

90 ANNI | THE 1000 MIGLIA | EXHIBITION

“90 YEARS. 1000 MIGLIA” BRESCIA SHOWCASES TODAY’S NEW MASTERPIECES You can visit the exhibition at the Mille Miglia Museum until 7 January 2018

Timeless masterpieces, jewels of design and of the mechanic’s art, priceless examples of tasteful collecting: until 7 January 2018, the Mille Miglia Museum in Brescia is hosting “90 years. 1000 Miglia”, an unparalleled exhibition about the period cars that have written pages of history and competed in Italy’s greatest road race – in some cases still do. Promoted by the Mille Miglia Museum and by Automotive Masterpieces and built on the dynamic principle of alternating the spectacular models on display as it progresses, the exhibition shows more than 30 of the finest works of mechanical craftsmanship Made in Italy, in an innovative 2.0 concept that constitutes an exciting new experience in the scenario of the famous road race. In the last two months, several other cars have arrived in the museum to show off their finest aspects and tell their tales to an admiring audience of general public and racing fans. The most interesting of these new arrivals include the 1953 Fiat 8V coupé (the eighth of the extremely rare first series of the 8V, of which only 34 ever rolled off the production lines), the 1950 Giaur 750 Sport built by Meccaniche Taraschi and the 1954 O.S.C.A MT4 - 2AD built by the Maserati brothers with coachwork by Morelli.

“Using the BLE technology (bluetooth low energy) and the internet of things, we have combined past and future to tell the story of these masterpieces in a technological key”, states Sandro Binelli, the exhibition’s curator and manager of the Automotive Masterpieces cultural project. The beacons installed on the cars and the totem touchscreens located in the museum enable the cars’ past to emerge and come back to life in the form of documents, newspaper articles, original videos and period photographs. The entire exhibition is the tangible translation of the Automotive Masterpieces project, one of the most complete virtual encyclopaedias dedicated to period cars. For Binelli, “the aim of the exhibition is to bring these cars’ glorious history up to date and make it easy to access, by seeking out, preserving and sometimes reconstructing an historical heritage that would otherwise be irremediably lost”.

The super rare 8V high performance coupé developed in the utmost secrecy

In the postwar period, a multi-hand project, developed in absolute secrecy. 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. Chassis 106.000008 is the 8th car built. A total of 34 first series Fiat 8V have been built. The car went off the line on March 5, 1953 and meant for Emanuele Filiberto Nasi, son of Lord Carlo Nasi and Tina Agnelli, so grandson of Giovanni Agnelli, the former founder of Fiat. Emanuele Filiberto Nasi was president of the Turin Automobile Club and raced 106.000008 at the hillclimb Colli Torinesi, Sassi-Superga with 128 entry number (TO143309 plate), ranking 7th in class Turismo Internazionale -2000cc. The car was sold in August 1956 to Benedetto Testa (plate BS38945) and then given in the hands of Antonio Siddi, sprinter and bronze medal at the Olympic Games in London 1958, for the 1957 Mille Miglia. Siddi with entry number 319 did not finished

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the race but bought the car in July 1957.

The Giaur 750, the racing car from Teramo built with war residues

Teramo location, with no “car-minded” tradition, didn’t scared Berardo Taraschi, a racer that decided to build his own race car, in post world war period, often using the wide availability of war surplus. Following some racing success, Taraschi had struck a deal with the Giannini brothers whereby they would provide him with their own powerful Giannini engines. The contraction of GIAnnini and URania led to a new Italian marque known as Giaur. Giaur chassis BT-004 was completed in 1950 and sold new to Italo Arlini-Di Brigida from Pineto, Italy. He soon raced it in the 1950 Mille Miglia where it finished 71st overall and 6th in class. The Giaur was sold to Gustavo Laureati of Grottammare who teamed with driver Elio Celani and DNFed with the car at the '51 MM. Laureati and the Giaur tried again at the '53 MM. Now teamed with co-driver Amedeo Francescangeli, the car placed 161st overall and 11th in Class. Following this, brothers Francesco and Vincenzo raced the Giaur at the 1954 MM where they placed 156th overall and 12th in Class. The car then was raced at a variety of events including Circuito di Salerno, Circuito di Terni, Vermicino-Rocca di Papa Hillclimb and several other local events. In late 1955 Francesco De Angelis traded BT-004 to seasoned racer Alfredo Tinazzo for an Alfa Romeo 1900.

O.S.C.A MT4 -2AD, 1954: the racing car for real pilots

The three Maserati brothers, after WW2, founded Officine Specializzate per la Costruzione Automobili Fratelli Maserati – O.S.C.A. for short – to build limited edition competition cars. The brothers were real racers, and their little O.S.C.A.s were real racing cars. O.S.C.A.'s first automobile was the MT4, for Maserati Tipo 4 cilindri and over the next eight years it was developed into the most successful under-1500 cc sports/racing car in the world. This O.S.C.A. MT4 was the official car for the French racing car driver Louis Chiron in the Carrera Panamericana of 1954. He came in third in his class. It was sold in early 1955 to Giulio Cabianca, from Verona, who came in sixth in his class in the Giro di Sicilia, withdrew from the Mille Miglia, and finally came first in its class in the Circuito del Mugello, an overall second. In that year the car also came third overall, second in its class in the Coppa d'Oro delle Dolomiti in the Italian Alps. Morelli redid the body during the winter to look like the 1956 model. And in the Mille Miglia of 1956 it came first in its class, beating Porsche. It is highly probable that this is the car that took Cabianca to triumph in the Coppa d'Oro delle Dolomiti and the Giro delle Calabrie as both first places overall were won by Cabianca.

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

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