GENTLEMEN, START YOUR ENGINES!

Chopard
THE ARTISAN OF EMOTIONS – SINCE 1860
When the Italian Count Aymo Maggi and fellow automobile enthusiast Franco Mazzotti decided to organise a road race from Brescia to Rome and back in 1927, little could they have known that the event would still be taking place 92 years later. Today’s Mille Miglia Historic is not an all-out race to the finish line as it was originally, but instead a race against the clock that requires drivers to complete the highly demanding, 1,600-kilometre race within strict time parameters in cars that often need to be coaxed and caressed along the way – yet reward their drivers in a manner that no ‘modern’ could ever match.

As a result, the Mille Miglia is no less of a challenge now than it was in the early days, and it is certainly no less thrilling to compete in or to watch.

Huge crowds turn out to line the streets in the many picture-perfect villages, towns and cities through which the rally passes as spectators take the unmatched opportunity to see and hear more than 400 immaculately prepared but decidedly travel-stained classics of the types that competed ‘in period’ being driven as they were truly intended to be driven. It is probably the ultimate expression of the gentleman driver’s dream – albeit one that is increasingly embraced by women as a growing number of them sign up for what has been called ‘the most beautiful race in the world’.

Chopard’s role as a key sponsor to the Mille Miglia since 1988 has allowed me the privilege of participating in it 30 times, and I shall be back again this year behind the wheel of a fast and jewel-like Mercedes 300 SL ‘Gullwing’. This year’s event will be truly special for me for two reasons. Firstly, because it will be the 30th Mille Miglia in which I am competing, and secondly because on this occasion, my daughter Caroline-Marie will accompany me as co-driver and navigator for the first time. She will be the third generation of the Scheufele family to compete in the Mille Miglia, following in the footsteps not only of me but of her mother, Christine, and my father, Karl.

The undeniable fact is that there is something of this remarkable event that truly gets into the blood – and for that we must thank Count Maggi, Franco Mazzotti and the other 75 drivers who competed in that first Mille Miglia 92 years ago.

Gentlemen, start your engines! And now the time has come to synchronise our watches and prepare for the start line!

Karl-Friedrich Scheufele, Chopard Co-President
THE MILLE MIGLIA A RACE FOR GENTLEMAN DRIVERS

IT’S NOT ALL ABOUT THE WINNING

Since its very first edition, the Mille Miglia has always been about the spirit of competition and the bond between man and machine. Indeed, it is widely regarded as the quintessential event for the ‘gentleman driver’. But who, or what, is such a person? Perhaps the key to answering that question lies in the title itself – a gentleman driver must, first and foremost, be a gentleman. Someone in whom the spirit of competition burns bright, but never overcomes an innate sense of decency and honour.

‘A gentleman driver must, first and foremost, be a gentleman.’

As a result, a true gentleman driver will always stop to help a fellow competitor in difficulty, willingly lending tools, offering spare petrol, a push or a tow. The gentleman driver overtakes less powerful cars with grace, proffering a gentle hand or a pair of leather and string gloves. Beside him in the passenger seat in his fire-breathing, open-top Mercedes-Benz 300SLR sat the bearded and bespectacled Denis Jenkinson as navigator, himself equally legendary as one of the greatest motoring writers of all time.

To the gentleman driver, a car is not merely an assemblage of nuts, bolts, metal and rubber but a living, breathing machine with a heart and soul that will serve long and willingly if treated with respect. Maintenance is observed, rev limits are adhered to, gear changes performed with finesse and, most importantly, the gentleman driver has an ear for what his car is telling him – the slightest change in engine note, the faintest extraneous whine or the merest unfamiliar whiffle of the wheel will send him a message as clearly as though they were spoken itself.

And then, of course, there is tenacity. The Mille Miglia – ‘1,000 Miles’ – is not a contest to be entered into lightly. In the cramped cockpit of a hot car with a highly tuned engine that operates best within narrow parameters, stamina and concentration are key. And when things go wrong (for they surely will) the gentleman driver does not become byzantical – he merely thinks positively, addresses the problem with dignity, and always gets back in the race.

