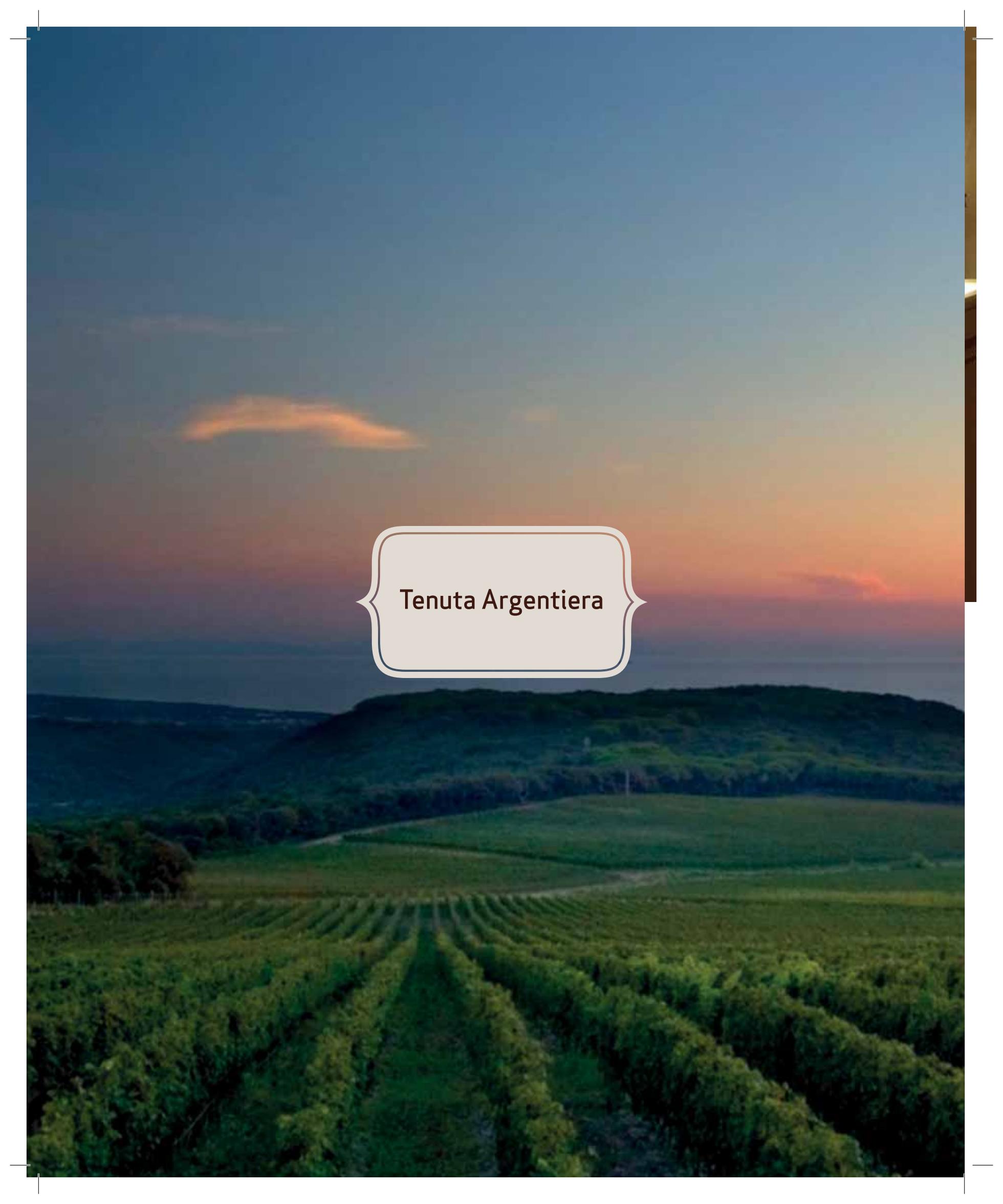
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An aerial photograph of a vast vineyard at sunset. The rows of grapevines are neatly organized and stretch across the landscape. In the background, there are rolling hills and a clear sky with a few wispy clouds. The sun is low on the horizon, casting a warm, golden glow over the scene. A white, rounded rectangular text box is centered in the middle of the image.

