

Class 1

Elegance in the Thirties



1932 **ROLLS-ROYCE Phantom II Continental coupé**

01 Chassis no: 81JS - Coachwork: Windovers
Owner: Derek Hood - Category: E

This Phantom II Continental was ordered new by Robin McAlpine and sent to Windovers Coachbuilders to be bodied in coupé form with central a spotlight and twin spare wheels. Mr. McAlpine shipped his new Phantom II to the USA for a coast-to-coast trip from the Waldorf Astoria Hotel in New York to Los Angeles. Mr. McAlpine and his friends left New York on 3rd October 1933 and arrived in Los Angeles on 11th November, 1933 after covering 6,845 miles. The car has never been restored and is still in the same condition it was when completed the American trip.



1938 **ROLLS-ROYCE Wraith 2-door saloon**

04 Chassis no: WX106 - Coachwork: Erdmann & Rossi
Owner: Saulius Karosas - Category: A

The Wraith, presented in 1938, was the last "small" engined Rolls-Royce produced prior to the outbreak of the Second World War. Fitted with the 6-cylinder 4,257 cc engine, the car was of course available also in rolling chassis form to be clothed with bespoke coachworks such as this elegant one-off 2-door saloon created by the Berlin Erdmann & Rossi firm. One of the most important pre-war German coachbuilders, Erdmann & Rossi became successful with bodying Maybach and Mercedes-Benz chassis, such as the SS-Type fitted with a cabriolet body for the famous driver Rudolf Caracciola.

Class 2

The early sports cars



1935 **ALFA ROMEO 6C 2003 Pescara spider**

02 Chassis no: 700635 - Coachwork: Carrozzeria Touring
Owner: Luigi Carlini - Category: A

The 6C 2300 Pescara model was so called after the triumph at the 1934 Targa Abruzzo, a 24 hour race run on the roads around the city of Pescara, where three Alfa Romeo 6C 2300 Aternum coupés, bodied by Touring, placed 1st-2nd-3rd overall. This Pescara spider was ordered by Benito Mussolini, an Alfa Romeo fan, for his personal use and was specially bodied by Carrozzeria Touring on Mussolini's request. In 1936 Mussolini had the car raced at the Mille Miglia by the couple Boratto/Mancinelli and in 1939 the car was bought by another member of the Fascist Party. Hidden during the war, in 2005 the car was restored in Italy saving as much as possible its original specification.



1937 **MAYBACH SW 38 sport cabriolet**

03 Chassis no: 1947 - Coachwork: Erdmann & Rossi
Owner: Saulius Karosas - Category: A

Pioneer of the German automobile industry, Wilhelm Maybach was strictly linked to the work of Gottlieb Daimler from the project of his first car in 1885, to the founding of the Daimler make and to the project of the first Daimler racing cars. In 1907 Maybach left Daimler to design engines for Zeppelin dirigibles and in 1912 he founded his own company, which started manufacturing cars in 1921. Today Maybach is a brand of the Mercedes-Benz Empire. Presented in 1936, the SW 38 was powered by a 140 bhp 6-cylinder 3.8-liter engine and, as for so many other exclusive cars, its chassis was clothed by the most important coachbuilders of the 1930s. This one-off Sport Cabriolet is the creation of the well-known Berlin coachbuilder Erdmann & Rossi.



1927 **BUGATTI T40 cabriolet**

05 Chassis no: 40488 - Coachwork: Gangloff
Owner: Bernard Marreyt - Category: B

Presented in 1927, the Type 40 was fitted with a 1.5-liter 4-cylinder engine derived from the unit of the successful Type 37. As usual for the Bugatti cars, the Type 40 was also sold in rolling chassis form, as was this example which was produced in 1927 and sent to coachbuilder Gangloff, in Colmar, to be clothed with this one-off 2-seater cabriolet body in 1928. Sold by Stand-Auto, the Bugatti agent in Paris, the car remained with the same family for 60 years and is still in original untouched condition.



1930 **BENTLEY 4 Litre Tourer**

06 Chassis no: VA4089 - Coachwork: Vanden Plas
Owner: Richard van Maanen - Category: B

The last Bentley model produced before the company was taken over by Rolls-Royce, the 4 Litre was based on the 8 Litre chassis and fitted with a 120bhp six-cylinder engine. Built in just 50 examples, it was concurrent with the 20/25HP Rolls-Royce model. Used in Bentley sales brochures in 1931, this car remained with its first owner until 1952. Exported to the USA, it was on display in a Californian motor museum from 1953 to 1986 and was restored in the UK between 1994 and 1998.



1930 **AUSTIN Seven Ulster Sports**

07 Chassis no: 125147 - Coachwork: _
Owner: Andrew Storer - Category: E

The Austin Seven was presented in 1922; a small capacity car that was cheap to buy and with low maintenance costs, it was produced until 1939 in approximately 300,000 examples in over 20 different models. It was also produced under license abroad, in France and Germany, and in the USA by the Austin American Car Co. The Seven's race career started in 1923 and in 1924 two racing models were offered, the Sports and the Brooklands Super-Sports. This Ulster Sports was raced in 1931 and 1932 by its first owner G.G.C. Knight at some trial events in England. It ran also very well at the 1931 Mille Miglia: the car driven by Charles Goodacre and Italian Francesco Trevisan placed 34th overall and 2nd in class.



