

PROMOTERS

PATRONS

# 90 ANNI | THE 1000 MIGLIA | EXHIBITION

## INCREDIBLE CARS WITH AN ETERNAL CHARM

**On show at the Museo Mille Miglia the cars that wrote the history of the most beautiful race in the world**

Brescia, May 31st , 2017 – Still covered with the mud of the race, but with the look of the winner, **the n.94 Alfa Romeo 6C 1500 Gran Sport Testa Fissa (Zagato) chassis 10814406 of 1933**, comes back to the Mille Miglia Museum. The drivers Mozzi - Biacca, from Sports stable got the **third podium** performing a great come back. So the exhibition **90 Anni Mille Miglia** enriches itself with even more charm with the exposition of an historical car that brings the marks of the race on its “skin”.

Inaugurated on May 4th the exhibition promoted by **Automotive Masterpieces** and **Museo Mille Miglia** with the sponsorship of the **Automobile Club of Brescia**, the exposition will be hosted in the museum halls until January 7th 2018.

Not a simple exhibition: the path it's a sort of time travel of these incredible jewels. **Thanks to its strong technologic connotation, the set up of the show, with its interactive panels, tells the story of each vehicle, the races in which it took part, the old pictures. A 2.0 exhibition able to impress the visitors no matter the age, from the kids dealing with incredible cars (only seen in the cartoons until now), to the passionate of the beauty that these cars can bring. Brilliant design, technical abilities, jewels of the mechanic's art that include some outstanding models Made in Italy. In this real, interactive narrative, the cars on display are flanked by touchscreen totems, dedicated websites, photos, videos, press reviews and a lot more, accompanying visitors along a route made up of history and authentic emotions that have been compiled by Automotive Masterpieces with unflagging perseverance, working in partnership with the Museo Mille Miglia.**

During the lasting time the exhibition will change and transform: some of the displayed vehicles like the **Alfa Romeo 6C 1500 Gran Sport Testa Fissa (Zagato) del 1933** or the **Autobleu 750 Mille Miles, 1954**, left the museum halls to race in the Mille Miglia, they will be temporary substituted by other cars in order to give visitor always new emotions.

The **30 cars on show are displayed in chronological order**, so that visitors can learn more about the history and characteristics of each automobile on show by visiting its dedicated website and using the **variety of tools** that provide access to each vehicle's extra content: for example the **totems** located along the exhibition route or the **feeds received from the beacons** positioned on the cars themselves and the **BLE technology** (Bluetooth Low Energy).

The visitor experience promises to be a real journey through the automobiles that become stories to be told, using a method commonly known in jargon as the **“Internet of things”**: **this is the past that meets the future.**

“The real challenge is to draw up a global census of the cars that have competed in the Mille Miglia over the years, a truly immense task that is still underway today. We have tried to forge a link between past and future and

technology will be an integral part of the exhibition, helping us to involve a broader audience and to promote the history of the world's most beautiful auto race”, declared **Sandro Binelli, general co-ordinator of**

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**Automotive Masterpieces, ex-Secretary General of the Mille Miglia from 2008 to 2012 and now the exhibition's curator.** "The mission of Automotive Masterpieces exhibitions lab is to make the motoring heritage digitally accessible, both to promote an exchange of ideas and knowledge and to develop further on our historical research".

"For us it is a great privilege to see so many masterpieces come together in our museum", commented **Vittorio Palazzani, President of the Museo Mille Miglia.** "We hope that the exhibition will provide an opportunity for us to approach a younger audience, too, so that it can learn about the history of the Red Arrow. Our aim with this exhibition is to forge new relationships with international collectors: it is thanks to their trust in us and to their cars that a visit to the museum will always be new and interesting."

The organisation of this exhibition has been made possible by the **special partners Chopard and Zagato**, the main sponsor **OMR Automotive** and the sponsors **AGI, Ambrosi, Camozzi Group, Finarte, Ivar, Streparava** and **Zurich.**

The broader project also includes the forthcoming publication of a book and a 3D virtual exhibition.