Tenuta Argentiera



Tenuta Argentiera celebrates its uniqueness presenting a great, exclusive event: *uniques special ones*.

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All clients and visitors will have the opportunity to enter the "Tenuta" and its exclusive atmosphere. Guided tours of the Cantina and of the evocative vineyards, spreading on the hills over the Costa degli Etruschi, are the once-in-a-lifetime occasion to experience the property's unforgettable charm.

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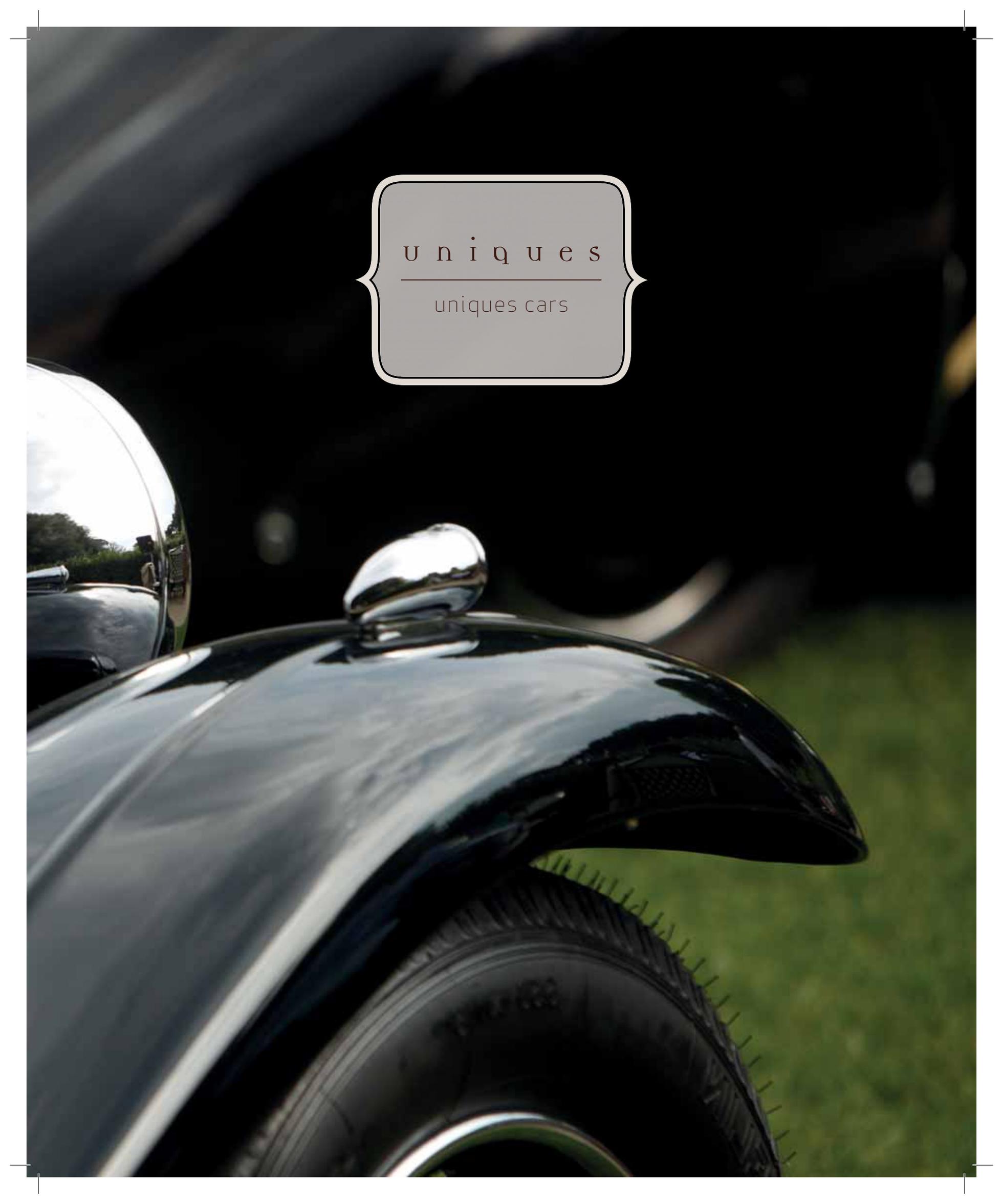
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A close-up photograph of a classic car's front end, focusing on the hood and fender. The car is dark-colored and highly polished, reflecting the surrounding environment. A prominent chrome ornament is mounted on the hood. The background is a blurred green lawn. A semi-transparent grey box with a white border is overlaid on the upper part of the image, containing the text 'u n i q u e s' and 'u n i q u e s c a r s'.

