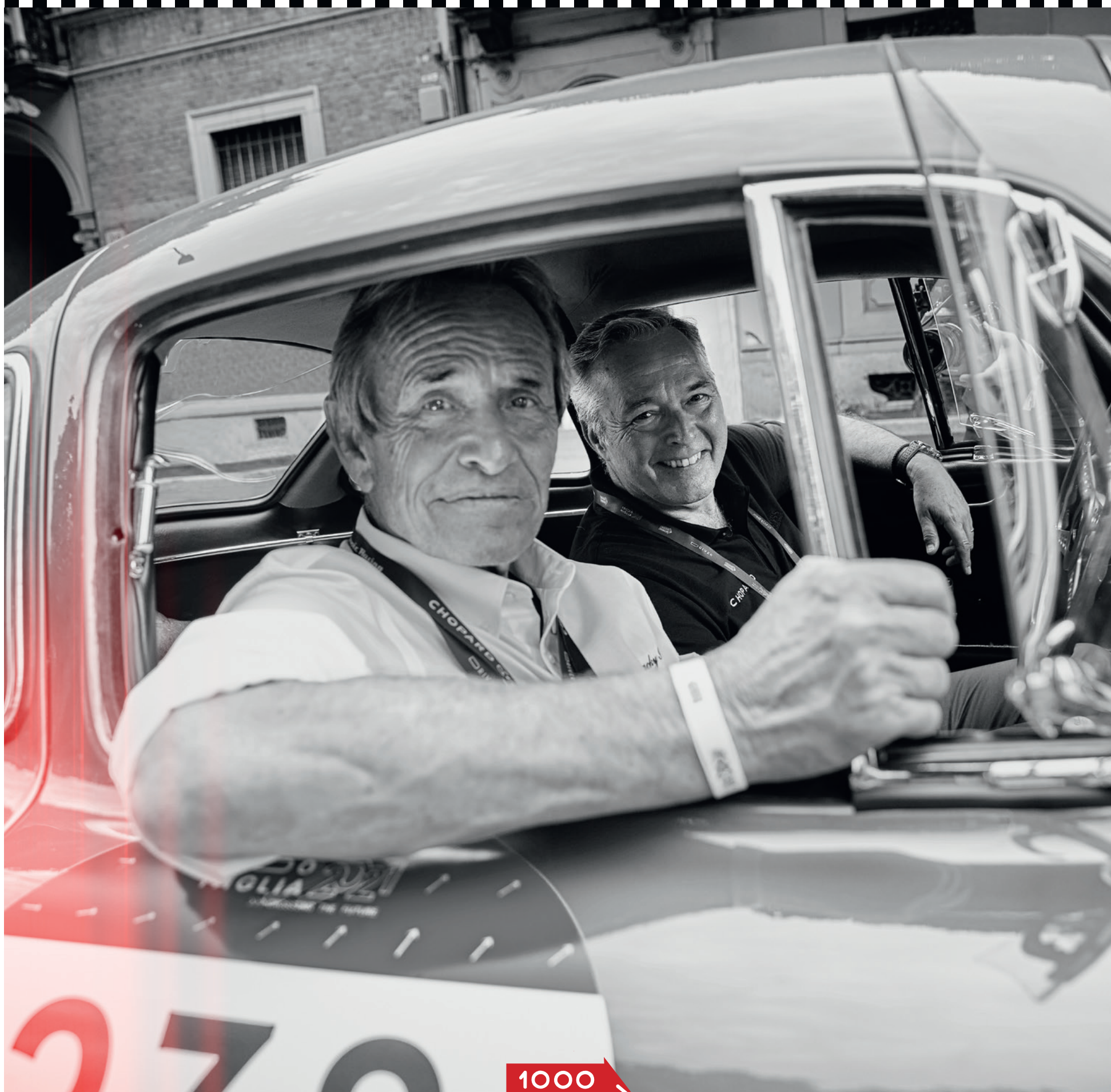


MILLE MIGLIA 2023

# LA GAZZETTA DI CHOPARD



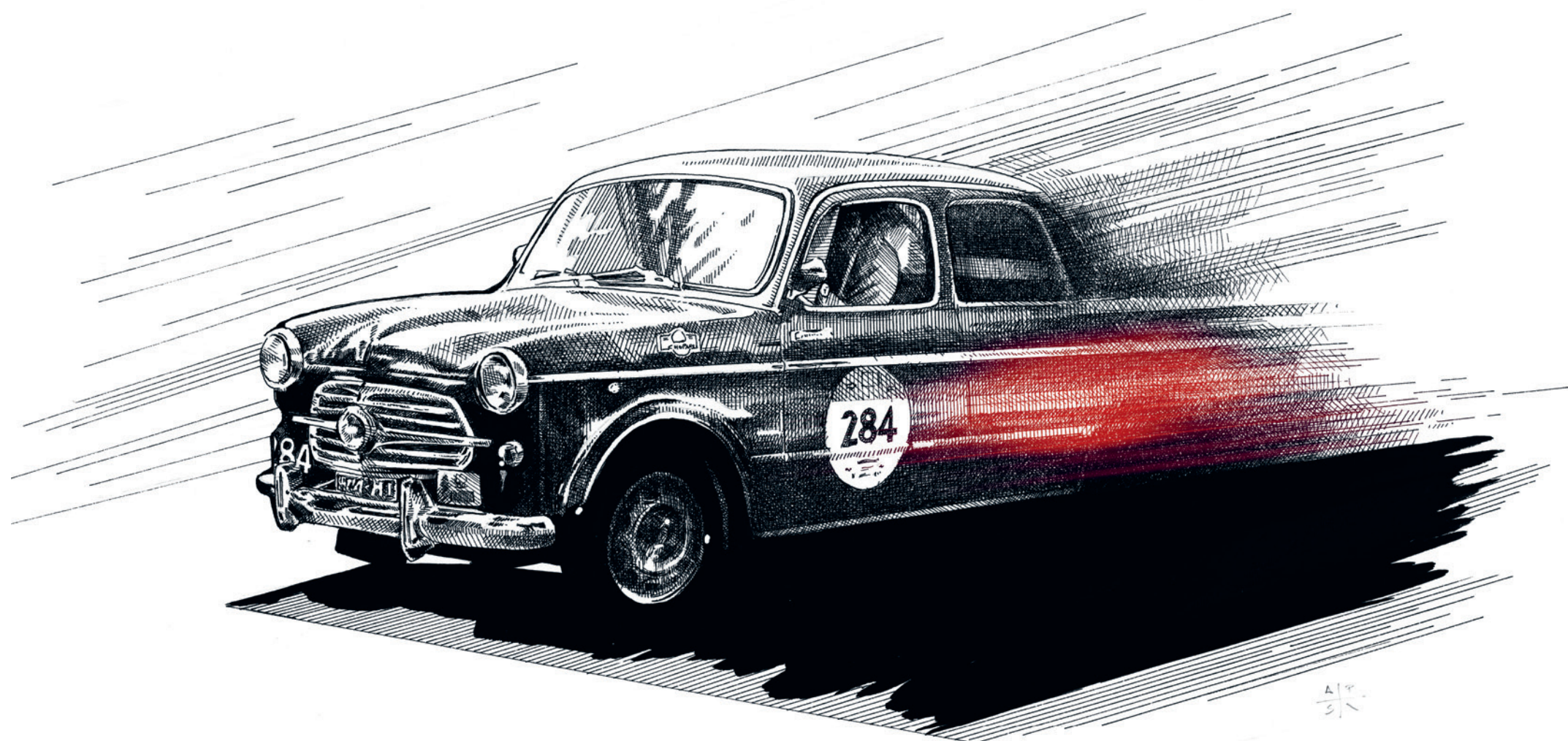
1000  
MIGLIA >

## ***SURPASSING ONESELF***

*Chopard*

THE ARTISAN OF EMOTIONS – SINCE 1860



**1927**FIRST EDITION  
OF THE *1000 MIGLIA* RACE**1988**BEGINNING OF CHOPARD AND  
*1000 MIGLIA*'S PARTNERSHIP**2023**41<sup>ST</sup> EDITION OF THE REBIRTH OF THE  
HISTORIC *1000 MIGLIA* CAR RACE**40.5** MMTHE DIAMETER  
OF THE 2023 MILLE MIGLIA  
CLASSIC CHRONOGRAPH**54** HOURS:POWER RESERVE OF  
THE 2023 MILLE MIGLIA  
CLASSIC CHRONOGRAPH**1960**<sub>s</sub>DUNLOP RACING TYRES  
WHICH INSPIRED THE BLACK  
RUBBER STRAP

## A RALLY THAT CHALLENGES DRIVERS AND NAVIGATORS



→ **2023**

This year will mark my 34<sup>th</sup> consecutive participation in the *1000 Miglia*, and the fact that I am looking forward to it with as much excitement and trepidation today as I did the very first time I took to the start ramp with Jacky Ickx by my side in 1989, speaks volumes for the enduring appeal of what they call 'the most beautiful race in the world'.

These days, of course, the *1000 Miglia* is not a 'race' as it originally was, but a rally that challenges drivers and navigators to complete the course within a very specific time frame – the crucial timing element being one of the things that makes the event such a perfect fit with Chopard.

But crews have a whole lot more to contend with than just getting from A to B punctually because, while the *1000 Miglia* is no longer a contest of outright speed, it is still very much one of endurance, tactics, driving skill and determination.

Competitors must be able to handle their beautiful old cars with a degree of gusto tempered by a good deal of mechanical sympathy; to be prepared for the best and worst of weather; to be capable of carrying out roadside repairs – and to be willing to spend several long, hard days behind the wheel.