1932 **ALFA ROMEO 8C 2300 Monza**

08 Chassis no: 2211077 - Coachwork: _
Owner: Hugh Taylor - Category: E

According to the research of the famous Alfa Romeo historian Luigi Fusi, just 10 examples of the 8C 2300 Monza model were built. This car was first registered with Italian plate MI 12188 and was sold new to Swedish driver Per Wiktor Widengren. Finished in the same blue livery (the Swedish national racing colour) it wears today, the car has had a long race career mainly in North-European tracks. It ran its last race in 1948. In 1935 the car was converted to single-seat configuration and had its engine enlarged to 2.6-liter. Exactly the same displacement Enzo Ferrari gave to the Scuderia Ferrari Monzas. When restored, the body was returned to its original two-seater form.



1949 **ALFA ROMEO 6C 2500 SS coupé**

10 Chassis no: 915769 - Coachwork: Pinin Farina
Owner: Corrado Lopresto - Category: A

In the post-war years the demand for bespoke coachworks was very high and probably more than fifteen Italian coachbuilders built special bodies to clothe the important Alfa Romeo 6C 2500 chassis; of course, Pinin Farina was one of them. Built on the SS short-chassis coupled to the 110 cv three-carburettor engine, this one-off coupé was ordered by a titled Sicilian family, who retained the car until 1961, when it was exported to England. In 1975 the car was sold to the USA and in 2000 it was bought back to Italy. Remarkably, it is believed to be one of the first cars featuring the twin headlamp configuration.



1949 **FERRARI 166 Inter coupé**

11 Chassis no: 015S - Coachwork: Carrozzeria Touring
Owner: Vittorio Zaniboni - Category: F

One of only eight examples built with this Carrozzeria Touring coupé body (as was usual at the time each example had a few personalized details) on the long-wheelbase Inter chassis, the car is fitted with the already famous 12-cylinder engine now with a 2-liter displacement. Exhibited at the 1949 Geneva Motor Show, the car was sold new in Italy and registered with plates MI 133890; it was also used, showing its MI registration plates, for an official Ferrari sale brochure. Exported in the late 1950s to South Africa and in the 1960s to the USA, in 2000 the car was re-imported to Italy, subsequently restored and in 2005 certified by Ferrari Classiche.

Class 3

Early post-war Italian coachbuilding elegance



1948 **FIAT 1100 S**

09 Chassis no: 500211 - Coachwork: _
Owner: Andrew Thomas Arduini - Category: E

Introduced in 1937 as 508 C Mille Miglia aerodynamic coupé, the model was put back into production in the post-war years as 1100 S. The body styling was slightly updated and the engine power was increased to 51 cv. Produced in small series, the car was the natural choice for private drivers for its easy maintenance and good performance in its category. This car was sold new in Milan and in 1950 was bought by Faustino Campostella who drove it at three consecutive editions of the Mille Miglia: in 1953, 1954 and 1955. It is believed the car engine was race-prepared in period by Stanguellini in Modena.



1949 **MASERATI A6 1500**

12 Chassis no: 079 - Coachwork: Pinin Farina
Owner: Gilberto Focardi - Category: E

The Maserati A6 1500 was Maserati's first purpose built Gran Turismo car. The project started in 1940 but, because of the war, the prototype was first shown at the Geneva Motor Show in March 1947. The elegant body by Carrozzeria Pinin Farina clothed a tubular chassis frame, fitted with a 65 bhp 1.5-liter 6-inline sohc engine. The car was produced from 1947 till 1950 in approximately 60 examples. This car was raced at the 1952 Mille Miglia driven by the Leghorn gentlemen drivers Graziani-Profumo who arrived in Brescia 115th overall. Immediately after the race, the car was sold to an American soldier who later took the car to the USA.



1950 **LANCIA Aprilia coupé ***

13 Chassis no: 6687 - Coachwork: Bertone
Owner: Massimo Massai - Category: A

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



1951 LANCIA Aurelia B52 coupé

14 Chassis no: B52-1074 - Coachwork: Bertone
Owner: Jan Van Hoorick - Category: D



1951 STANGUELLINI 1100 Berlinetta Sport

15 Chassis no: 346389 - Coachwork: Bertone
Owner: Bernard Marreyt - Category: F



1954 MERCEDES BENZ 300 S Roadster

17 Chassis no: 1880120023853 - Coachwork: _
Owner: Andreas Astaller - Category: D



1959 ROLLS-ROYCE Silver Cloud convertible

18 Chassis no: LSGE466 - Coachwork: H.J. Mulliner
Owner: Sheikh Nasser Mohamed Al-Ahmed Al-Sabah - Category: A

1950 was a very important year for the Italian car industry as between the spring and fall the first real post-war models were presented: the Alfa Romeo 1900, Fiat 1400 and Lancia Aurelia. Probably the most technically advanced of the trio thanks to its V6 60° 1,754 cc engine, the Lancia Aurelia B10 saloon was first shown in May 1950 at the Turin Motor Show. From the beginning special long wheel-base rolling-chassis (named B50 and B51 in 1950, from 1952 B52 and B53) were destined to independent coachbuilders to be clothed with exclusive bodies for the most exigent customers. Built by Bertone, this 1,991 cc Aurelia B52 coupé was probably one of the cars exhibited at the Bertone stand at the 1952 Turin Motor Show.

At the end of WWII, the Modenese Vittorio Stanguellini returned to racing with unchanged energy and got to work on the new series of 1100 Sport National, which were raced by several drivers at the 1947 Italian Championship. During the season the 1100 Stanguellini obtained 10 overall and 37 class wins and Nuccio Bertone was one of these successful drivers. But the meeting between Bertone and Stanguellini also led to a business agreement with the birth of a small series of a lightweight "4-seater Berlinetta Sport", designed for Carrozzeria Bertone by Fabio Luigi Rapi. Fitted with the 60 bhp Stanguellini 1100 engine, the Berlinetta was produced between 1947 and 1954, in two different versions with an alloy or steel body.