u n i q u e s

u n i q u e s c a r s

class 1

Pre-War Elegance



1920 **DELAGE CO Salamanca**

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

The CO was the first new model built by French marque Delage at the end of WWI. Thanks to its powerful 6-cylinder 4.5-liter engine, the chassis could wear heavy formal or lighter sports bodies.

The Salamanca (as it was called in the USA, or coupé de ville in Europe) was a formal, chauffeur-driven coachwork suitable for all weather conditions. It was particularly appreciated in the USA, as in the case of this rare factory-bodied car.

Returned to Europe in 1991, it has been subsequently fully restored and is the perfect entry in any Concours d'Elegance.



1930 **STUTZ Series MB cabriolet**

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

"The Car That Made Good in a Day" was the advertisement slogan which accompanied all the Stutz cars till the closing of the firm in 1935. It was born after the excellent result the first Stutz car, built in just over a month, set at the inaugural Indy 500 Mile race in 1911.

Taking advantage of that result, in 1912 Harry C. Stutz presented the model that gave him also the commercial success, the Bearcat. The first 8-cylinder Stutz arrived in 1926 and in that time also started the collaboration with one of the most famous American coachbuilder, Le Baron, the company founded in 1920 by designers Thomas L. Hibbard and Raymond H. Dietrich, which also built the body of this car.



1933 **PIERCE-ARROW 1240A Convertible Sedan**

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

Believed to be the sole surviving 1240A chassis fitted with this beautiful body built by the American coachbuilder LeBaron, founded in 1920 by Tom Hibbard and Ray Dietrich, famous for the quality and exclusiveness of their creations.

This car was sold new in Hollywood and bought by famous actress Carole Lombard, wife of the mythical movie star, Clark Gable.

Tragically, Carole Lombard died in a plane crash in 1942 and in 1944 the car was acquired by an enthusiast, in whose family it remained until 1998. Fully restored to its original specification, in recent years the car has won awards at several Concours d'Elegance.