Likewise, when the road ahead seems impossibly long, the gentleman driver simply keeps his chin up, settles in to the ‘zone’ and takes one mile at a time slowly. On the demanding, twisting roads of sections such as the Futa and Raticosa ‘incidents’ are commonplace. Look for soft, fine leather palms for ultimate grip and feel, with loosely woven string back for ventilation and comfort.

When the legendary sportsman Sir Stirling Moss left the start line at the beginning of the 1957 Mille Miglia, he was dressed in immaculate white overalls adorned with the emblems of the British Racing Driver’s Club (BRDC), a white cork-lined safety helmet, aviator-type goggles, a kidney belt and a pair of leather and string gloves. Beside him in the passenger seat of his fire-breathing, open-top Mercedes-Benz 500SLR sat the bearded and bespectacled Denis Jenkinson as navigator, himself equally legendary as one of the greatest motoring writers of all time.

When the pair drove back into Brescia having completed the race, winning it in the barely believable, record-breaking time of 10 hours, seven minutes and 46 seconds at an average (note AVERAGE) speed of 97.96 mph, their faces were blackened by grime and Jenkinson appeared relieved to be alive – but Moss looked as cool as a cucumber and as crisp as ever.

A TRUE GENTLEMAN DRIVER IS ALWAYS PROPERLY TURNED-OUT. HERE’S HOW.

1. Sunglasses: Decent Chopard sunglasses are a Mille Miglia essential – sunburn can be dangerous and squinting through an already bug-splattered windscreen is never much fun. Go for auto-refracting lenses and, in open cars, comfort chant by wearing wraparound or goggle-type glasses. Or, just as Moss and Jenkinson did, a stylish pair of driving goggles.

2. Driving jacket: For comfort, a thin, cotton ‘blouson’ style with high collar is best. But Mille Miglia days stretch well into the night, when falling temperatures demand something more substantial, perhaps a leather coat with warm, alpaca lining. In all cases, well-sealed pockets are vital, especially in open cars.

3. Driving gloves: Perhaps pretentious when worn in a modern car for tootling to the shops, but certainly no mere affectation when behind the wheel in the blister-inducing Mille Miglia. Look for soft, fine leather palms for ultimate grip and feel, with loosely woven string back for ventilation and comfort.

4. Driving shoes: The correct footwear is of vital importance when driving the Mille Miglia – many eligible cars have tiny control pedals with equally tiny spaces in between, and feetspells can be cramped and hot. Conventional driving shoes are not, therefore, always ideal. Better a purpose-made race boot that’s light, supple and comfortable with plenty of ‘feel’ for those high-speed ‘heel-and-toe’ gear changes.

5. Headgear: Today’s Mille Miglia may not be a ‘race’ as such, and the cars taking part may be a minimum of 62 years old – but that doesn’t mean anyone moves slowly. On the demanding, twisting roads of sections such as the Futa and Raticosa passes ‘incidents’ are commonplace. Best be protected, especially in open cars, with a modern recreation of a period-look helmet. For the more gentle parades and through-town sections, tweed caps (no baseball versions, please) or leather ‘pilot style’ helmets look the part.

6. Raincoat: Though thoughts of the Mille Miglia may conjure images of sun-drenched days and convertible blues – but unpredictable weather is very much part of the challenge of the rally, which is frequently subject to torrential downpours and mighty storms. Be ready for the worst with a well-proofed waxed cotton jacket. Or make like Jenkinson and wear a not-so-cool ex-military rubber kagoul.

RACING IN STYLE

THOUGH HE MAY BE CAKED IN DUST, SPATTERED WITH OIL AND SOAKED WITH RAIN, A TRUE GENTLEMAN DRIVER IS ALWAYS PROPERLY TURNED-OUT. HERE’S HOW.