In the early post-war years Mercedes-Benz production was based on the pre-war 170 range and only in 1951 two new models were presented: the 220, fitted with a 6-cylinder 2.2-liter engine, and the 300, powered by a 6-cylinder 3-liter unit. From July 1952 the 300 range was extended with the presentation of the 300 S, fitted with a more powerful, 150 bhp, engine and offered in coupé, cabriolet and roadster form. It was an expensive car and most of the production was destined to the wealthy USA market. This example was exhibited at the 1954 Turin Motor Show and later exported to the USA, where it was subsequently restored.

The Rolls-Royce Silver Cloud and Bentley S-Series were launched on April 1955. The model was built on a new separate chassis, fitted with the 4.9-liter 6-cylinder unit as already seen on the Bentley Continental but with a new light-alloy cylinder head casting. Of course also these models could wear a personalised body and all the most important British coachbuilders were commissioned by exigent customers to build exclusive bodies. Such is the case of this car, which is fitted with a Mulliner one-off cabriolet body, also featuring a detachable curved second windshield in the rear compartment and power top with rear quarter blind creating the illusion of a two-seater car when raised.

Class 4

*Moyenne Corniche
in the Fifties*



1954 BENTLEY R-Type Continental cabriolet

16 Chassis no: BC28D - Coachwork: Park Ward
Owner: Fred Kriz - Category: F

One of the fastest touring cars of its day, the first R-Type Continental had a fastback coupé body built by H.J. Mulliner. The model went into production in early 1952 and 193 of the 208 examples built received a Mulliner body. Only six examples were bodied by Park Ward, of which only were four in cabriolet form. Being a later example of the series, this car is fitted with the more powerful 4,887 cc engine and was exhibited at the 1955 Earls Court Motor Show in London. Sold new to Prince Frederick of Prussia, the car was later restored in the UK. The only departure from the original specification is the replacement of the automatic transmission with a manual unit.



1962 ROLLS-ROYCE Silver Cloud II Convertible

19 Chassis no: LSAE639 - Coachwork: Mulliner, Park Ward
Owner: Paolo Bianchi - Category: E

The Rolls-Royce Silver Cloud II (Roman number) and Bentley S2 (Arabic) were presented in 1959; externally there were not many evident differences when compared to their elder sisters but under the bonnet there was some very important news: for the first time a car designed at the Crewe premises was fitted with a V8 engine. Both the models retained their separate chassis and the most exigent customers could still order just the rolling chassis to be clothed by independent coachbuilders, even if the time of bespoke coachworks was coming to an end. H.J. Mulliner (who would merge with Park Ward in 1961) designed the beautiful convertible coupé body and this car is the last long-wheel chassis example built with this kind of body; it was delivered to its first owner in June 1962.

Class 5

Fifties road/racing berlinettas



1950 **ASTON MARTIN DB2 coupé**
20 Chassis no: LML/50/8 - Coachwork: _
 Owner: Helmut Rothenberger - Category: E

Presented in 1950, the DB2 was the first Aston Martin model fitted with the 6-cylinder 2.6-engine, designed by W.O. Bentley during the last years of the war. As David Brown was convinced that racing would be the best promotional way for selling cars, in 1950 a three car Works team was sent to Le Mans for the 24 Hours race. LML/50/8 was one of the three Works cars, placing 5th overall and first in class. That same year it was also raced at the Dundrod Tourist Trophy and in 1951 it returned to Le Mans for another class win, won the Alpine Rally and also its class at the Mille Miglia. At the end of its fantastic race career, the car was exhibited at the 1952 Earls Court Show in London.



1954 **FIAT 8V**
24 Chassis no: 106.000102 - Coachwork: _
 Owner: Giuliano Bensi - Category: E

Designed by Dante Giacosa and styled by Fabio Luigi Rapi, the Fiat 8V was presented to the Italian press in February 1952 and first exhibited in the following March at the Geneva Motor Show. A high-performance coupé destined to compete in the GT class, the 2-liter 8V model was a departure from the usual Fiat production. It was well accepted by Italian private drivers and tuners and was the car to beat in the 2-liter class, also thanks to the special versions built by Zagato or Siata. In the past this example was in the collection of Count Vittorio Zanon di Valgiurata, whose wife was no other than the daughter of its designer Dante Giacosa.



1954 **FIAT 8V Berlinetta**
25 Chassis no: 106.000059 - Coachwork: Zagato
 Owner: David Reidie - Category: E

The first Berlinetta bodied Zagato V8 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 body 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. Approximately 30 examples were built with some aesthetic differences amongst them. This car's body, for example, does not have the "double bubble" roof configuration. Raced in Italy in period, it had its debut at the 1954 Coppa InterEuropa at the Monza circuit and was also raced at the 1955 and 1956 Mille Miglia.



1953 **ASTON MARTIN DB2/4 coupé**
21 Chassis no: LML/549 - Coachwork: _
 Owner: Ton Blankvoort - Category: E

The new Aston Martin DB2/4 was first exhibited in chassis form at the Turin Motor Show in 1953 while the finished car was presented to the British press that same autumn just before the Earls Court Show in London. The car designation meant that now it offered two rear seats for two occasional passengers. At the launch the engine was still the 2.6-liter unit of the DB2 but soon after it was enlarged to 2.9-liter. This car had been prepared at the Factory for the 1954 Mille Miglia but unfortunately on the way to Brescia it was damaged by a collision with a donkey!



