



BEAUTIFUL MACHINES: THE ITALIANS

The Most Iconic Cars from Italy and their Era

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NEW



SAMPLE COVER

Italy is the homeland of “La Bella Macchina” and the cradle of automotive culture. This book celebrates the most iconic cars and visionary designers from the peninsula.

This stunningly illustrated book takes readers on a journey through the history of Italian automotive design, showcasing some of the most iconic and beloved models from the 1920s to the early 2000s.

Delving deep into the craftsmanship and artistry of vintage automobiles, this book explores how Italian car design has been at the center of technology, culture, and creativity—and how Italian designers like Pininfarina, Zagato, Bertone, Giugiaro, Gandini, and Ghia have influenced international car designs and brands. With striking archival and contemporary images, *Beautiful Machines: The Italians* reveals the fascinating stories behind some of the most famous cars from Italy and what makes them so desirable. This book uses the lens of automotive design to chart the evolution of culture over the last 100 years. *Beautiful Machines: The Italians* is an impactful celebration of Italian car design and its lasting influence on design and culture.

WHAT TO EXPECT

- An extensive overview of the most iconic car designs from Italy
- An exploration of how Italian car design has been at the center of technology, culture, and creativity throughout the ages and has influenced international car design
- Striking archival and contemporary images of iconic automotive designs

DE TOMASO MANGUSTA

The once and future Cobra killer was Alejandro de Tomaso's mid-engined answer for those about to rock.

“Mangusta” is the Italian word for mongoose, an otherwise cuddly little creature that hunts snakes. Once, Alejandro de Tomaso had been in talks with Carroll Shelby to replace his famed Cobra with a De Tomaso, complete with big Ford V8 power. Instead, Shelby signed with Ford to oversee the GT40 racing program. The mongoose is fearless, capable of throwing its own fury at venomous snakes—including the king cobra. What’s a little friendly rivalry between automotive luminaries?

The formula was familiar: Italian elegance with American firepower. In this case, it was a design by Ghia and an engine by Ford. No less a luminary figure than Giugiaro imbued the Mangusta with its namesake’s menace: heavy-lidded headlights and ludicrously low bodywork, emphasizing those archaic-sounding wheels and tires to cartoonish effect. The Ford V8 was mounted in the middle, underneath the Mangusta’s most dramatic feature, a pair of gull-winged doors that opened over the engine’s bay, with a split-window spar holding the hinges; not necessarily practical, nonetheless a jaw-dropping effect. Alejandro de Tomaso was possibly the most interesting man in the

automotive world; descended from Argentinian royalty, he was forced to flee Buenos Aires at 27 after being implicated in a plot to overthrow President Juan Perón. After landing in Italy, from where his paternal grandfather hailed, he married an American heiress, drove in Formula One, and founded his own sports car company. Abnormal political refugee operations, but De Tomaso was never one to shy from the spotlight. Ambitious, passionate, and difficult to work with, he was prone to firing people and then forgetting that he had done so in the first place—as he once did to designer Tom Tjaarda. De Tomaso’s first car, the Vallelunga, was one of the first production cars with a mid-engine placement. Though at just 58 cars, “production” was relative.

De Tomaso thought bigger, though. Instead of the Ford Kent four-cylinder, he went full-bore V8 for his next car. Instead of the Vallelunga’s delicate, curved, Lotus-like appearance, he aimed for menace. And to celebrate his friends on the other side of the ocean—both Shelby and Bill Mitchell, who received a special Chevrolet-powered Mangusta—he sent the majority of Mangustas to America. A total of 401 Mangustas were built, with the majority



FERRARI 250 GTO SCAGLIETTI
 The world's most desirable racing Ferrari, as confirmed by its lofty auction price.

Chassis 104327 was an early 250 GTO, and the 250 GTO was an early Ferrari. On August 20, 2008, the 250 GTO was sold at auction for \$11.2 million. It was the most expensive car ever sold at an auction. The car was sold for \$11.2 million, which is the highest price ever paid for a Ferrari. The car was sold for \$11.2 million, which is the highest price ever paid for a Ferrari. The car was sold for \$11.2 million, which is the highest price ever paid for a Ferrari.



MASERATI AGGLO-55 PININFARINA BIELLISETTA
 The Agglo-55 was a Maserati sports car, with a mid-engine layout and a distinctive bodywork. It was designed by Pininfarina and built by Bielli. The car was raced by Maserati and won several races. It was one of the most successful cars of the 1950s. The car was raced by Maserati and won several races. It was one of the most successful cars of the 1950s.



THE MASERATI THAT WAS ONE IN A MILLION
 One of Pininfarina's most incredible designs, wrapped around one of Maserati's most incredible race cars, all four examples of the Maserati AGGLO-55 were ridden hard and put away wet.