**The exhibition is open to the public every day from 10.00 a.m. to 6.00 p.m.**

For further information please go to:

[www.automotivemasterpieces.com](http://www.automotivemasterpieces.com)

[www.facebook.com/automotivemasterpieces](https://www.facebook.com/automotivemasterpieces)

[www.instagram.com/automotive.masterpieces](https://www.instagram.com/automotive.masterpieces)

[www.museomillemiglia.it](http://www.museomillemiglia.it)

or write a mail to [info@automotivemasterpieces.com](mailto:info@automotivemasterpieces.com)

To download photos and press releases <http://www.automotivemasterpieces.com/press.html>

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## The racing cars

### **N. 94 - 1933 Alfa Romeo 6C 1500 GS (Zagato) chassis: 10814406 - Giordano Mozzi (I) - Stefania Bianca (I)**

In the early Twenties, Ugo Zagato met the brilliant Alfa Romeo engineer Vittorio Jano, with whom he found himself in accordance: Jano wanted to build Alfas that won races and therefore needed the best suppliers. That was the time when young Enzo Ferrari started his career as a driver of Alfa Romeos. In 1926, with the Alfa Romeo 6C (conceived by Jano), Zagato officially became the coach builder of choice for racers by the Milanese manufacturer. So the Alfa Romeo 6C 1500 Mille Miglia Speciale, winner of the 1928 Mille Miglia, the 6C 1750 SS, winner of the 1929 edition, and the 6C 1750 GS, that in the hands of Nuvolari got onto the highest step of the MM podium in 1930, had all bodies designed by Zagato. The Drake, in the meantime, gradually discarded his racing helmet to don the managerial suit and tie, until, in 1929, he founded in Modena the Scuderia Ferrari, the private team of the official Alfa Romeos. He chose Zagato as partner for the supply of bodies. Thanks to the Alfa-Ferrari-Zagato joint-venture, some unforgettable pages in the history of automobile competitions were written. The Alfa Romeo 6C 1750 Gran Sport, top racing version of the 6C at the time, was also available with a 1.5 litre engine, so that it could race in the lower classes.

Chassis 10814406, built in 1933, is one of 18 equipped with a Testa Fissa engine, that is with a solid head and cylinders to prevent the cylinder head gasket wear during intensive use.

Bought new by well-known Italian lady driver Anna Maria Peduzzi (known as "Marocchina"), it was extensively raced in the Thirties. It took part in the 1934 Mille Miglia for Scuderia Ferrari. The driver Anna Maria 'Marocchina' Peduzzi and co-driver Gianfranco Comotti finished the race thirteenth overall and won the class Sport for cars with engines up to 1.5 litres.

### **N. 159 - 1947 Rovelli Fiat 1100 Testadoro Spider Hartdtop (Carrozzeria Castagna Milano) chassis: 0039147 - Aurelio Valentini (I) - Carlotta Valentini (I)**

This sports-racing car is absolutely typical of Italy's entirely charming and engaging Fiat-based racing specials that were produced in very considerable quantity both before and after the Second World War. In relative terms, the Italian motor sporting community was huge during the 1930s and '40s, including numerous small-time motor engineers, garage owners and simply enthusiastic amateur special-builders. In the contemporary Fiat 750 and 1100 cc production passenger cars, they had a readily available and affordable reservoir of chassis, running gear, engine and transmission parts with which to weave their craftsman magic. The Fiat 1100 engine was particularly responsive to relatively simple modification and tuning, while some specialists actually went far beyond that, even to the extent of casting special cylinder heads and sometimes blocks to accept Fiat internals. This particular car was based upon a pre-war Fiat chassis and running gear that had, perhaps, first been modified for competition use before Italy entered the global conflict in 1940. It is believed that the car was created by Nino Rovelli, a Milan Polytechnic graduate who raced in a modified BMW 328. He owned a mechanic workshop, had connections with several manufactures and coachbuilders and became in the following years a petrochemicals magnate.

The engine was the pre-war updated power plant displaced 1,089cc, which appeared in 1937 and began the Mille Miglia-winning 508 C MM of 1938. To distinguish the revised-engine models from their predecessors, the 508 became the 508 C or Balilla 1100. The original aluminium head with overhead valves to produce 32bhp in standard trim was changed with Testadoro head. Testadoro was the name of a proprietary cylinder head for the Fiat 500 and 1100 designed by former Scuderia Ferrari engineer Arnaldo Roselli, who had designed the famous Scuderia Ferrari Alfa Romeo Bi-motore in the mid-thirties. The name Testadoro was justified by the fact that the head was cast in bronze. The Testadoro cylinder head was made and distributed by a Turin outfit, GR - La Casa dell'Auto and it proved popular with road going Topolino and sports cars owners. The partner of Roselli in the firm, Giorgio Giusti, decided to publicise the product by building also some sports cars. Postwar, the mighty Mille Miglia road race was revived for the first time in 1947, and its announcement by the organising Brescia club was received with tremendous excitement and anticipation by all of Italy's special builders. This car was specially bodied in a most ingenious manner by Carrozzeria Castagna, and it was equipped with a detachable coupe hardtop which - when removed - leaves an open-cockpit spider two-seater of exceedingly attractive

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appearance.

