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Ferrari is a religion without limits that continues to fascinate and attract followers. The multitude of Ferrari Clubs in every corner of the globe are not only their headquarters, but also places where fans can get together. To write about Ferrari and t

Focusing on Mollino's furniture and interior design, this text also showcases his incredible passion for photography, providing a comprehensive overview of his creativity and versatile talents.

È il 1842: Pietro, abile calafato, lascia il lago di Como e si trasferisce sul lago d'Isèo, a Sarnico, dove ha inizio l'avventura dei Riva. Nascono le barche da pesca, poi i battelli a vapore e ancora i primi scafi da corsa e da diporto. Nelle pagine del volume Decio Giulio Carugati racconta la storia dell'evoluzione del Cantiere Riva. L'iconografia declina le immagini di alcuni tra gli scafi più famosi e dei personaggi che hanno contribuito a caratterizzare, per oltre un secolo, il mondo della navigazione da diporto.

For the first time, one of the major names in Italian car design tells his story from the beginning; from when he made his first sketches on paper, unbeknown to his parents and not only of cars, to reaching a point at which his name became synonymous with some of the best known and most important cars on the international front. In his 25-year career at Pinfarina, Leonardo Fioravanti, who was first a designer and architect, then managing director and director general of 'Studi & Ricerche' department, created some of the most beautiful Ferraris of all time: they ranged from the 1965 250LM sports coupe Speciale to the immortal 1968 Daytona through to the 1975 308 GTB and GTS and the 1984 288 GTO, as well as the P5 and P6 of 1968. While continuing his Ferrari essay during his Pinfarina career, Fioravanti also guided the creation of numerous other projects, among them the Dino road car, the 1980 Pinin four-door prototype and went on to the 1984 Testarossa and the 1987 F40. He worked for the Fiat Group from 1988 until 1991, during which time he took on the roles of deputy director general of Ferrari, later became responsible for advanced design CRF and then head of the Fiat Styling Centre. In 1987, he founded Fioravanti srl, an architectural studio, and in 1991 he extended his services to industry, in particular the design of means of transport. Images of an epoch, designs from his own personal archive never previously seen and, above all, a passionate first person account. Those are the key elements of this outstanding book which, through the creations of Leonardo Fioravanti, covers over 50 years of the history of automobile style and culture.

Many years ago in Sicily, the legend of the "Coppa Florio" and "Targa Florio" road races became one of the most emotive and prestigious expressions in world motor racing, second only to the mythical Mille Miglia. "Coppa Florio" began in 1905 while "Targa Florio" in 1906, at the dawn of motoring civilisation and evolved over the years, hand-in-hand with the ever growing popularity of the car itself. The narrow and tortuous roads of the Sicilian mountains were testimony to the feats of Fiat, Bugatti, Alfa Romeo, Maserati, Lancia, Ferrari and Porsche: manufacturers who alternated year after year at the top of the final classification of one of the toughest races in history, a race rich in allure and an ever present peril. On the occasion of the Targa Florio Centenary the book retraces this charming epics thanks to a vivid text and hundred of pictures, many of them unpublished. The work is complemented by a rich appendix (150 pages) reporting the complete results of all the Coppa and Targa Florio editions.

Many of the Ferrari single seaters and sports racers that won world championships were born of the imagination of Mauro Forghieri and designed by him. That was the case with the John Surtees 1964 158 F1 and the unbeatable Ts of the Lauda-Regazzoni era. The same can be said of the 250 P, the 330 P3 and P4, as well, naturally, as the 312 'PB', the unquestioned protagonists among the sports racing cars of the 1960s and 1970s. The life of the outstanding Mauro Forghieri is told in this book, in which noted stories, especially those that have remained unpublished for years, intertwine in an riveting narrative, supported by a wealth of absolutely unpublished illustrations, a large portion of which come from the publisher's archives.

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