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To develop this year’s Mille Miglia Race Edition, Chopard turned to the codes of its GTS collection that combines the best of contemporary mechanical watchmaking with a sporting character and a classic, vintage look. Available in two versions – 250 made from stainless steel and 18-carat rose gold and 1,000 in stainless steel – the Mille Miglia 2019 Race Edition have generous, 44mm cases with screw-down backs engraved with the celebrated Mille Miglia ‘direction arrow’ logo on a black, PVD-treated chequered board pattern inspired by the race commissioner’s finish line chequered flag. The ‘snailed’ dials of each model feature three counters in contrasting anthracite and black for recording elapsed hours, minutes and seconds to ensure pinpoint-accurate timing of stages and stops along the route, while the main timing hands and hour markers are coated in Super-LumiNova to ensure a high level of night-time visibility. Indeed, practicality was paramount in the design of the Mille Miglia 2019 Race Edition, with the seconds numerals incorporated into the inner bezel ring to keep the main dial as legible as possible, the chronograph-related hands red-tipped and the date window magnified by a domed crystal.
Beneath the dial, meanwhile, lies the Race Edition’s exquisite ‘engine’ in the form of an automatic self-winding chronograph movement that operates at a frequency of 28,800 vibrations per hour to enable elapsed time recording down to one-eighth of a second. Measured and certified for accuracy by the Swiss Official Chronometer Testing Institute (COSC), the chronograph can be used in conjunction with a tachymeter scale engraved on the bezel in order to make speed and distance calculations.

‘The Mille Miglia 2019 Race Edition case is designed to curve around the wrist.’

And the importance of comfort behind the wheel has not been overlooked, since the Mille Miglia 2019 Race Edition is designed to curve around the wrist, attached by a classic ‘driver’ strap in perforated calf leather with contrasting stitching. The lining, meanwhile, features a perfect reproduction of a 1960s Dunlop racing tyre tread pattern – a further reminder of ‘the most beautiful race in the world’.
Although the sport of motor racing is undeniably dominated by men, women have been enthusiastic competitors in the Mille Miglia since the second event in 1928 when the glamorous Italian Baroness Maria Antonietta d’Avanzo took part in a Chrysler Tipo 70. The subsequent editions of the original race saw more than 100 women entrants during the course of the following 50 years, and today’s ‘historical’ version attracts a large number of women-only teams and even more female co-drivers and navigators.

This inspired Chopard to introduce a range of special lady’s Mille Miglia chronographs that would serve both as practical timing tools during the rally and glamorous wristwatches for post-race parties. These special women’s models have proved hugely popular, with the interest that their owners demonstrate for the nuts and bolts of classic cars also showing itself in an appreciation for watches with the true, beating heart of a mechanical movement.

This year, the line-up is joined by two new pieces, both using a 39mm diameter case and containing an automatic movement certified for accuracy by the Swiss Official Chronometer Testing Institute (COSC). The simpler of the two versions features a grey, satin-brushed dial and a polished bezel, while the second model offers an added touch of glamour with a dial made from Tahiti mother-of-pearl and a sparkling, diamond-set bezel. Both models are supplied on white rubber straps stamped with the distinctive tread pattern of a 1960s Dunlop racing tyre.

‘The 1928 edition was graced with the presence of glamorous Italian Baroness Maria Antonietta d’Avanzo in a Chrysler Tipo 70.’

During 50 years as an enthusiastic Mille Miglia competitor, Karl-Friedrich Scheufele has tackled the course in cars ranging from his exquisite 1955 Ferrari 750 Monza to the Porsche 550 Spyder RS and the family Mercedes-Benz 300 SL ‘Gullwing’ that he will again drive this year’s event. But only three different co-drivers have accompanied him through the decades along the gruelling route – his automobile enthusiast father Karl, his wife Christine and his dear friend, the celebrated racing driver and six-time 24 Heures du Mans winner Jacky Ickx.

This year, however, Mr Scheufele will welcome into the passenger seat his daughter Caroline-Marie who has proved to be the latest family member to catch a classic car passion that can be traced back to her great-grandfather who began collecting interesting automobiles as long ago as the 1950s. Here, we ask Caroline-Marie about the Scheufele love of cars, the Mille Miglia and her first attempt at the event.