It is for all these reasons that, no matter how many times one takes part in the *1000 Miglia*, no two editions are the same and there is never any guarantee of achieving a successful finish.

Adding to the uncertainty that makes the event so thrilling and addictive is the fact that the organisers never cease in their efforts to truly challenge the crews.

In 2021, for example, an anti-clockwise route which had been used in some of the original races was temporarily re-instated – and this year, for the first time, the *1000 Miglia* will be run over five days rather than four and across a distance of 2,000 kilometres-plus (so a little more than the original '1,000 Roman miles' from which the event gets its name).

As ever, it will require truly heroic efforts on behalf of both drivers and their trusty navigators – especially in the case of teams taking part in some of the oldest cars (such as the magnificent 1929 Itala) or those with the smallest engines, which this year includes a brace of 750cc Zagatos, a trio of tiny Topolinos and the Fiat 1100ES that will be part of 'Team Chopard'.

My co-driver and I will meanwhile campaign with the Mercedes-Benz 300 SL 'Gullwing' that has been in my family for around 40 years and which was the car I drove when I made my *1000 Miglia* debut back in 1989. It has since taken me swiftly and faithfully around the course, and I feel I can truly count on it. But who knows...

So all the very best to everyone taking part – and here's hoping we see you not just at the start, but at the finish, too!

Karl-Friedrich Scheufele

Karl-Friedrich Scheufele, Chopard Co-President



# THE CHOPARD MILLE MIGLIA COLLECTION

THIRTY-SIX YEARS OF PARTNERSHIP AS WORLD SPONSOR & OFFICIAL TIMEKEEPER

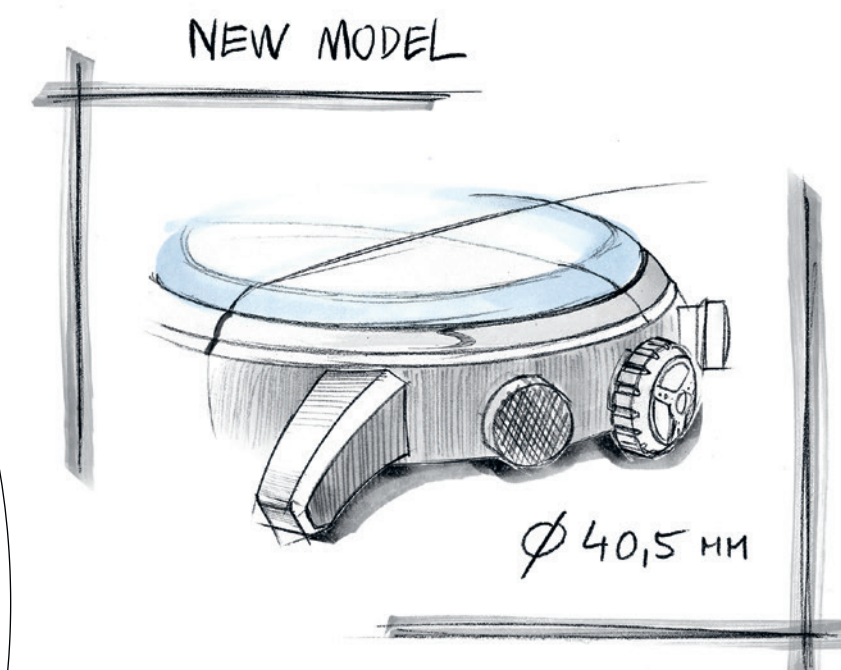
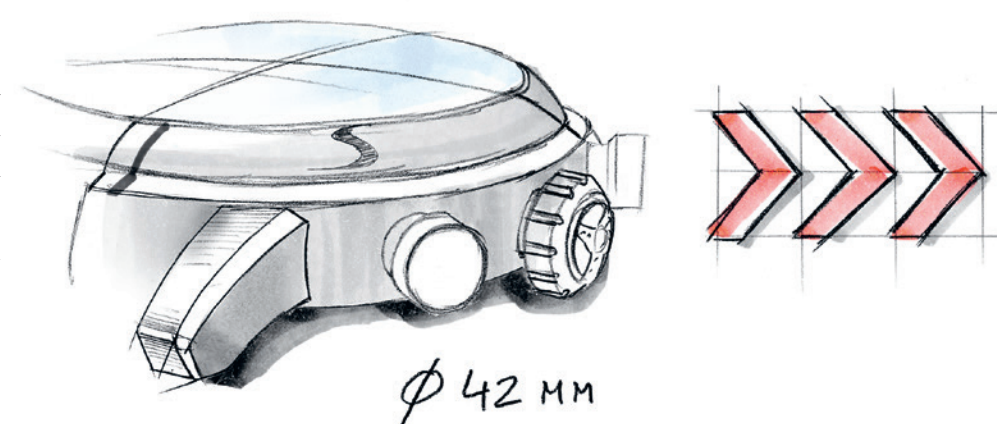