1953 **SIATA 208 CS coupé**
22 Chassis no: CS06g - Coachwork: Balbo
 Owner: Jan De Reu - Category: F

Giorgio Ambrosini's SIATA was involved in the development of the new Fiat 8V production car from the beginning and subsequently, under the direction of Engineer Rudolf Hruska, also designed their own tubular chassis with all-round independent suspension. According to the research of historian Tony Adriansens, between 1952 and 1954 56 8V engines were supplied by Fiat to SIATA, for their spider and coupé models. Just 15 examples of the SIATA 208 CS coupé were built, the first six bodied by Stabilimenti Farina and the following nine by Carrozzeria Successori Balbo. It is believed this 208 CS Balbo was shown at the 1953 Turin Motor Show before being exported to the USA, where it was raced until 1956 by George Arents, who at some time fitted it with a Ferrari 500 Mondial engine.

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1955 **FERRARI 250 Europa GT**
26 Chassis no: 0409GT - Coachwork: Pinin Farina
 Owner: Alessandro Bruni - Category: E

Presented in October 1954 at the Paris Motor Show, the 250 Granturismo replaced the 250 Europa but, also as in the first official sale catalogues, it retained the denomination 250 Europa and it is today known as the 250 Europa GT. Built in approximately 40 examples, all but one bodied by Pinin Farina, in 1956 the car was superseded by the new 250 GT, whose body was designed by Pinin Farina and built first by Boano and later by Ellena. This car has been under its current ownership since April 1966 and has covered less than 14,000 km. It is in original configuration, has never been restored, just always well maintained over the years by its owners.



1955 **MASERATI A6G/54 Berlinetta**
27 Chassis no: 2107 - Coachwork: Zagato
 Owner: Joe Hayes - Category: E

In 1950 Maserati replaced the A6 1500 with the A6G 2000, still fitted with the sohc engine enlarged to 2-liter. In late 1954 they presented the A6G/54 powered by a new 6-cylinder 2-liter dohc engine delivering circa 150 bhp. The internal ancillaries were similar to those of the contemporary A6GCS/53 racer, but with chain driven distribution instead of the gear driven one; Allemano, Frua and Zagato supplied the bodies, the last two coachbuilders in both Berlinetta and Spider form. Finished in light blue with blue upholstery, this early Berlinetta was sold to the French importer Garage Mirabeau in Paris. The car raced the 1957 Tour de France driven by Ampouille-Berbiere and later it was part of the Pozzoli Collection before being exported to the USA.

Class 6

La dolce vita



1948 | LANCIA Aprilia convertibile

28 | Chassis no: 439-11667 - Coachwork: Bertone
Owner: Emilio Lacchio - Category: F

Vincenzo Lancia's last masterpiece, the Aprilia was presented in autumn 1936 at the Paris and London Motor Shows, just few months prior to the death of the founder of the make. Fitted with a 1351cc (1485cc from 1939) V4 engine, the car was characterized by an aerodynamic styling and advanced mechanicals which allowed high performance; they say that Vincenzo Lancia exclaimed to his collaborators after its first road test, "What a wonderful car!". During the production years, most of the Italian coachbuilders built special bodies for the Aprilia chassis, such as this convertible designed by Mario Revelli di Beaumont and built by Bertone. Ordered by Count Corrado Ferretti di Castelferretto, this car is the only survivor of probably just two examples built.



1954 | ARNOLT BRISTOL De Luxe roadster*

31 | 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 differences between the Bolide and DeLuxe roadsters, the latter being also fitted with a 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. A complete restoration was carried out in the UK between 2005 and 2006.



1955 | LANCIA Aurelia B24 Spider

32 | Chassis no: B24-1012 - Coachwork: Pinin Farina
Owner: Fabrizio Rossi - Category: E

One of Pinin Farina's masterpieces, the Lancia B24 Spider was first shown at the 1955 Brussels Motor Show. Built in 240 examples before being replaced by the B24 Convertibile, the car was fitted with the narrow V6 2.5-liter engine and its body was characterised by the panoramic windshield, the two-piece front and rear bumpers and the absence of side windows. This car was sold new in Florence and still has its original registration plates. In September 1955 it was used for the filming of the movie "Porta un bacione a Firenze", the same name as the famous Italian song written in 1939 by the Florentine "chansonnier" Odoardo Spadaro, who had a cameo role in the movie.



1949 | JAGUAR XK 120 roadster

29 | Chassis no: 670003 - Coachwork: _
Owner: Jeff Lotman - Category: E

First exhibited at the 1948 Earls Court Motor Show in open two-seater form, the Jaguar XK 120 was ready for delivery to customers only in Summer 1949. As one of the first 240 examples built, this example wears the aluminium body and is also known as the first left-hand drive customer XK 120 to leave the production line in June 1949. Exported to California in September 1949, it was subsequently delivered to its first owner, none other than Hollywood star Clark Gable. Discovered five years ago in Dallas, Texas, the car has been fully restored to concours condition by JD Classics and has been first showed this year at the Pebble Beach Concours d'Elegance where it was awarded Best in Class.



1952 | CISITALIA 202 SC

30 | Chassis no: 183SC - Coachwork: Stabilimenti Farina
Owner: Hubert Bonnet - Category: F

A good racer in the Thirties driving Alfas and Maseratis, in 1943 Piero Dusio founded in Turin the Cisitalia (Compagnia Industriale Sportiva Italia) Company. From the beginning he involved in his project Dante Giacosa (the father of the Fiat 500 "Topolino" and later of other post-war Fiat models) and Giovanni Savonuzzi. In 1946 Cisitalia presented the D46, a light and inexpensive single-seater, and soon after the 202, a sporting 2-seater powered by a 1.1-liter 4-cylinder Fiat engine. Designed by Pinin Farina, the 202 coupé and cabriolet bodies were built by Carrozzeria Pinin Farina and Stabilimenti Farina, as this example, one of the last 202 SC built; it is known it was in Austria in 1964.