1937 BUGATTI Type 57S Roadster

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

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



1938 BUGATTI Type 57S Cabriolet

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

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

class 2

Pre-War Open Cars



1933 ASTON MARTIN Le Mans

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

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



1933 FIAT 508 S Balilla Sport

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

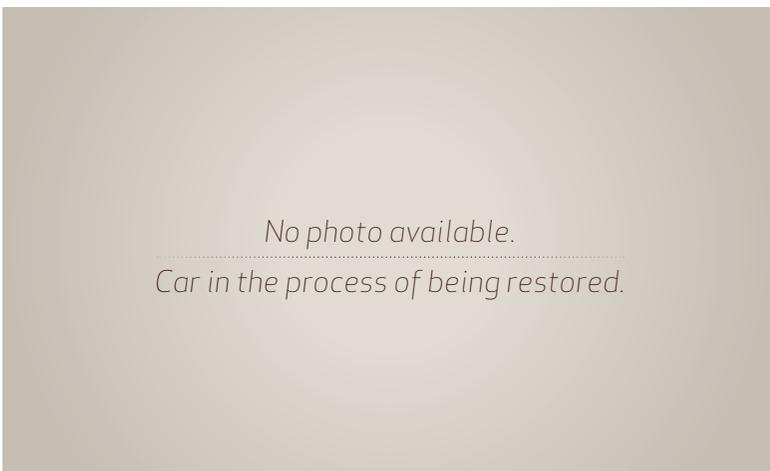
Introduced in 1932, the 508 Balilla became immediately the car which motorized the Italians, thanks to its low purchase cost and easy maintenance of its 4-cylinder 995 cc. engine.
In 1933 Fiat introduced the sporting version 508S Balilla Sport, characterized by a lighter, very nice and pleasant body,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



1937 JAWA Minor 1 Roadster

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

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



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

1937 SS JAGUAR 100 2.5-liter

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

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



class 3
Sports and Racing Cars



1925 **ASTON MARTIN Grand Prix**

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

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



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

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

This car is fitted with one of the just 18 "Testa fissa" (fixed head) racing engines built between 1929 and 1930. Bought new by well-known Italian lady driver Anna Maria Peduzzi (aka "Marocchina"), it was extensively raced in the Thirties also running the Mille Miglia in 1934, driven by "Marocchina"-Comotti under Scuderia Ferrari banner, placing 13th overall and 1st in the 1500 class, and 1936, driven by Swiss Emmanuel de Graffenried, when it was a DNF.

In 1953 it was imported to the USA by Luigi Chinetti (the famous Ferrari importer and owner of the NART - North American Racing Team) and later also raced at historic events from 1986 to 2003.



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

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

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

It was built in just four examples and its body was assembled by Carrozzeria Zagato in Milan.

Driving one "Alfetta" Tipo 159, the great Argentinean Juan Manuel Fangio easily won the 1951 Formula 1 title, the first of his five Formula 1 triumphs.



1953 **BANDINI 750 Siluro**

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

Ilario Bandini built his first racing cars soon after WWII using Fiat 1100 engines, modified Fiat chassis and barchetta bodies built by Motto. In 1948 he built his first tubular chassis and in 1952 started to modify the 4-cylinder Crosley engine, bored out to 750cc capacity.

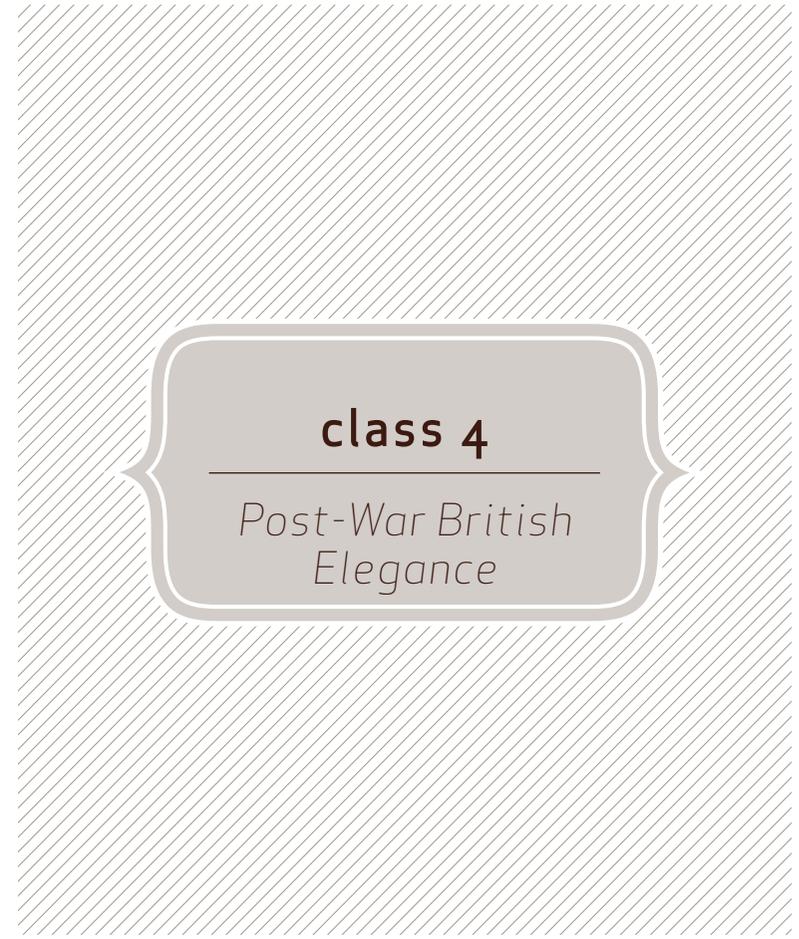
Thanks to his successes at Italian races and to Tony Pompeo, an Italian-American car dealer well-known in the American racing scene, he started to sell his small sports cars on the important US market. This example was sold new to Alex Raymond, the famous cartoonist who drew the Flash Gordon comic series. The car was raced in the USA till the late 1950s and remained unused until 2005 when it was bought by the current owner and fully restored.