# THE NEW DESIGN OF A CELEBRATED RACING WATCH

MILLE MIGLIA CLASSIC CHRONOGRAPH IN LUCENT STEEL™

Chopard's Mille Miglia collection welcomes a new design with the Mille Miglia Classic Chronograph model. It adopts a 40.5 mm case made from Chopard's exclusive Lucent Steel™; an ultra-legible dial in a selection of colours inspired by automotive bodywork; and a superb 'glass box' crystal for a magnificently retro look. Competitive spirit and a sense of camaraderie; energy and dynamism; speed and style: such are the attributes epitomising Italy's celebrated *1000 Miglia* Italian classic car race and that Chopard has been annually expressing for the past 35 years through the watches of the Mille Miglia collection. The new 2023 model is no exception to this philosophy.



- » GLASS-BOX CRYSTAL
- » SATIN-BRUSHED ON THE SIDES
- » POLISHED BEVELS
- » REWORKED NOTCHED CROWN
- » KNURLED PUSHERS

DYNAMIC, LUMINOUS AND COMFORTABLE



40.5 MM LUCENT STEEL™ WATCH | "NERO CORSA" ENGINE TURNED DIAL | AUTOMATIC CHRONOGRAPH MOVEMENT | 54-HOUR POWER RESERVE | CHRONOMETER-CERTIFIED (COSC) | HOURS, MINUTES AND SMALL SECONDS COUNTERS AT 6, 9, 3 O'CLOCK RESPECTIVELY | DATE BETWEEN 4 AND 5 O'CLOCK | CASE-BACK EMBOSSED WITH THE 1000 MIGLIA LOGO | WATER-RESISTANT TO 50 M | BLACK RUBBER STRAP INSPIRED BY 1960S DUNLOP RACING TYRES



One especially significant change from previous editions can be seen in the construction of the case: smaller and thus more aligned with the aesthetic of the historical cars competing in the *1000 Miglia*. With its 40.5 mm diameter, the watch is also less intrusive when driving, while looking just as good with evening wear as it does with a race suit.

The bezels, crowns and pushers of the three Lucent Steel™ models are in this same material, while those of the two-toned model are made from Ethical 18-carat yellow gold. Moreover, the pushers are knurled to create a motif recalling brake pedals, while the crown features more notches to enhance the grip. On either end of the case, the lugs are welded – a token of fine craftsmanship sure to be appreciated by devotees of meticulous watchmaking. Finally, the pin buckle has been redesigned compared with previous models, picking up the play on polished/satin-brushed finishes featured on the case.



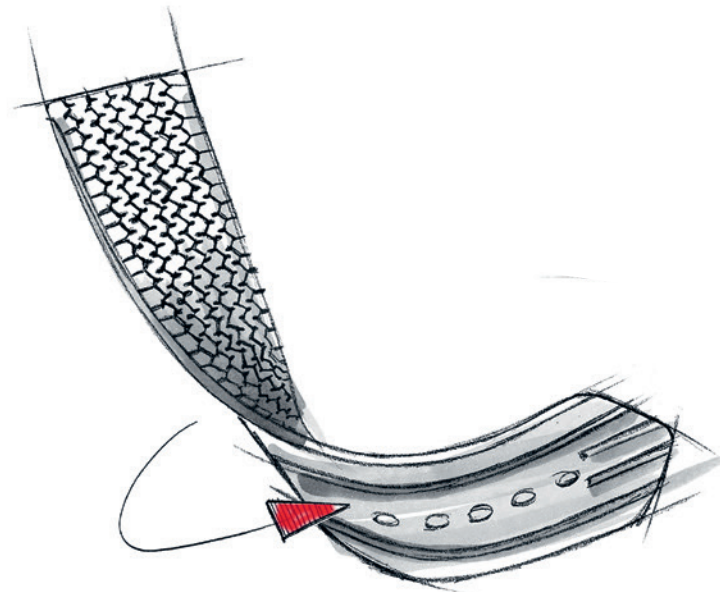
COSC LUCENT O STEEL

MILLE MIGLIA CLASSIC CHRONOGRAPH  
NERO CORSA  
REF. 168619-3001



A STRAP INSPIRED BY THE AUTOMOTIVE WORLD

➤ FRONT SIDE - DUNLOP PATTERN



The Mille Miglia Classic Chronograph model featuring a Nero Corsa dial is teamed with a rubber strap bearing a distinctive pattern based on the tread of 1960s Dunlop racing tyres, while its moisture-wicking lining recalls the black streaks typically left on road surfaces by cars being pushed to their limits.

The other three models are fitted with rich brown calfskin leather straps evoking traditional driving gloves. All four are secured by buckles made from Lucent Steel™.

In presenting these new creations, Karl-Friedrich Scheufele said: “For me, this new Classic Chronograph represents the most accomplished and definitive Mille Miglia timepiece we have made so far. Apart from its material and perfect size, all its features are the result of weeks spent detailing every aspect.”

➤ BACK - SIMULATES THE BRAKE MARKS ON THE ROADS

MADE FROM LUCENT STEEL™

Chopard is the first luxury Maison to roll out 80% recycled steel for all its steel watches, thus reducing its carbon footprint.

Chopard's quest for sustainability is in no way detrimental to the exceptional quality or properties of the materials composing its timepieces. Chopard Lucent Steel™ is made using high-quality industrial scraps from Swiss watchmakers, along with high-grade steel from the medical, aerospace and automotive industries.

The unique re-smelting process which creates Chopard Lucent Steel™ endows it with three unique characteristics:

• First, it is anti-allergenic; its similarity to surgical steel means it is highly dermo-compatible and suitable for even the most sensitive, delicate skin.

• Secondly, its hardness makes it 50% more resistant to abrasion than conventional steel, meaning that the watches are intrinsically more robust.

• Lastly, its superior homogeneous crystal microstructure enables it to reflect the light in a truly unique way. Like diamond, whose brilliance depends on the lowest degree of impurities, this very high-performance steel has far fewer flaws than conventional steel, guaranteeing a sheen, lustre and brightness comparable to that of gold.

Perfecting the composition and manufacture of a steel with these unique properties was the result of more than four years of research and development, which required sustained collaboration with suppliers to secure enough volume of high-quality recycled steel to roll out Lucent Steel™ across all Chopard collections.