1961 | JAGUAR E-Type 3.8 roadster

33 | Chassis no: 875056 - Coachwork: _
Owner: Carmen Pintado Engelhorn - Category: E

On 15 March, 1961 at the Geneva Motor Show a star was born: the Jaguar company unveiled to the motoring world their new E-Type model and all the visitors crowded round the Jaguar stand to admire the new wonder. Fitted with the 6-cylinder 3.8-liter XK engine delivering 265 bhp for a maximum speed of 240 kph, low and with an immensely long bonnet, the E-Type made all the other cars on exhibition look old and out-dated. This car was the first left-hand drive example sold to the noted Swiss importer Emil Frey; it has been restored by J.D. Classics to its original specification.

Class 7

Small barchettas



1937 LANCIA Aprilia barchetta

34 Chassis no: 39-1320 - Coachwork: Tenconi
Owner: Bernard Marreyt - Category: A

Built with a Pinin Farina cabriolet body, this car was bought new by Umberto Castiglioni, better known as "Ippocampo" in the Italian racing circle. In 1946 "Ippocampo" had the car re-bodied for competition use with an aerodynamic coupé body by Boneschi and the engine tuned by Volpini. At the end of the 1947 season he decided to modify the car again and commissioned Carrozzeria Tenconi, in Milan, to build the light barchetta body the car still wears today.

In the following years "Ippocampo" raced his Barchetta extensively at several events, including Coppa Intereuropa at Monza, Coppa d'Oro delle Dolomiti and two editions of the Mille Miglia in 1949 and 1950, the same year he won the Italian Touring Championship title.



1951 ERMINI Siluro Sport 1100

37 Chassis no: 028051 - Coachwork: _
Owner: Darren Morcombe - Category: E

In the mid-1920s Pasquale 'Pasquino' Ermini was working as mechanic for the Florentine Emilio Materassi's racing team. Following Materassi's death, Pasquino opened his workshop in Florence and started to race-prepare cars for himself and other private drivers.

In the early post-war years he built several race cars mainly using Fiat and Alfa Romeo engines, first fitted to Fiat-modified chassis and later also to Gilco chassis.

This car, fitted with a Fiat-derived 1100 engine, was raced at the 1951 Mille Miglia by the couple D'Angelo/Scarlati and from 1953 to 1955 at several Italian hillclimbs by Amerigo Pardini.

Class 8

Sports cars of the Fifties



1948 FIAT - ZANUSSI Fontebasso Sport

35 Chassis no: 5500748 - Coachwork: _
Owner: Corrado Minussi - Category: A

In the post-war years Fioravante Zanussi race-prepared several small-capacity cars for private drivers, mainly using Fiat, Alfa Romeo and BMW engines.

This car was built on a Fiat 500 B "Topolino" chassis, probably fitted with a 500cc engine with a Siata cylinder head.

In 1949 it was bought by Antonio Fontebasso and Diego Zanotto, fitted with a Lancia Ardea engine, reduced to 750cc, and raced at the 1949 Mille Miglia by the couple Giovan Battista Cavarzerani and Cesco Van der Borre.

In 1950 the car was also raced by Brescazin at the Coppa delle Dolomiti.



1950 ABARTH 204 A

36 Chassis no: 04 - Coachwork: Motto
Owner: Sergio Lugo Podestà - Category: E

Born in Vienna, moving to Turin later on, Karl Abarth was a young engineer when he became the Italian agent of the Ferdinand Porsche Studio. He was instrumental in the sale of the Porsche 360 Grand Prix project, later known as Cisitalia Grand Prix, to Carlo Dusio's Cisitalia. In 1949 Abarth and Armando Scagliarini founded the Abarth & C Company and took over the Cisitalia 204 sports spiders, which had been developed under Abarth technical supervision. In 1950 this example was driven by Tazio Nuvolari at the Giro di Sicilia/Targa Florio and on 10th April at the Palermo-Montepellegrino hillclimb, the last race of the legendary Flying Mantuan.

In later years he car was exported to Argentina, where it was carefully restored to original specification.



1949 HEALEY Silverstone

38 Chassis no: D1 - Coachwork: _
Owner: Massimiliano Bontempi - Category: E

First Healey Silverstone built, car chassis no. D1 was one of three Works cars prepared to compete in the BRDC International Trophy Race at Silverstone in August 1949. Driven by the famous French driver Louis Chiron, the new car placed sixth overall and fourth in class. Moreover, Healey won the Team Prize and the new model earned its "Silverstone" moniker. Fitted with the 2.4-liter Riley engine, the car was raced until 1952 prior to being destined for full road use.



1952 FERRARI 340 America spider

39 Chassis no: 0196A - Coachwork: Vignale
Owner: Michael Stehle - Category: E

Fitted with a Touring berlinetta body, the first Ferrari 340 America, with its V12 4.1-liter engine, was exhibited at the 1951 Turin Motor Show with the most important USA market in mind.

Just 23 examples were built in both coupé and spider form and mostly used in competitions.

An ex-Works car, in 1952 this example was raced at the Mille Miglia, Bern G.P., Le Mans 24 Hours and the Targa Florio. Sold to Italian private driver Piero Scotti and later to Camillo Luglio, the car was raced until 1954, when it was re-bodied by Vignale as a coupé and exported to the USA in 1955. In the late 1990s-early 2000s it was fully restored and returned to the original spider configuration.