In 1952 the car was exported to the USA and looked with a different front, the Fiat badge and different headlights. The shape of the car changed a second time before being restored in the 2000s.

## **N. 262 - 1952 Ermini Sport Internazionale (Motto) chassis: 055352 - Roberto Cerè (I) - Antonia Damijanidis (HR)**

The strong competition, especially with Stanguellini and O.S.C.A.'s cars, became increasingly fierce and convinced the Florentine builder to abandon his project to develop the Ermini-Fiat engine in favour of designing, with the help of engineer Alberto Massimino, a new four-cylinder engine. "114" stood for the engine displacement and the number of cylinders, which was common practice at the time. To increase the power of the engine was adopted a solution which provides an aluminium block with five main bearings with a new project of twin overhead cam. The new engine, designed and built entirely by Ermini, was one of the few racing engines that did not come from other standard propelling forces, thereby giving further prestige to the Florentine car constructor. Thus, car registrations began to have the word "Ermini", without the suffix "Fiat", while maintaining the official set of numbers of the chassis. The Florentine car constructor could, therefore, use its own progressive numbering system for its engines. In 1952 the 3rd car built the previous year was equipped with the new Ermini engine for Attilio Brandi. The torpedo-shaped car complied with the new regulations of the International Sporting Code which required the fenders to be attached directly to the body – that is why it took the name of Ermini Sport Internazionale. That same year, with the new engine, Motto of Torino set up two more cars, this time with covered wheels as required by the new rules, one of them was for Aldo Terigi and the other for Ugo Puma. These cars had a Gilco 203 chassis, modified at the rear for Ermini, and lighter "cantilevered" leaf springs.

Chassis 055352 is the Aldo Terigi car that raced the Mille Miglia in 1952 with Pugi but did not finish the race. Terigi won instead of the class in the Targa Florio and he came 2nd in class at the Coppa d'Oro delle Dolomiti. In 1953 Aldo Terigi won the class during the Coppa della Consuma and at the Coppa Balestrero. It also ran the Mille Miglia in 1953 with Bernardeschi without success. This car ran several races, and in 1956 it was bought by the Scuderia Centro Sud.

## **N. 337 - 1954 Autobleu 750 Mille Miles (Carrosserie G.T.R.) chassis: 195475 - Mark Thieme (NL) - Toine van Ooijen (NL)**

The Renault 4CV was originally conceived and designed covertly by a design team led by the company's Technical Director Fernand Picard and by Charles-Edmond Serre during the World War II German occupation of France. After the war, the French occupation forces arrested Dr. Ferdinand Porsche, as Nazi collaborators. While in prison, the French forced Dr. Porsche to collaborate to design the 4CV. The Renault 4 CV stayed at the top of the sales charts for some years and business must have also flourished for several small companies such as Autobleu. Autobleu was a small, short-lived French automobile maker based in Paris, rue Aumont-Thiéville 15 in the 17th arrondissement. The company was established in 1950 by Maurice Mestivier and Roger Lepeyre. Its original business involved manufacturing components which buyers could use to make their Renault 4CVs go faster. The Renault 4CV was France's best selling car at this time, and its advertised power output was increased to 17 hp (13 kW) for 1950. The company developed the famous "pipe Autobleu", an improved inlet/exhaust manifold, which was a popular tuning extra on the Renault 4CV and Dauphine in the fifties and early sixties as it gave considerably more power. In May 1953 the press were summoned and the company presented a small stylish luxurious coupé car based on the mechanical underpinnings of the Renault 4CV. It was designed by Ghia, and the first examples were made by Pourtout. Due to quality problems and production delays, the second series of cars were built by Carrosserie Henri Chapron. In 1958 ended automobile production first. As a supplier and in the area of engine tuning, the company continued to exist. At the Geneva Motor Show 1967, a vehicle was presented again, which remained a prototype. The company existed until 1971.