[ MILLE MIGLIA CHOPARD WEBSITE ]





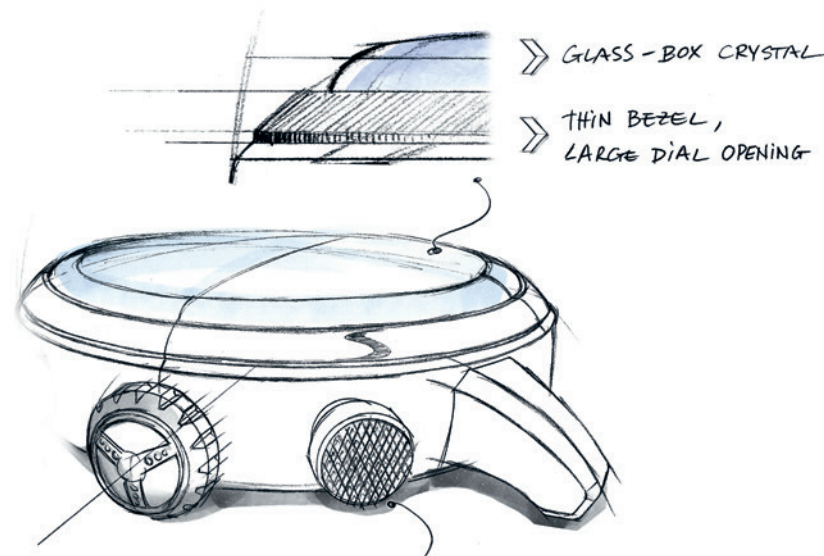


# DIALS IN RACE CAR COLOURS

VERDE CHIARO, ROSSO AMARENA AND GRIGIO-BLU

Preserving strong cues from the automotive world, Karl-Friedrich Scheufele has personally selected four colours inspired by race cars. These are sure to appeal to classic car enthusiasts of all ages – not least the new generation of younger drivers making its presence more strongly felt on the circuit. The Lucent Steel™ models feature dials named Verde Chiaro (light green) and Rosso Amarena (cherry red), each with a circular satin-brushed finish,

or in Nero Corsa (racing black) with an engine-turned finish. Meanwhile, the two-tone version in Lucent Steel™ and Ethical 18-carat yellow gold has a dial in circular satin-brushed Grigio-Blu (grey blue). These colours evoke the paintwork of classic cars, while the satin-brushing and engine-turning refer to the distinctive backgrounds of dashboard instruments and the texture of upholstery.



40.5 MM LUCENT STEEL™ WATCH | "ROSSO AMARENA"  
SATIN-BRUSHED LACQUERED DIAL | AUTOMATIC  
CHRONOGRAPH MOVEMENT | 54-HOUR POWER RESERVE  
| CHRONOMETER-CERTIFIED (COSC) | HOURS, MINUTES  
AND SMALL SECONDS COUNTERS AT 6, 9, 3 O'CLOCK  
RESPECTIVELY | DATE BETWEEN 4 AND 5 O'CLOCK | CASE-  
BACK EMBOSSED WITH THE 1000 MIGLIA LOGO | WATER-  
RESISTANT TO 50 M | CALFSKIN LEATHER STRAP



MILLE MIGLIA CLASSIC CHRONOGRAPH  
ROSSO AMARENA  
REF. 168619-3003

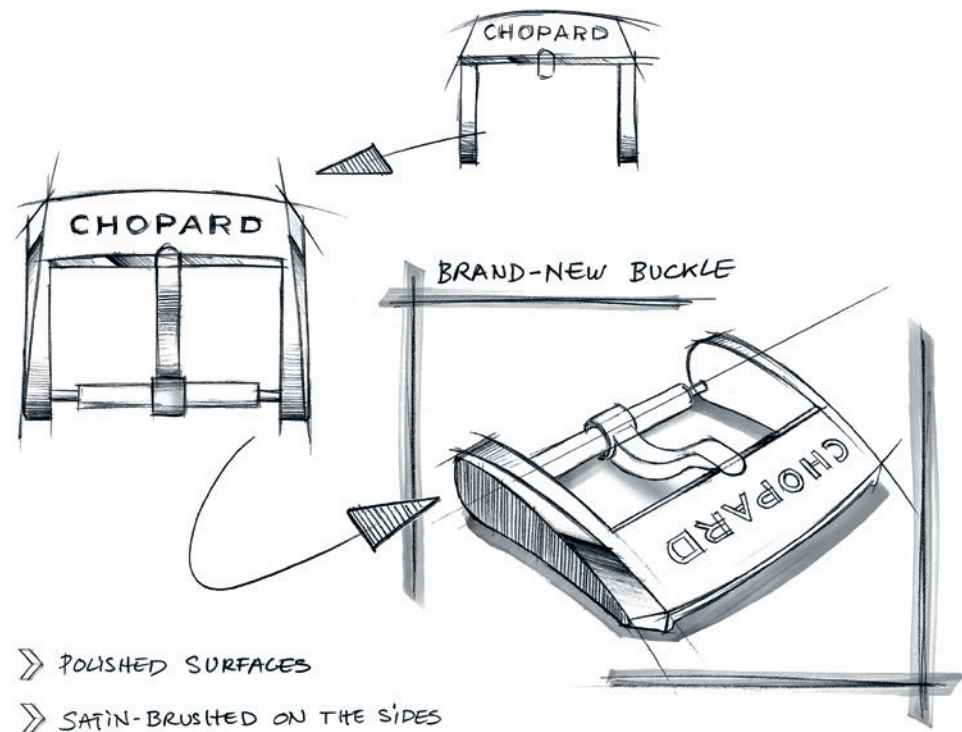


40.5 MM LUCENT STEEL™ WATCH | "VERDE CHIARO"  
SATIN-BRUSHED LACQUERED DIAL | AUTOMATIC  
CHRONOGRAPH MOVEMENT | 54-HOUR POWER RESERVE  
| CHRONOMETER CERTIFIED (COSC) | HOURS, MINUTES  
AND SMALL SECONDS COUNTERS AT 6, 9, 3 O'CLOCK  
RESPECTIVELY | DATE BETWEEN 4 AND 5 O'CLOCK |  
CASE-BACK EMBOSSED WITH THE 1000 MIGLIA LOGO |  
WATER-RESISTANT TO 50 M | CALFSKIN LEATHER STRAP



MILLE MIGLIA CLASSIC CHRONOGRAPH  
VERDE CHIARO  
REF. 168619-3004





40.5 MM LUCENT STEEL™ AND ETHICAL 18CT YELLOW GOLD WATCH | "GRIGIO-BLU" SATIN-BRUSHED LACQUERED DIAL | AUTOMATIC CHRONOGRAPH MOVEMENT | 54-HOUR POWER RESERVE | CHRONOMETER-CERTIFIED (COSC) | HOURS, MINUTES AND SMALL SECONDS COUNTERS AT 6, 9, 3 O'CLOCK RESPECTIVELY | DATE BETWEEN 4 AND 5 O'CLOCK | CASE-BACK EMBOSSED WITH THE 1000 MIGLIA LOGO | WATER-RESISTANT TO 50 M | CALFSKIN LEATHER STRAP



MILLE MIGLIA CLASSIC CHRONOGRAPH  
GRIGIO-BLU  
REF. 168619-4001





# CHOPARD AND THE 1000 MIGLIA, ONCE UPON A TIME...

**THE YEAR IS 1987, AT CHOPARD HQ...**

THESE OLD CARS ARE WONDERFUL, BUT I JUST WISH THERE WERE MORE! COULD DO WITH THEM. IF ONLY I COULD COMPETE IN THEM, RACE WITH THEM, DRIVE THEM IN THE WAY THEY WERE ORIGINALLY INTENDED...