1. What is your first memory of the Mille Miglia?

Caroline-Marie Scheufele: Well, I am only 23 years old, so my father had already competed in the Mille Miglia several times before I was even born. But I was probably 10 years old before I really understood what it was all about, and why so many people in my family get excited about it each year.

2. Do you share your father’s passion for old cars?

C.M.S.: I do – which isn’t surprising, because I have grown up with them. I am only 23 years old, so my father had already competed in the Mille Miglia several times before I was even born. But I was probably 10 years old before I really understood what it was all about, and why so many people in my family get excited about it each year.

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THE RULES OF THE ROAD:
HOW TO DRIVE LIKE A GENTLEMAN?

1. A gentleman expends as much energy on keeping his car clean as he does himself.

2. A gentleman does not complain about having to drive through the night – but rather relishes the adventure.

3. A gentleman never parks so that his lady passenger has to step out into the road. And always opens the door for her.

4. A gentleman trains his dog to remain on the rear seat, guard the car tenaciously and above all, never to eat the shopping!

5. A gentleman times different rally stages with his Chopard chronograph, never with a mobile telephone.

6. A gentleman can manage any form of motorised vehicle with equal finesse, be it an Edwardian tricycle or a 21st century ‘hypercar’!

7. A gentleman always picks up road kill for the pot: why should animals die for nothing?

8. A gentleman can use a crank handle effectively, change gear without a clutch and trace an engine fault by sound alone.

9. A gentleman does not recognise electronic navigation aids, preferring to rely on his Baedeker's Guides and the Carte Michelin.

10. A gentleman would never risk indigestion from grabbing a quick bite at a motorway service station, preferring instead to leave home with a properly stocked hamper.

11. A gentleman adores patina, but loathes over-restoration.

12. A gentleman thinks nothing of having breakfast, lunch and dinner in three different countries.

13. A gentleman always remembers the ‘three Cs’ of motoring – care, courtesy and consideration.

14. A gentleman finds ‘having the roof up’ claustrophobic at any temperature above freezing.

YOU MAY NEVER WIN A RACE...

BUT YOU SHALL ALWAYS ARRIVE WITH DISTINCTION.
THE NEW MILLE Miglia GTS POWER CONTROL
ELEGANCE AND STYLE AT THE WHEEL – FOR DRIVERS IN CONTROL

It is often said that today’s cars lack the style of those from the past – which is surely a sentiment echoed by anyone looking around the field of curvaceous body designs and exquisitely trimmed interiors during this year’s Mille Miglia.

In an age where manufacturers are required to strive for optimum efficiency, maximum safety and the ever-increasing demands of tech-loving drivers, today’s cars have little chance of being as full of character as our beloved Mille Miglia classics. Fortunately, the same rules do not apply to watches – which means Chopard has been able to create two new Mille Miglia GTS Power Control models that will enable the wrist of today’s gentleman driver to be stylishly adorned regardless of the age or type of his chosen vehicle.

500-PIECE LIMITED EDITION WITH RUTHENIUM GREY DIAL AND COGNAC-COLOURED STRAP
REF. 168566-6001

500-PIECE BLUE LIMITED EDITION
REF. 168566-3011

43MM STAINLESS STEEL OR STAINLESS STEEL AND 18-CARAT ROSE GOLD Watch | CIRCULAR SATIN BRUSHED BLUE-COLOURED OR RUTHENIUM GREY-COLOURED DIAL | MECHANICAL MOVEMENT WITH AUTOMATIC WINDING – CHOPARD 01.08-C | 60-HOUR POWER RESERVE | POWER RESERVE INDICATOR AT 9 O’CLOCK | Date AT 3 O’CLOCK | OPEN CASE-BACK SECURED WITH SCREWS BEARING THE INSCRIPTION BRESCIA > ROMA > BRESCIA | CHRONOMETER CERTIFIED (COSC) | WATER-RESISTANT TO 100M | BLUE-COLOURED AND COGNAC-COLOURED CALFSKIN LEATHER STRAP WITH TONE-ON-TONE STITCHING | BLACK RUBBER LINING INSPIRED BY 1960S DUNLOP RACING TYRES