For the Mille Miglia 1954, the only factory race car has been designed, the Model 750 Mille Miles; powered by a revised engine, whose displacement was increased from 750 to 950 cc and 70 bhp. The streamlined body was developed by the aerospace engineer Marcel Riffard and bodied by Carrosserie G.T.R. This alloy prototype is the car with which Jean Bianchi took part in the Mille Miglia in 1954, 1955 and entered but not ran in 1956.

The Autobleu 750 Mille Miles ran the 12 Heures Internationales de Reims in 1956. It is believed that the car reached the average of 170 km / h to the Autodrome de Linas-Montlhéry. The car was restored in 2017 and reported to its original



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color and livery with which it ran the Mille Miglia in 1955.

**N. 370 - 1955 Alfa Romeo 1900 C Super Sprint (Zagato)**  
**chassis: AR1900C\*01931 - Davide Parmegiani (CH) - Monica Bonzi (CH)**

In 1954, the range of Alfa Romeo 1900 was modernized with the introduction of the Super with a larger and even more powerful engine. The better version was the Super Sprint, which was fitted with a 115 bhp engine. A 1900C was created specifically for coach-builders like Touring, Pinin Farina, Zagato and Ghia. The Alfa Romeo 1900 C 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 Gentleman drivers of the GT category with a modern and very efficient car, designed on the 1900 short wheelbase chassis, offered from Alfa Romeo. The 1900 SSZ (as unofficially designation known) 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, an aerodynamic lightweight aluminum body and, on some of the 1900 SSZ built, the famous Zagato's trademark double bubble roof "doppia gobba" which was able to lower the front section of the car and to increase the stiffness of the roof. These cars were individually hand-crafted. It is thought that just 39 examples (plus two bare chassis) of the 1900SSZ were built from 1954 to 1957, and they are regarded as the pinnacle of 1950s production Alfa Romeos.

Chassis 01931 was delivered new early in 1955 to Vittorio Vanini - a successful wealthy privateer of the period, from the famous family of Swiss chocolatiers - through Sonvico, the Alfa Romeo dealer in Lugano, in the Swiss canton of Ticino. The rakish two-tone Zagato berlinetta was registered 'TI 13523'. On 1 May 1955, in Vanini and co-driver Ivo Badaracco's hands, 01931 participated in the epic Mille Miglia road-race carrying race number '451'. Starting, of course, at 4.51am they passed through the Rome checkpoint 6 hours, 44 minutes and 46 seconds later and crossed the finishing ramp in Brescia after 12 hours, 56 minutes and 11 seconds to claim 19th place overall, the first Alfa Romeo 1900SSZ home and a superb second in class. In addition to their impressive Mille Miglia performance the Swiss-Italian gentleman driving duo also contested that year's Coppa Intereuropa at Monza on 11 September, the GT race preceding the Grand Prix, finishing 11th. It has been hidden from view for most of its life and spent over 50 years in the hands of a very private, enthusiastic American owner.

**N. 435 - 1956 Mercedes-Benz 300 SL Coupé (Mercedes-Benz)**  
**chassis: 198.040.6500028 - Pierre Mellinger (CH) - Tommaso Gelmini (I)**

With the readmission of the Federal Republic to the FIA, the German manufacturers could return to European motor sport. Mercedes-Benz prepared for its return with the W194, a car featuring an engine derived from that of the production 300 saloon mounted in a highly sophisticated spaceframe chassis composed of small-diameter tubes, a true innovation if we ignore the more primitive version used in the Aston Martin Atom. In order to achieve the required rigidity, the load-bearing sills were very high and consequently prevented access to the cockpit via a normal door. The designers thus opted for glazed panels hinged longitudinally from the roof, the shape of which led to the car being commonly known as the "Gullwing" Mercedes. The perfect organization of Neubauer, sporting director at the time of Caracciola's victory in 1931 did the rest. Only a miraculous drive by Bracco allowed Ferrari to escape a resounding defeat.

Chassis 198.040.6500028 ran Mille Miglia in 1956 with the number 500 and the driver Guido Castelli Guidi. It returned the following year with the Guido Castelli Guidi / Giuseppe Musso crew and the race number 425. In both years the car did not rank. The car also ran the first edition of the Rally Mille Miglia in 1958.