**KARL-FRIEDRICH SCHEUFELE'S OFFICE...**

PROGRAMMA 1000 MIGLIA 1988

DID YOU KNOW THE 1000 MIGLIA HAS BEEN REVIVED?

YES, OF COURSE. BUT HOW COULD WE DO IT?

DON'T YOU THINK IT WOULD BE GREAT TO GET INVOLVED IN IT? THAT WAY WE CAN COMBINE OUR LOVE OF CARS AND OUR LOVE OF WATCHES?

TO BEGIN WITH, WHY DON'T WE JUST OFFER TO SPONSOR IT, THAT WAY PEOPLE WILL LINK CHOPARD WITH CLASSIC CARS

IT'S KARL-FRIEDRICH SCHEUFELE HERE FROM CHOPARD. I HAVE BEEN READING ABOUT YOUR REVIVAL OF THE 1000 MIGLIA. IT SOUNDS AMAZING, AND I WONDERED, DO YOU NEED A SPONSOR?

WE DO, BUT WHOEVER IT IS MUST BE AN AUTHENTIC FIT. A BRAND THAT UNDERSTANDS THE PASSION FOR CLASSIC CARS AND MOTORSPORT.

WELL, MY FATHER AND I HAVE BEEN PASSIONATE ABOUT CARS ALL OUR LIVES. AND I CAN ASSURE YOU OF CHOPARD'S LONG-TERM LOYALTY IF WE FORM A PARTNERSHIP, AS WELL AS THE FACT THAT OUR WATCHES ARE OWNED BY MANY PEOPLE IN MANY COUNTRIES WHO SHARE OUR LOVE OF CARS AND MOTOR SPORT.

OK, IT SOUNDS AS THOUGH WE UNDERSTAND ONE ANOTHER. LET'S TRY IT FOR AN INITIAL YEAR AND SEE HOW IT WORKS.

THAT SOUNDS GOOD! AND WE WILL MAKE A SPECIAL MILLE MIGLIA WATCH FOR THE OCCASION.

**LATER IN THE YEAR 1988**

WE WANT TO THANK YOU FOR YOUR INVOLVEMENT IN THIS YEAR'S EVENT. IT'S OBVIOUS THAT CHOPARD IS A PERFECT FIT WITH THE 1000 MIGLIA, AND WE WOULD LIKE TO ASK YOU TWO THINGS: ONE, ARE YOU WILLING TO CONTINUE OUR PARTNERSHIP? AND TWO WOULD YOU LIKE TO TAKE PART IN NEXT YEAR'S RACE?

I'M HAPPY TO HEAR THAT YOU THINK WE WORK WELL TOGETHER. AND I AGREE, SO LET'S KEEP THE PARTNERSHIP GOING. AS FOR ENTERING THE EVENT MYSELF: I WOULD LOVE TO! PLEASE SIGN ME UP FOR 1989.

A LITTLE AFTER...

THE 1000 MIGLIA ORGANISERS HAVE INVITED ME TO DRIVE NEXT YEAR BUT I DON'T KNOW IF WE HAVE A SUITABLE CAR.

OF COURSE WE DO! THE 300SL IS 100 PER CENT 1000 MIGLIA ELIGIBLE.

**BRESCIA, 1989**

THE 1000 MIGLIA? YOU WANT TO START WITH ONE OF THE TOUGHEST RACES ON THE PLANET?

AS READY AS I'LL EVER BE!

ARE YOU SURE YOU'RE READY?

NOT THE FIRST TIME.

YOU NEED A PROFESSIONAL TO GUIDE YOU.

WHY DON'T YOU ASK JACKY ICKX? HE'S A CHOPARD CUSTOMER, HE'S ONE OF THE BEST RACING DRIVERS IN THE WORLD AND HE LOVES THE BRAND.

MAY I GIVE YOU SOME ADVICE, A LITTLE INSTRUCTION?

YES, PLEASE DO.

RELAX. YOU ARE TOO TENSE. LOOSEN YOUR GRIP ON THE WHEEL, LET THE ENGINE SING, ALLOW THE CAR TO DANCE ALONG THE ROAD NOT CRAWL...

**TWO HOURS LATER...**

BETTER?

MUCH!

NOW I FEEL I AM PART OF THE CAR, NOT JUST A PASSENGER.

THAT'S BECAUSE YOU HAVE BECOME ITS MASTER, AND IT WANTS TO WORK FOR YOU. YOU HAVE WELCOMED IT AS THE THIRD MEMBER OF OUR TEAM!

**RATICOSA PASS**

THESE BENDS ARE HARD WORK, HOW MUCH FURTHER TO GO?

I TOLD YOU IT WAS TOUGH. WE ARE NOT EVEN HALF WAY THROUGH YET...

**PIAZZA DEL CAMPO, SIENA...**

I CAN'T BELIEVE HOW MANY PEOPLE ARE HERE TO WATCH US, HOW ENTHUSIASTIC THEY ARE!

THE ITALIANS HAVE RACING IN THEIR BLOOD. AND THE 1000 MIGLIA IS THE MOST BEAUTIFUL RACE OF ALL!

**BRESCIA, THE FINISH LINE...**

DID YOU ENJOY IT?

WANT TO DO IT AGAIN?

MORE THAN I CAN SAY. IT WAS INCREDIBLE.

MORE THAN THAT. I WANT IT TO BECOME A PART OF MY LIFE.

**1000 MIGLIA DEPARTURE IN 2023**

ARE YOU READY TO RACE?

MORE READY THAN I WAS BACK IN 1989. BUT EVEN AFTER COMPETING IN 33 1000 MIGLIAS, I KNOW I CAN STILL LEARN FROM YOU, JACKY.

DON'T FORGET NOW LET THE CAR DANCE...

ALWAYS JACKY, ALWAYS...

**THE END**



# THE 1000 MIGLIA NEVER BECOMES PREDICTABLE



1000  
MIGLIA  
2023

The ancient city of Brescia has been the start and finish point of the *1000 Miglia* ever since the founding of the race in 1927 by aristocratic motoring enthusiasts Aymo Maggi and Franco Mazzotti and their friends Renzo Castagneto, a sports manager, and Giovanni Canestrini, a journalist. Rome, too, has always served as the southernmost point of the 1000-mile course and the place at which competitors begin the long drive back to Brescia and its much-anticipated finish line. But while the challenging loop has traditionally skirted Italy's north-eastern coast and taken in the combination of mountainous landscape and flat plains to the northwest, it has seldom followed exactly the same route from one year to the next.