1962 FERRARI 268 SP

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

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



class 4
*Post-War British
Elegance*



1947 ROLLS-ROYCE Silver Wraith Sedan Coupé

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

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



1957 BENTLEY S Type Continental Cabriolet

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

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



1959 ROLLS-ROYCE SILVER CLOUD estate car *

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

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

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

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



class 5

Post-War Open Cars



1952 LEA-FRANCIS 2.5-litre Sports

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

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

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



1954 ARNOLT BRISTOL Deluxe Roadster

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

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

This DeLuxe example was sold new to Efrain Aranda Osorio, Governor of the Chiapas, Mexico; later the car went to Guatemala and in the 1970s to the USA. The complete restoration has been carried out in the UK between 2005 and 2006.

class 6

Post-War Italian Style



1951 FERRARI 212 Export Coupé

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

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

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



1951 FERRARI 212 Export Coupé

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

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



1956 MERCEDES-BENZ 300Sc Coupé

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

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



1957 | **FIAT 1100/103 E TV Printemps**

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

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

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

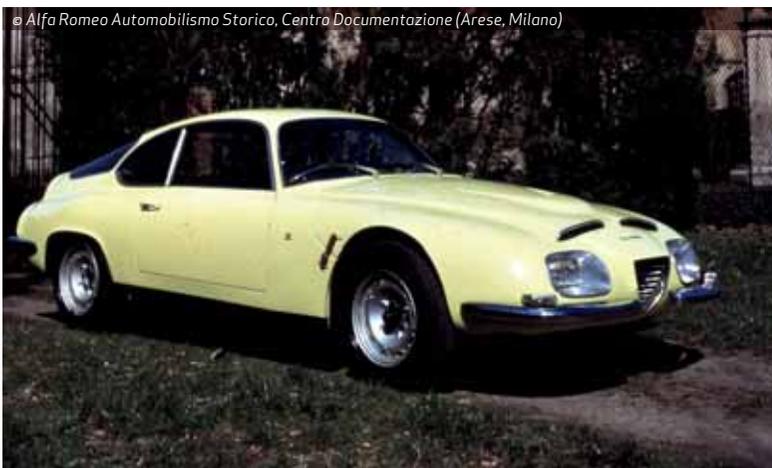


1960 | **ALFA ROMEO 2000 Sprint "Praho"**

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

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

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



1963 | **ALFA ROMEO 2600 SZ PROTOTYPE ***

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

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

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



class 7

Barchettas



1952 **FIAT 8V Zagato Barchetta ***

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

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



1952 **ALLARD J2X competition**

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

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



1954 **ARNOLT BRISTOL Bolide Roadster**

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

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



1954 **AUSTIN-HEALEY 100S**

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

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



1954 | **PORSCHE 550/1500 RS**

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

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

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

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



1955 | **MASERATI A6GCS/53**

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

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



1955 | **SWALLOW DORETTI speedster**

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

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



class 8
Granturismo Coupes



1948 MASERATI A6 1500 Panoramica *

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

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



1953 FERRARI 375 America Coupé

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

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



1954 MERCEDES-BENZ 300 SL "Gullwing"

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

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



1955 FERRARI 250 Europa GT Coupé

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

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



1956 FERRARI 250 GT Coupé

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

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



1962 ASTON MARTIN DB4 Series V Vantage coupé

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

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

class 9