1952 FERRARI 212 Export spider

40 Chassis no: 0172ET - Coachwork: Vignale
Owner: Joseph Koster - Category: E

As can be seen on the declaration of sale submitted by Enzo Ferrari himself in May 1952, this car was sold new to Count Paolo Marzotto, one of the famous private driver brothers (and Ferrari silent financial backers) from the textile industry family. The car was built on the short-wheelbase Export chassis and fitted with the 12-cylinder engine, with a 2.7-liter displacement. In 1952 Paolo Marzotto won the Italian Sport Champion title and drove this car at the Mille Miglia, where he was forced to retire when third overall, Coppa d'Oro delle Dolomiti, Giro delle Calabrie e Circuito di Senigallia, where he obtained three overall wins.



1954 COOPER T33 Sports

41 Chassis no: CJ154 - Coachwork: _
Owner: Derek Hood - Category: E

Born in Paris in 1893, Charles Cooper moved to England when he was still a child and was 15 when he started to work at the Napier repair shop. After WWI, he decided to manage his own garage business. In 1948, he and his son John founded the Cooper Car Co. Ltd. for building 500 cc and 1000 cc race cars, gaining a good reputation after just a few years. In 1954 the noted English racing driver Peter Whitehead ordered this car. Fitted with a 3.4-liter 6-cylinder Jaguar engine, this was the first large capacity car built by Cooper and had its race debut at the May Silverstone meeting. Whitehead raced the car during the 1954 season and was evidently satisfied by its performance as he ordered another improved Cooper-Jaguar for the 1955 season.



1968 ATS 1000 Sport Prototipo

43 Chassis no: 001 - Coachwork: Fantuzzi
Owner: Carlo A. Steinhauslin - Category: B

The first short-lived ATS company was established in 1961 by Giorgio Billi, Count Giovanni Volpi di Misurata and Jaime Ortiz Patino. The company started with ambitious projects, both in Formula One and Sport Car races, but the company went into liquidation in 1964. The last ATS attempt on the racing scene was in 1968 with the presentation of a 2-seater Sport Prototype powered by a 997 cc Ford Anglia engine. The car was probably built in just two examples and chassis 001 had its race debut at the 1968 Circuito del Mugello driven by Romano Martini, aka "Shangry-là". The car won its class.



1965 FERRARI Dino 166/206P

45 Chassis no: 0834 - Coachwork: Sports Cars
Owner: Andreas Mohringer - Category: C

Alfredo "Dino" Ferrari was the only son Enzo had from his marriage with Laura Garelo. Dino died in June 1956, aged 24 and in his memory Enzo named all the cars built with the V6 engine designed at the time by Vittorio Jano "Dino". Fitted with a Drogo Berlinetta body, the prototype chassis 0834 fitted with a 1.6 liter engine was tested on April 13, 1965 at the Modena Aerodromo by Lorenzo Bandini and did its race debut at the Monza 1000 Km on 25 April. After Le Mans, the engine capacity was taken to 2 liter, the roof was cut and the car was given to Ludovico Scarfiotti, who won the European Mountain Championship. In 1967 the car was loaned to Scuderia Nettuno for the Targa Florio, where it finished 4th overall with Venturi and Williams. Then the car was sold to Leandro Terra who kept it till 1997.



1956 ASTON MARTIN DB3 S

42 Chassis no: DB3S/11 - Coachwork: _
Owner: Alejandro Roemmers- Category: F

The eleventh and last "works" car built, this example was sold new to American racing driver Rod Carveth. A personal friend of Aston Martin team manager John Wyer, Carveth remained at the factory in England for two weeks in order to oversee the building of his new black race car. Raced at several events in the USA, in 1958 it was damaged in an accident at Nassau, repaired at the factory and raced again in 1959 by Carveth in Australia. Back to the USA, the car was sold to its new long-term owner who retained it for 30 years. In the late 1980s the car was fully restored and subsequently used at the most important historical events.



Class 9

Hill-climbers



1967 LANCIA Fulvia Sport

46 Chassis no: 818332-001289 - Coachwork: Zagato
Owner: Alessandro Carrara - Category: E

At the 1965 Geneva Motor Show Lancia introduced the new Fulvia Coupé and in the same year at the Turin Motor Show Zagato presented its own sporting interpretation, as he had done in the past for the Lancia Appia, Flaminia and Flavia models. Designed by Ercole Spada, the Fulvia Sport had an aerodynamic and lightened peraluminium body. Zagato built just less than 30 examples of the "Competizione" model, which achieved its best results winning the class at the 1969 Daytona 24 Hours and Sebring 12 Hours. This car, the second built, was sold to the Italian gentleman driver Fiorenzo Genta who ran it at the 1968 Monte Carlo Rally and Italian hill-climbs, winning the GT class up to 1.3-liter of the Italian Championship; in 1969 it was raced by Anastasio.



1968 ALFA ROMEO 33/2 Spider

47 Chassis no: 750.33.014 - Coachwork: _
Owner: Alessandro Carrara - Category: E

After winning the first two F1 World Championships, Alfa Romeo retired from GP races and from Sports races too in 1953. But in the 1960s Alfa Romeo took over Autodelta, the company founded by Carlo Chiti, and entrusted Chiti with its return to racing. Chiti started with the project and in 1967 the Alfa 33, a sports racer powered by a V8 2 liter engine, had its race debut. Fitted with a Berlinetta "Daytona" body, this example was a factory entry in the 1968 and 1969 Targa Florio races. Since Alfa moved to the 3-liter class in 1969, the car was sold to Aldo Bardelli, who raced it extensively in Italian hill-climbs from 1969 to 1971 and had it modified to Spider form by Autodelta. Later the car was part of the Peter Kaus' Museo Rosso Bianco in Germany.