Adapting, changing and modifying the course has ensured the Mille Miglia never becomes predictable and has enabled regular entrants to discover as much as possible about the varied and often breathtaking landscape that makes up this frequently wild and untamed region of the country.

This year, 405 starters (from 28 participating countries) will aim to drive for five days instead of four, racking up more than 2,000 kilometres on their journey from Brescia to Rome and back to Brescia, with day one (Tuesday) taking them in a clockwise direction to their first overnight stop in Cervio-Milano Marittima. Along the way they will pass through the historic city of Verona (famous for its Roman amphitheatre) and on to Ferrara, both of which are captivatingly beautiful UNESCO World Heritage sites.

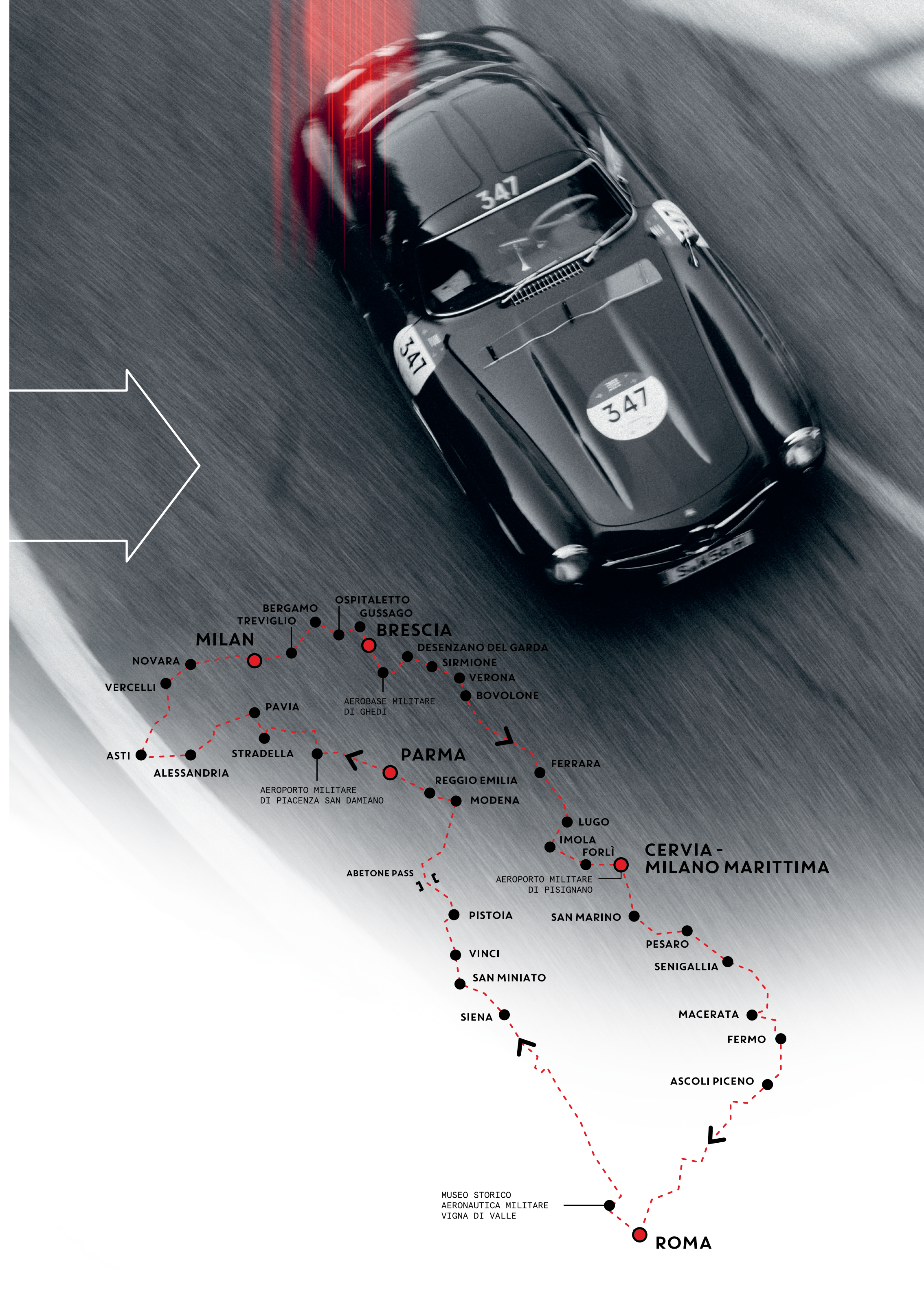
An early start on Wednesday morning initially sends the group to the tiny, hilltop republic of San Marino (officially the fifth smallest country in the world), from where the cars head up to more than 300 metres above sea level for a lunch stop in Macerata, a town renowned for its striking palazzos and annual opera festival. The second half of the day sees the long run south west, during which the competitors will

cross the majority of the width of the country on small roads in order to reach the Rome time control. The first contestants should arrive at around 8.30pm, but some of the slower cars – or teams that have been dogged by mechanical problems – may not arrive until nearer midnight (meaning they will miss the traditional competitors' parade around the city).

It's about now that *1000 Miglia* first-timers begin to realise just what a gruelling event it is – because the first car needs to be away from Rome at 6am on Thursday in order to make the six-hour journey to Siena in time for lunch. The city, famous for its daredevil Palio horse race, traditionally offers a warm welcome to the *1000 Miglia* cars with an impressive turnout of cheering spectators who line the Piazza del Campo, often showering drivers with gifts of local produce. There follows another testing run up the country to an overnight stop in Parma via the famous Abetone Pass, which is frequently used by Ferrari's test drivers and has been described as 'one of the most exciting roads in Italy.'

Friday sees competitors wake to the start of their 'home run', heading out of Parma from 8.30am and passing by the Piacenza military airport to mark the centenary of the Italian air force (Aeronautica Militare Italiana) before aiming for the lunch stop in the historic city of Alessandria. The day's driving will begin to draw to a close around five hours later as the competitors seek out the Milan time control point before dinner and a well-earned night's sleep. A civilised 8am start on Saturday marks the beginning of the final 100 kilometres of the course, which will take the surviving cars back to Brescia where they will parade along the tree-lined Viale Venezia.

Their crews will then enjoy a well-earned closing lunch – and nervously await the results of their efforts, which will be revealed at the late afternoon awards ceremony.





# ABSOLUTE LIMITS AND SURPASSING ONESELF



When it comes to pushing the absolute limits and surpassing oneself in terms of courage and ambition, few motor racing partnerships could ever match that of the legendary Stirling Moss and his co-driver Denis Jenkinson whose implicit trust in one another resulted in their record-setting *1000 Miglia* drive of 1955.