The Gentleman Driver's
Choice



1950 ASTON MARTIN DB2 Vantage Coupé

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

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



1952 **FIAT 1100 E Berlinetta**

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

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

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

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



1953 **FIAT 8V**

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

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

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



1954 **FERRARI 500 Mondial Berlinetta**

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

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

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

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



1954 **ALFA ROMEO 1900SSZ ***

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

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



1955 | FIAT 8V

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

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



1956 | FERRARI 250 GT Berlinetta

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

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



1957 | ALFA ROMEO Giulietta Sprint Veloce

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

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



1964 | LANCIA Flavia Sport Prototipo Zagato*

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

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

class 10

Show Cars



1973 DE TOMASO Pantera II 7X "Monttella"

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

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

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

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



1983 ALFA ROMEO Z6 prototype

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

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



2001 ASTON MARTIN DB AR1 Roadster

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

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

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

on exhibition
only



1938 LANCIA Aprilia Sport Zagato Sanction II *

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

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



1984 INVICTA XJ 13 *

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

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



1998 ROLLS-ROYCE Silver Seraph estate car *

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

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



2009 KTM X-Bow Superlight *

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

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



2010 ISO GRIFO go *

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

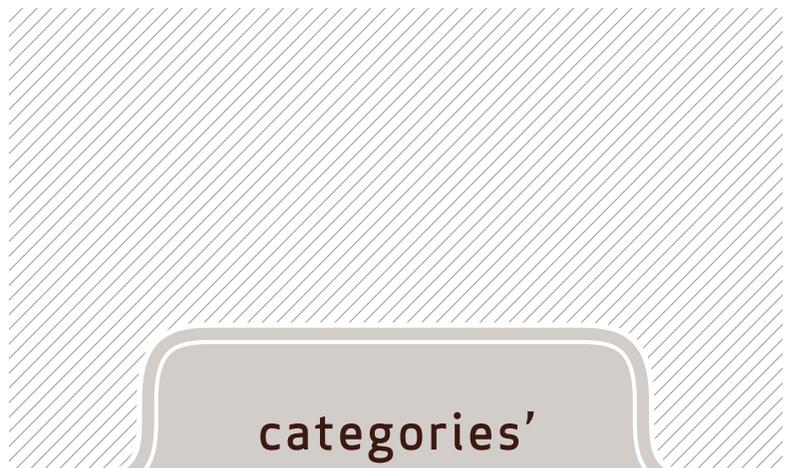
The first example of the Iso Grifo go was presented in 1991 in Modena. The chassis of the new car was designed by Ing. Giampaolo Dallara and the body by Marcello Gandini. Unfortunately those were not good times for high-performance cars and the project was abandoned.
In more recent years the Mako Shark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



2011 MAKO-SHARK Green Fun *

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

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



categories'
legenda

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

* hors concours



1954 MASERATI A6G/54 Zagato spider *

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

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

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



1957 ALFA ROMEO 1900 Super Sprint Cabriolet

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

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

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

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



1960 MERCEDES-BENZ 300 SL Roadster

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

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



1961 FACEL VEGA Facellia cabriolet

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

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

Only in 1960, the patron Jean Daninos decided to offer also a smaller car, the Facellia: available both in cabriolet and coupé form, it was fitted with a 4-cylinder 1.6-liter engine giving 115 bhp, designed by factory. This well-restored car was presented at the Facel Vega stand at the 1961 Geneva Motor Show.