1973 LANCIA Stratos

48 Chassis no: 001512 - Coachwork: Bertone
Owner: Alessandro Carrara - Category: E

The Lancia Stratos was presented at the 1971 Turin Motor Show: it was powered by the 2.4-liter V6 Ferrari Dino engine fitted transversally in the very short wheelbase chassis; the weight was mostly concentrated in the middle to have a better traction; the body was characterized by a panoramic windshield which gave the driver perfect vision. The car debuted at the 1972 Tour de Corse, but it was homologated only on October 1st, 1974, after Lancia demonstrated the manufacture of the 500 examples requested. This example was the first car registered by Lancia for its Reparto Corse in July 1974; it was raced at the Targa Florio by Munari-Andruet, at the Tour de France by Andruet-Biche and at the RAC Rally by Munari-Sodano. Subsequently it was used as a mule and sold in 1976 to the Scuderia Vaemenia.

Class 10
The swinging Sixties



1963 MORGAN Plus 4 2-seater cabriolet

51 Chassis no: 5446 - Coachwork: _
Owner: Vittorio Zaniboni - Category: E

The new Plus 4 model was introduced at the 1950 Earls Court Motor Show in London, fitted with a 4-cylinder 2,088 cc Standard Vanguard engine. Offered with 2- or 4-seater cabriolet body characterized by the flat radiator of the early 4-wheeler models, the Plus 4 body was updated in 1953 with a re-stylized cowled radiator, still in production today. In 1953 the Plus 4 was also offered with the Triumph TR2 engine, which in 1954 became the standard fitting and was replaced in 1956 by the TR3 unit and in 1962 by the TR4 engine. This car is fitted with the 4-cylinder 2,138 cc TR4 engine and was ordered new by the famous French actor Jean-Paul Belmondo.



1965 BIZZARRINI 5300 GT Strada

53 Chassis no: IA3-0248 - Coachwork: Sports Cars
Owner: Johann Georg Fendt - Category: E

The dynamic Tuscan designer Giotto Bizzarrini had a fascinating career; he was the father of some of the most important Italian Granturismos, like the Ferrari GTO and worked, among others, for Ferrari, ATS, Iso Rivolta companies before establishing his own make. The project for the 5300 GT Strada was born as Iso A3 "Grifo" when Bizzarrini was working at Iso Rivolta; fitted with a powerful V8 327 ci American engine and bodied by Carrozzeria Sports Cars in Modena on a Giorgetto Giugiaro's design, the car was first intended for use in competition. This example was raced at some Italian and French hillclimbs and was restored between 2008 and 2010; it is currently fitted with a replacement 1968 327 engine.



1961 JAGUAR E-Type 3.8 coupé

49 Chassis no: 860010 - Coachwork: _
Owner: Kurt Engelhorn - Category: E

One of three cars specially built for the launch of the model in 1961, this car was owned by the factory for two years, as stated in the Jaguar Heritage Trust Production Record Trace Certificate. Initially driven for high speed testing by Norman Dewis, Jaguar's chief competition test driver, this car was also used by the world motoring press for test driving and subsequently by the factory as a test development vehicle for the E-Type production upgrades. Subsequently stored for over 25 years, in recent years the car has been restored by JD Classics to its original specification.



1962 BENTLEY S3 Continental Flying Spur

50 Chassis no: BC44LXA - Coachwork: Mulliner, Park Ward
Owner: Joel Berg - Category: F

In 1959 Rolls-Royce presented the new Silver Cloud II and Bentley S2 and both models were fitted with the all new V8 6,280 cc engine. Of course, this unit also powered the Bentley S2 Continental and from 1962 the S3 Continental, which featured the new four headlamp front end, now standard on all Rolls-Royce and Bentley models. First seen on the S1 Continental chassis, the Flying Spur 4-door saloon was well accepted by Bentley aficionados and well cared for by all its fortunate owners. As is the case of this car, one of just 13 examples built in left-hand drive form, in absolutely original condition, paintwork included. Only the tyres have been changed over the years.



1968 FORD Mustang GT convertible

54 Chassis no: 8F03R183481 - Coachwork: _
Owner: Jeff Lotman - Category: F

The first Mustang was introduced in 1964 and was an immediate runaway success. 317,423 Mustangs were built in 1968. 25,385 had the convertible body and of them only 23 non-Shelby cars were fitted with the V8 428 Cobra Jet engine with automatic transmission. Only one was ordered painted in Gulfstream Aqua, just this car, which is also fitted with the GT Equipment Group, power convertible top, traction-lock differential, power steering and power disc brakes, among many other options.



1968 MASERATI Ghibli Speciale

55 Chassis no: 115-366 - Coachwork: Ghia
Owner: Robert Linwood - Category: A

The Ghibli is considered one of the masterpieces of Giorgetto Giugiaro, who was working at Carrozzeria Ghia at the time of its creation. Unveiled at the 1966 Turin Motor Show, it was powered by a dry-sump V8 dohc 4.7-liter engine (later enlarged to 5-liter in the S5 version) capable of 280 kph. The Genoa industrialist Enrico Wax (his Wax & Vitale company was the Italian importer of Johnny Walker whiskies) was an enthusiast of high performance cars (he owned also some one-off Ferraris) and was not an easy customer: a perfectionist never happy with a production car. Also for this car, a 5-liter S5 version, he requested at least 23 minor modifications to the production specification: mainly in the cockpit even if the most visible ones are the side air vents.