Moss had competed in the *1000 Miglia* four times previously as a driver, and Jenkinson (a journalist with the highly respected U.K. magazine *Motor Sport*: [www.motorsportmagazine.com/archive/article/june-1955/14/moss-mille-miglia](http://www.motorsportmagazine.com/archive/article/june-1955/14/moss-mille-miglia)) once before, in the passenger seat of an HWM Jaguar driven by George Abecassis. The pair failed to finish the race due to a broken shock absorber, but Jenkinson was determined to take part again and asked to be Moss's co-driver the following year.

It had been 22 years since a British driver had won the *1000 Miglia*, and it was often said that only Italians started the race with any real hope of victory. But Moss and Jenkinson were determined to prove that theory wrong – and intended to leave nothing to chance.

From the outset they adopted a scientific approach to tackling the race, deciding that the only way to conquer the 1,000-mile course as safely and as quickly as possible was to learn as many of its curves, climbs, straights and bumps as was humanly possible. In order to do this, the pair began their preparations months in advance, initially reconnoitering the route in the Mercedes-Benz 220 A saloon car that Moss had been provided with after joining the firm as a works driver in the winter of 1954.

While not nearly as fast as the 300 SLR they would use for the race, the saloon proved adequately quick and sufficiently comfortable to allow Jenkinson to make copious notes about the course, which he added to during a second practice run in a 300 SL 'Gullwing' coupe.

Eventually the pair had accumulated 17 pages of information about every significant aspect of the route, which Jenkinson transferred to a home-

made device that Moss called 'the toilet roll': a box containing all the notes stuck together in order to create one, continuous sheet that could be 'wound on' stage by stage as the race progressed. The pair finally took to the start ramp in Brescia at 7.22 am on Sunday, May 1<sup>st</sup>, with their SLR carrying the number '722'.

Among the other 533 entries were cars driven by stars such as Umberto Maglioli and Juan Manuel Fangio, but none had prepared as meticulously as Moss and Jenkinson who, in particular, had learned every important corner off by heart, classifying them as 'saucy ones', 'dodgy ones' and 'very dangerous ones'. Due to the noise of the SLR at speed – it had no roof and ran an open-pipe exhaust system – verbal communication was impossible, so the two men devised a series of hand signals that Jenkinson used to warn Moss of impending hazards.

As a result, Moss was able to drive flat-out at 270 kph/170 mph for long stretches, pass through towns and villages at high, three-figure speeds and take blind crests at full throttle, confident that Jenkinson knew exactly what lay ahead. Jenkinson, too, had total faith in Moss's almost supernatural driving skill and – although the SLR did sustain minor damage after he 'overcooked it' on two or three occasions – the pair crossed the line more than 30 minutes ahead of the second-placed Fangio (also in a 300 SLR) to complete the 1,597 km/992 mile course in ten hours, seven minutes and 48 seconds.

It was an outright Mille Miglia record that no one came close to in either in 1956 or '57, the final two years in which the event was run in its original, timed format. Jenkinson's report of the race is still regarded as one of the greatest pieces of motoring journalism ever written, and can be read in full at [motorsportmagazine.com](http://motorsportmagazine.com) under the headline: "With Moss in the Mille Miglia".

To anyone who believes in pushing themselves the extra mile, it will be inspirational, to say the least....

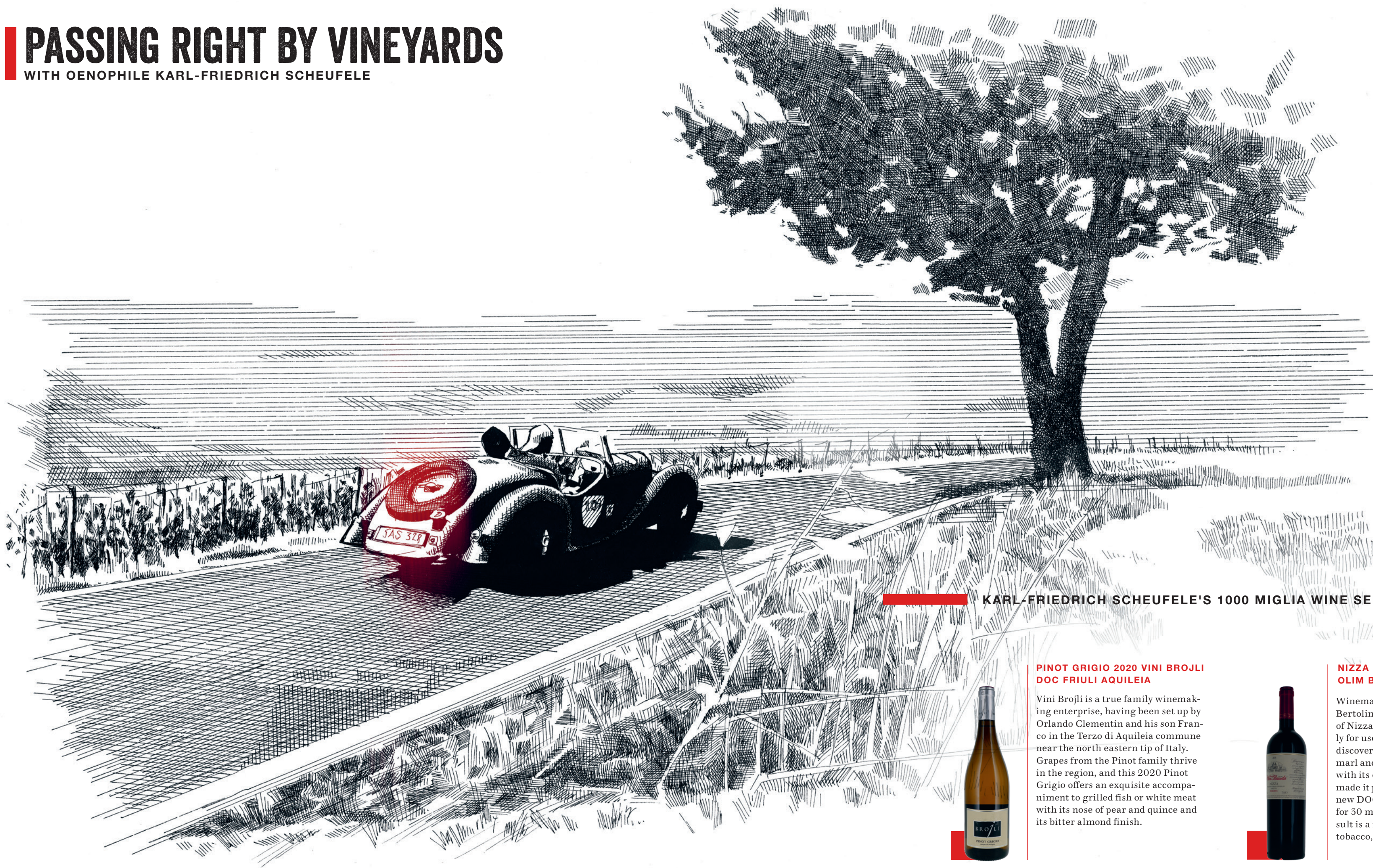




# PASSING RIGHT BY VINEYARDS

WITH OENOPHILE KARL-FRIEDRICH SCHEUFELE

*The region's winemaking heritage is inextricably bound up with the 1000 Miglia.*



## KARL-FRIEDRICH SCHEUFELE'S 1000 MIGLIA WINE SELECTION

### PINOT GRIGIO 2020 VINI BROJLI DOC FRIULI AQUILEIA

Vini Brojli is a true family winemaking enterprise, having been set up by Orlando Clementin and his son Franco in the Terzo di Aquileia commune near the north eastern tip of Italy. Grapes from the Pinot family thrive in the region, and this 2020 Pinot Grigio offers an exquisite accompaniment to grilled fish or white meat with its nose of pear and quince and its bitter almond finish.



