



CONCORSO D' ELEGANZA
VILLA D' ESTE

dal
1929

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Ferrari 335 Sport wins the Trofeo BMW Group as “Best of Show” at the Concorso d’Eleganza Villa d’Este 2018.

The international Jury of experts selects the front-engine sports racing car from 1958 as this year’s overall winner of the most exclusive beauty contest for historic cars with a rich heritage tradition +++ Illustrious award goes to an automobile manufactured in Italy for the fifth time in succession +++ Glittering finish to the Festival of Elegance held under the motto “Hollywood on the Lake”.

Munich/Cernobbio. And the Trofeo BMW Group goes to: the Ferrari 335 Sport manufactured in 1958. The Concorso d’Eleganza Villa d’Este 2018 in Cernobbio, Northern Italy, was today crowned with the presentation of the “Best of Show”, awarded to the front-engine sports racing car owned by Andreas Mohringer from Austria. The presentation of the award provided the magnificent culmination of the beauty contest for historic vehicles staged jointly by the BMW Group and the Grand Hotel Villa d’Este under the motto “Hollywood on the Lake”. The beauty pageant focuses the limelight on outstanding rare treasures from the world of automobiles and motorcycles.

The international Jury of experts led by its President Lorenzo Ramaciotti selected a vehicle made in Italy for the fifth time in succession. “This is a genuine racing car but it is absolutely fine for driving on the roads,” recounted the proud owner of the winning automobile and added: “However, you need a strong hand to do that.” Mohringer has taken part in the Concorso d’Eleganza Villa d’Este a number of times and he expressed his enthusiasm about the magnificent atmosphere at the Grand Hotel Villa d’Este. He is not of course alone in being

impressed by the illustrious venue. “I well remember when I came here for the first time with my daughter – she announced to me that she wanted to get married here.”

The winning automobile of the Concorso d'Eleganza Villa d'Este 2018 is the youngest of only four cars of this type ever built. The tubular steel frame is styled with an outer skin produced in aluminium by coachbuilder Carrozzeria Scaglietti. The Ferrari 335 Sport made its sports racing debut in 1957 powered by a four-litre V12 engine generating 390 hp. Spanish driver Alfonso Marquis de Portago suffered a fatal accident in one of the cars at the Mille Miglia in 1957. The accident caused the death of eleven people, including the driver, his co-driver and nine spectators, and the legendary endurance race was permanently banned from the roads of Northern Italy as a result. The car shown here on the shores of Lake Como was produced in 1958 and an advanced V12 engine was installed with power enhanced to 430 hp and capable of achieving a top speed of more than 300 km/h. The Ferrari 335 Sport is regarded as the pinnacle of the front-engine era in the brand's motor-sport history.

“It is always difficult to select the Best of Show from the winners in eight award classes because the difference between a Formula 1 automobile and a vehicle from 1913 is very great,” mused Jury President Lorenzo Ramaciotti. “In this case, the rare nature and the outstanding engineering were the deciding factors. The Ferrari 335 Sport was the most powerful sports car from this marque, and for a long time also the fastest. Then there was the fact that the recently completed restoration had been carried out to the very highest standards.”

The specialist international Jury had already announced the winners and placings in the eight classes for historic cars. They were selected from a distinguished field of 50 automobiles that lined up at the start of the contest with the aim of enthusing the Jury and the public with their outstanding condition and fascinating history. The list below presents the “Best of Show” and all the class winners alongside those vehicles bestowed with a Mention of Honour. The make, body designer, year of manufacture and owner are provided in each case:

Trofeo BMW Group

Best of Show by the Jury

Ferrari 335 Sport, Spider, Scaglietti, 1958, Andreas Mohringer (AT)

Class Winners and Mention of Honour

**CLASS A:
THE TITANS: DIRT, DUST AND DANGER**

Class Winner

Bugatti 59, Grand Prix, Bugatti, 1934, Marc Newson (GB)

Mention of Honour

Alfa Romeo 8C 2300 Monza, Open Two-Seater, Zagato, 1933, Roderick Jack (GB)

**CLASS B:
FROM MANHATTAN TO MAYFAIR: THE GOLDEN AGE
OF MOTORING OPULENCE**

Class Winner

Rolls-Royce Phantom, Brougham de Ville, Brewster & Co., 1929, Frédéric Leroux (FR)

Mention of Honour

Cadillac V-16, Roadster, Fleetwood, 1930, Frederick Lax (US)

**CLASS C:
SHAPED BY THE WIND: GRANDES ROUTIERES OF THE ART DECO ERA**

Class Winner

Lancia Astura Serie III, Cabriolet, Pinin Farina, 1936, Anthony MacLean (CH)

Mention of Honour

Bugatti 57 Atalante, Coupé, Bugatti, 1937, Albert Wetz (LU)

**CLASS D:
NEW WORLD, NEW IDEAS: THE STORY OF THE GT**

Class Winner

Ferrari 250 GT Berlinetta SWB, Berlinetta, Pinin Farina, 1960, David MacNeil (US)

Mention of Honour

Ferrari 212 Export, Cabriolet, Vignale, 1951, Peter Kalikow (US)

**CLASS E:
SPEED MEETS STYLE: THE FLOWERING OF THE SPORTS
AND THE RACING CAR**

Class Winner

Ferrari 335 Sport, Spider, Scaglietti, 1958, Andreas Mohringer (AT)

Mention of Honour

Porsche Carrera GTS, Coupé, Porsche, 1964, Klaus-Otto Räker (DE)

**CLASS F:
80 YEARS OF AUTOMOTIVE ARCHAEOLOGY**

Class Winner

SCAT 25/35 HP, Landaulet, SCAT, 1913, Corrado Lopresto (IT)

Mention of Honour

Lamborghini Miura P 400 SV, Coupé, Bertone, 1971, Andrej Friedman (CH)

**CLASS G:
HOLLYWOOD ON THE LAKE: STARS OF THE SILVER SCREEN**

Class Winner

Lancia Stratos, Coupé, Bertone, 1970, Phillip Sarofim (US)

Mention of Honour

Aston Martin DB5, Saloon, Aston Martin, 1964, Harry Yeaggy (US)

**CLASS H:
WHEN SEX WAS SAFE AND RACING WAS DANGEROUS: FORMULA ONE!**

Class Winner

McLaren MP4/2B, Monoposto, McLaren, 1985, Gerhard Berger (AT)

Mention of Honour

Maserati 250F, Monoposto, Fantuzzi, 1954, Guillermo Fierro-Eléta (ES)

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<http://www.concorsodeleganzavilladeste.com>

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