1970 ISO RIVOLTA Lele

56 Chassis no: 05210001 - Coachwork: Bertone
Owner: Corrado Lopresto - Category: E

At the 1953 Turin Motor Show Renzo Rivolta presented the micro-car Isetta, which was later produced under licence in Germany, France, Belgium, Brazil and Great Britain. In the early Sixties Rivolta decided to enter the luxury Gran Turismo field and hired Giotto Bizzarrini to project a new range of cars: the GT, a 2+2 seater, and the Grifo, a sporting 2 seater. Both were powered by a V8 GM engine and were clothed by Giorgetto Giugiaro, then chief designer at Bertone. After Renzo Rivolta passed away in 1966, his son Piero took the lead. In 1967 the S4, a 4-door saloon designed by Giugiaro, was introduced and in 1969 the Lele, the new 2+2, designed by Marcello Gandini was presented. This example is the first Lele built and was sold to a Spanish industrialist during the Turin Motor Show.

Class 11
Gentlemen's small cars



1967 MORRIS Mini Minor Traveller Estate

61 Chassis no: MAW4961853 - Coachwork: Radford
Owner: Marcello Fratini - Category: F

Presented in 1959 by both Austin and Morris makes, the Mini Minor is the masterpiece of the famous car designer Alec Issigonis and one of the most significant cars of the last century. With over 5 million units built, the Mini was personalised by many independent coachbuilders for anyone wanted to stand out from the crowd. Harold Radford, who started his company after WW2 building special estate cars on Bentley chassis, was known for his luxurious conversions of Minis. This example features Connolly leather interiors, electric windows, a walnut dash, a Webasto sunroof, additional gauges, Minilite wheels and a wooden steering wheel, among other exclusive accessories.

Class 12
Single-seaters



1959 FIAT 600 coupé

59 Chassis no: 100617033 - Coachwork: Viotti
Owner: Christian Hartmann - Category: F

The first popular car produced in Italy in the post-war years, the Fiat 600 was presented in 1955 and from 1956 it became the favourite car of all the independent Italian coachbuilders of the period for every kind of conversion: 2- and 4-door saloons, coupé, cabriolets, spiders, station wagons. Designed by Giovanni Michelotti and first showed by Carrozzeria Viotti at the 1956 Geneva Motor Show, this coupé was probably built in approximately 200 examples, of which today not more than 15 are known to exist. The car on display is in remarkably original condition; it has covered just 11,400 km from new and is still fitted with its factory delivered tyres.



1967 AUSTIN Mini Pick Up

60 Chassis no: AAU71194909A - Coachwork: _
Owner: Marcello Fratini - Category: E

Presented in 1959 by both Austin and Morris makes, the Mini Minor is the masterpiece of the famous car designer Alec Issigonis. Probably the very first "city car", the Mini was designed with low purchase and maintenance costs in mind; just 3.05 metres long, it featured small wheels located right at the four corners of the car for reducing volume and offering more room to the passengers. With over 5,000,000 examples built, the Mini was offered in several standard models and was personalised by many independent coachbuilders for anyone who wanted to stand out from the crowd. This Pick Up was built for the Royal Danish Army, was subsequently owned by H.M.H The King of Denmark and finished its royal career at the Danish Embassy in London for the use of Prince Georg of Denmark.



1948 COOPER Mk4 F2 *

62 Chassis no: CS100 - Coachwork: _
Owner: Florian Seidl - Category: F

Born in Paris in 1893, Charles Cooper moved to England when he was still a child and was 15 when he started to work at the Napier repair shop. After WWI, he decided to manage his own garage business. In 1948, he and his son John founded the Cooper Car Co. Ltd. for building 500 cc and 1000 cc race cars, gaining a good reputation after just a few years. This early single-seater was built between April and September 1948 and fitted with a twin-cylinder 1000 cc Black Lightning Vincent engine. It was raced on 18th September 1948 by John Cooper at Goodwood and by George Abecassis at Goodwood and Isle of Man during the 1949 season.



1952 CONNAUGHT A Type *

63 Chassis no: A6 - Coachwork: _
Owner: Kurt Engelhorn - Category: E

In 1948 Rodney Clarke and R.M. Oliver started to build sports cars mainly using Lea-Francis components. In 1950 thanks to Kenneth McAlpine, the financial backer of the project, they designed their first single-seater to compete in Formula 2 events. This 1952 Connaught A Type, fitted with the 1960 cc 4-cylinder engine, had its race debut at the 1952 Silverstone British Grand Prix driven by Eric Thompson and was also driven by Stirling Moss at the Monza Italian Grand Prix. Bought in 1953 by Ecurie Ecosse it was raced until 1956. First restored in 1989 and again in more recent years, in 2010 it was raced at Monte Carlo Historic, Dijon Grand Prix de l'Age d'Or, Silverstone Classic and Goodwood Revival.

on exhibition
only



1978 | LANCIA Sibilo*

64 | Chassis no: S12201 - Coachwork Bertone
Owner: Corrado Lopresto - Category: A

Concept-car first exhibited at the Bertone stand at the 1978 Turin Motor Show.

Designed by Marcello Gandini (who had also designed, among others, the Lamborghini Miura and Countach and the Lancia Stratos) and built on a lengthened Stratos chassis, fitted with the V6 2418 cc engine, this car is a further evolution of the wedge style devised by Carrozzeria Bertone over the years.

In running condition, the car remained in the Bertone Collection until May 2011, when it was bought by the current owner.

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uniques

Categories

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