### NIZZA RISERVA 2018 TENUTA OLIM BAUDA DOCG NIZZA

Winemakers Giovanni and Agostino Bertolino acquired the hilltop estate of Nizza Monferrato in 1961, originally for use as a family home. They soon discovered, however, that its sandy marl and limestone soil combined with its orientation towards the sun made it perfect for viticulture. This new DOCG is bottled only after aging for 30 months in oak barrels. The result is a fresh, spicy wine with hints of tobacco, cherries and pepper.



### CAPOSALDO 2019 TENUTA DE MELIS DOC MONTEPULCIANO D'ABRUZZO

Among the most celebrated of all Montepulciano wines, this d'Abruzzo is produced by the De Melis family through a father and daughter partnership. Several months of maturation in the barrel gives this famously characterful grape a refined and solid structure complemented by aromas of cherry, almond and coffee. Drinking the stand-out, 2019 vintage with slow-cooked meats or a perfectly grilled steak makes for a match made in gourmet heaven.



### MUSELLA 2016 BIO DOCG AMARONE DELLA VALPOLICELLA

In the great Amarone tradition, the wine is made from a careful blend of Corvina and Corvinone grapes which are harvested and dried for four months. The sugar-rich grapes are then fermented in their entirety before being aged for a whole year in wooden barrels. The result is a ruby-rich colour, aromas of prune, cinnamon, cherry and kirsch – and a wine that is famously warming, full-bodied and 'big'.



### BAROLO RISERVA 2016 REVERDITO DOCG BAROLO

Sabina and Michele Reverdito took over this 26-hectare family vineyard from their grandfather. Situated around the commune of La Morra and Serralunga d'Alba, the vines grow at 400 metres above sea level here, with the wine being carefully crafted by the Reverditos using traditional cellar techniques that result, in the case of this Riserva 2016, in an almost pinkish colour characteristic of the Nebbiolo grape. The wine is bursting with aromatic flavours of tobacco, plum, almond and dried flowers.



### SIEPI 2020 MARCHESI MAZZEI IGT TOSCANA

Different terroirs spread across this winery's 120 hectares produce both Merlot grapes and the local – and celebrated – Sangiovese variety. The Merlot wine is aged for 18 months in wooden barrels, while the Sangiovese wine is matured in large 'foudre' vats to refine the structure of its tannins. The combination produces a rich, dark colour as well as an elegant 'nose' with subtle hints of liquorice, spices and plum.



As well as being blessed with some of Europe's greatest driving roads, northern Italy is also home to some of the country's most noted wineries – a fact that is not lost on lifelong oenophile Karl-Friedrich Scheufele who appreciates the region's important vinous heritage just as much as its inextricable link to the 1000 Miglia.

In fact, the routes taken by successive 1000 Miglias could almost double up as a touring map of the greatest Piedmontese and Tuscan wine producers, with some of the roads the competitors will drive in this year's event passing right by vineyards that have achieved international acclaim.

There really should be 'something for everyone', too, since the wineries in

question encompass everything from coastal producers whose vines grow within sight of the Adriatic to others who work the limestone ridges of south Tuscany.

Many are true, family-run enterprises that have been passed down through generations, while others enjoyed periods of greatness before falling into neglect, only to be brought back to life again by passionate winemakers who have recognised both their past importance and their future potential.

Here, we have selected bottles from half a dozen stellar producers based along this year's 1000 Miglia route for whom wine production is a pure labour of love.

And what better way to celebrate a successful rally?





# CLASSIC RACING ACCESSORIES

FOR COURAGEOUS AND AMBITIOUS DRIVERS

**CLASSIC RACING BRACELET**  
**REF. @95016-0298**  
BICOLOUR BLACK & RED BRAIDED LAMBSKIN  
SILVER-TONE METAL  
BLACK VARNISH  
WITH RUBBER-EFFECT CLASP  
S: 19 CM / M: 21 CM



**CLASSIC RACING BRACELET**  
**REF. @95016-0296**  
BICOLOUR GREEN BRAIDED LAMBSKIN  
SILVER-TONE METAL  
BLACK VARNISH  
WITH RUBBER-EFFECT CLASP  
S: 19 CM / M: 21 CM



**CLASSIC KEYRING**  
**REF. 95016-0302**  
BICOLOUR GREEN BRAIDED LAMBSKIN  
SILVER-TONE METAL



**CLASSIC RACING CUFFLINKS**  
**REF. 95014-0094**  
ROSE GOLD-TONE  
STAINLESS STEEL  
CHEQUERED PATTERN INLAY



**CLASSIC RACING TABLE CLOCK**  
**REF. 95020-0139**  
QUARTZ MOVEMENT – SILVER-TONED  
CASE – “ROSSO AMARENA”  
SATIN-BRUSHED DIAL –  
GMT COMPLICATION  
Ø: 8.4 CM

**CLASSIC SUNGLASSES**  
**REF. 95217-0688**  
SHINY BLACK/ ROSE GOLD  
BIO-BASED ACETATE FRONT



**CLASSIC RACING CUFFLINKS**  
**REF. 95014-0091**  
SILVER-TONE  
STAINLESS STEEL  
TYRE PATTERN INLAY



**CLASSIC RACING SCARF**  
**REF. 95006-0050**  
LIGHT GREY  
WOOL JACQUARD  
30 CM X 180 CM





MILLE MIGLIA CLASSIC CHRONOGRAPH  
In Lucent Steel™

Since 1988, Chopard has been World Sponsor and Official Timekeeper of the legendary 1000 Miglia, the world's most beautiful car race. As the ultimate embodiment of our passion for endurance rallies and the competitive spirit, the Mille Miglia Classic Chronograph 40.5 mm-diameter model combines a sporty design with chronometer-certified precision. Proudly developed and handcrafted by our Artisans, this exceptional timepiece showcases the finest expertise and innovation cultivated within our Manufacture.

*Chopard*

THE ARTISAN OF EMOTIONS – SINCE 1860