Available in two limited edition versions, the Mille Miglia GTS Power Control has a 43mm diameter case made from a choice of stainless steel or stainless steel and 18-carat rose gold. Colour is key in both models, with inspiration being taken from the rich tones of classic car paintwork – so the all-steel watch features a satin-brushed dial in vibrant blue with a matching bezel, while the stainless steel and rose gold model gets a galvanic treated ruthenium grey coloured dial with gold highlights to complement its black and gold bezel.

Inspired by the perforations found on classic driving gloves, the calf skin leather straps – lined with the pattern of a 1960s Dunlop race tyre – also add a stylish shot of colour. That of the steel watch is dark blue with lighter blue stitching, while the strap on the steel and rose gold model is cognac-coloured with tone on tone stitching. In tribute to the event after which they are named, both watches feature a date window contained within a miniature version of the famous red ‘1000 Miglia’ direction arrows that mark the course – and the car connection is further alluded to in the use of a petrol gauge-style power-reserve indicator to monitor the 60-hour reserve of the Chopard automatic movement that’s certified for accuracy by the Swiss Official Chronometer Testing Institute (COSC). Each version of the Mille Miglia GTS Power Control is limited to just 500 pieces, so the race to secure one is likely to be hard-fought. But in a gentlemanly manner, of course!

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**MILLE MIGLIA CLASSIC CHRONOGRAPH ZAGATO 100TH ANNIVERSARY EDITION**

100 SPECIAL WATCHES FOR 100 SPECIAL YEARS

While Chopard has enjoyed a 31-year relationship with the Mille Miglia, Italian coachbuilder Zagato’s connections with the race go back even further – all the way to the late 1920s when the original Zagato-bodied Alfa Romeo competition cars first took the laurels. The fact that Zagato cars have been synonymous with the Mille Miglia ever since made the formation of a partnership with Chopard entirely natural – especially since Karl-Friedrich Scheufele, grandson of Carrozzeria Zagato founder Ugo, have become firm friends after decades of competing in the event as gentlemen drivers (albeit on the basis of a little friendly rivalry).

This year again, Chopard will serve as official partner of the Scuderia Zagato racing team – which has won the modern-day Mille Miglia an impressive eight times – and could clearly not allow the carrosserie’s centenary to pass without creating a very special watch to mark it. The result is the limited-edition chronograph you see here – a perfect blend of Chopard’s match-making savoir faire, Zagato’s stylistic genius and a mutual love of the Mille Miglia.

The 42mm, stainless steel-cased edition is built on the design of the Classic Chronograph collection and equipped with a unique, red-lacquered dial subtly decorated with a ‘Z’ for ‘Zagato’ motif, with the logos of both houses appearing discreetly beneath the 12 o’clock position. An inner bezel is graduated with a tachymeter scale for speed and distance calculations and, to further enhance the practicality of the watch as a serious calibring tool, the hairline-type hour-markers and hands are filled with Super-LumiNova to ensure they remain legible in the difficult lighting conditions often encountered in competition cars at the vital moment. The transparent back of the watch, meanwhile, carries the Zagato name, a Mille Miglia arrow and an emblem of the carrosserie’s centenary.

Also distinctive is the Zagato 100th Anniversary Edition’s strap that is inspired by the thick, leather versions once used to lash down motoring trunks and sports car bonnets. The substantial ‘bund’ cuff offers added comfort and resilience when the watch is worn over the sleeve of a driving jacket or a race suit. The leather strap is available in two versions: black calf leather with a buckle or black calfskin and silver strap.

This year, Chopard and Zagato have once again come together to create an object of love and passion for any race car enthusiast – the Mille Miglia Classic Chronograph Zagato 100th Anniversary Edition.

