



ALFA ROMEO MASERATI PRETE: A ONE-OFF CAR AT THE AUCTION "1000 FINARTE"

*"AMP" Sport: an example of bravery and ingenuity of the resourceful artisans
in the immediate post-war period.*

- **A car with a pedigree: a chassis derived from racing Maserati components, an Alfa Romeo 6C 2300B MM engine, the displacement enhanced by the car's maker Placido Prete.**
- **3rd place overall at the Targa Florio 1949: an exceptional result for an unofficial car. The Alfa Romeo Maserati Prete debuts with an 8th overall in the exhausting Grand Prix of Pescara 1948 and runs competitively until 1953, including the 1949 Mille Miglia and two Targa Florio.**
- **For twenty years in the same collection, the AMP Sport will be auctioned on May 14 at the Mille Miglia Museum with an estimate of 1,200,000.00 / 1,700,000.00 euros.**

This handicraft sports car was built in Rome after World War II by Placido Prete (hence the P in the name). Prete installed an Alfa Romeo engine (the A of the name) 6C 2300B MM, brought to 2442 cc and equipped with three aeronautical derivation Stromberg carburetors, on a tubular frame of unknown origin, using Maserati parts (the M of the name). Prete wanted to show his name on the car and so designed the emblem with the AMP initials against the backdrop of the Colosseum.

Prete's goal was to create a "Sport" car, so to be competitive in class, particularly in races like the *Targa Florio* and the *Mille Miglia*. The reworked Alfa Romeo engine produced 200 bhp, with a top speed of 240 km and matched to its transmission. A powerful unit and above all reliable. The frame and the Maserati components were in turn reworked and used to a tubular frame structure.

Entrusted to Giovanni Rocco, Italian Champion for "Voiturettes" drivers in 1937, the car made its debut in 1948, ranking eighth on the Circuit of Pescara, an exhausting test at the time for the cars and drivers, due to the high speed sustained for a long time. Rocco participated with the car in numerous sporting events of the time, often with results worthy of note, in class and overall.

With Prete, Rocco competed in the 1949 *Targa Florio - Giro di Sicilia*, obtaining the third place overall: an excellent placement at the time for a car that was not prepared and brought to the races by an official racing team. At the 1949 *Mille Miglia*, the Rocco-Sorrentino team, even if sixth at the Rome check-point, was instead forced to withdraw before the check-point in Pescara. Great commitment but little luck also at the 1950 Gran Premio di Napoli. Later, Francesco Santovetti bought the car from Prete but continued to share the steering wheel with Rocco, who in 1952, was first in the *Coppa dei due Laghi*. Santovetti instead was third at the *Vermicino-Rocca di Papa*. In 1953, the car, led by Scarlatti, was second in the *Coppa dei due Laghi*. There are thirteen races "certified" by evidence, in the career of the Alfa Maserati Prete, but the history is indeed more abundant, and the historical researches in progress are checking the other races reported.

Throughout its history, the car underwent several bodywork variants: from two to four headlights, with wraparound, partial or missing mudguards, with air intake on the hood or without, with or without a windshield for the passenger.

The Alfa Romeo Maserati Prete is now listed both in the Alfa Romeo and Maserati registers and features a thirty-year career in re-enacting competitions.

"It is a car that joins the pre-war heroic times with the fantastic follies and genius of the post-war period. Incredibly symbol, at the same time, of the artisan bravery and the exceptional nature of the Italian automobile industry. A car with an intense and winning racing life, witnessed by significant images of the time. An even long life that keeps on for

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decades to give fun to those who race it in historical re-enactments” said **Sandro Binelli, Head of Finarte’s Automotive Department and founder of Automotive Masterpieces.**

The Alfa Romeo Maserati Prete is counted among the AUTOMOTIVE MASTERPIECES, visit the dedicated website at <http://www.automotivemasterpieces.com/1947ampspecialsn51509750.html>.

The department for this auction is collection automobilia and cars that fall into the following categories:

1. Cars whose chassis serial number ran the *Mille Miglia di Velocità* (1927/1957);
2. Vehicles whose chassis serial number ran one of the *Mille Miglia di velocità/regolarità* (1958, 1959, 1961);
3. Vehicles whose chassis serial number ran one of Mille Miglia's historical re-enactment (1968, 1971, 1972, 1973 and 1977 to present);
4. Cars whose chassis serial number ran other events recognised by the Mille Miglia organisation in Brescia (California Mille - USA; La festa Mille Miglia - Japan, and so forth);
5. Car models eligible to take part in the Mille Miglia according to the Mille Miglia 2018’s eligibility criteria;
6. Cars whose chassis serial number ran the Mille Miglia Rally (since 1977);
7. Cars that participated in the Ferrari Tribute or the Mercedes-Benz Challenge or are eligible for these events;
8. Cars belonging to limited series manufactured under the Mille Miglia brand (Alfa Romeo Spider, BMW Z4, Mercedes-Benz SLR, and so forth)
9. Celebratory Watches of the Mille Miglia;
10. Automotive Objects (posters, documents, photographs, paintings, and so forth) relating to the Mille Miglia’s universe.

Our experts are available for free and confidential valuations.

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