CARROZZERIA ZAGATO – 100 YEARS OF FABULOUS DESIGN

If you’re among the crowds of spectators lining the route at this year’s Mille Miglia, look out for cars carrying a small but distinctive badge depicting the letter ‘Z’ on their front wing. You’ll probably notice that they have especially beautiful bodywork, because that simple ‘Z’ denotes the designs of the legendary Milanese coachbuilder Zagato.

Celebrating its centenary this year, the firm is still going strong and developing special, limited-edition designs for some of the world’s leading sports and luxury car manufacturers, including Aston Martin, Ferrari, Lamborghini, BMW and Alfa Romeo.

Founded by Ugo Zagato in 1919, Carrozzeria Zagato was originally set up to construct both cars and aircraft using aeronautical building methods to create automobiles made from lightweight aluminium instead of the more usual, far heavier steel. The technique resulted in cars with an improved power-to-weight ratio, making them faster and more stable, bringing racing success to marques such as Alfa Romeo that won the Mille Miglia in 1929 and 1930 using Zagato-bodied versions of its sporting 8C 1750 – and leading to such high demand for the coachbuilder’s magic touch that, at the start of the 1958 event, there were no fewer than 50 Zagato-bodied cars in the line-up.

As the decades passed, Zagato introduced ground-breaking aerodynamic designs with faired-in headlights, angled windscreen and the ‘double-bubble’ blister roof that became one of the firm’s trademarks. Over the centuries, Zagato’s distinctive bodywork has been seen on numerous celebrated road and race cars, ranging from the magnificent Aston Martin DB4 Zagato and the reengined Alfa Romeo TZ2 of the 1960s to Alfa’s brutal-looking SZ of 1990, and on to recent designs such as Aston Martin Vanquish Zagato coupe and shooting brake.

In 2006, the atelier also instigated its ‘Sanction II’ programme which aims to create official reconstructions of historic Zagato models, such as the Ferrari Periscopo 156 Scuderia Zagato Coupe of 1959. These days, however, Zagato is more than just a coachbuilder – its Total Design Studio operation can create not only cars from scratch (such as the Chinese Thunder Power electric sedan) but other objects, too – which is how it came to partner with Chopard to create the fabulous Mille Miglia Classic Chronograph Zagato 100th Anniversary Edition.
**Looping the Loop**

How 430 Classic Cars will Travel 1000 Miles from Brescia to Rome and Back Again – in Just Four Days.

When the Mille Miglia was first run in 1927, it covered a distance of 1,618km – the equivalent of 1,005 Roman miles. The event was staged in its original format 24 times before true ‘road racing’ was outlawed in Italy, and, although the route differed marginally throughout the years until 1957, it always started and finished in Brescia, with Rome marking the turning point for home.

Now in its 57th re-enactment, the modern-day Mille Miglia time and reliability trial still covers a true ‘1,000 miles’ following most of those same roads down through the heart of Italy and back up again. This year, the 430 competing cars will each roll off the elevated start ramp in the traditional location of Brescia’s tree-lined Viale Venezia, starting with the least powerful models – which set off in daylight – and ending with the fastest, which get underway in the dark.

In the course of getting back to where they started, the teams will encounter some of the most beautiful towns and landscapes in Italy – if not all of Europe – passing through Sirmione on Lake Garda, the artistic and cultural hub of Mantua and on to the Adriatic resort of Cervia. And that is just on day one.

An early start on day two takes the cars through ancient towns such as Urbino and Perugia before the first of the field reaches the half-way point in Rome just as dusk begins to settle. Returning north on day three, drivers get to enjoy the breathtaking sight of Lake Vico, drive by Siena’s Piazza del Campo – site of the famous Palio horse race – and pass through historic Florence, before tackling the challenging Futa and Raticosa passes in advance of stopping over in Bologna.

The fourth and final day sees the cars pass through Modena – coinciding with the town’s ‘Motor Valley Festival’ that celebrates its food and automobile culture – before heading to Parma, Cremona and Mantichelli to reach the finish back in Brescia and the traditional parade down the Viale Venezia. By then, every car that makes it will have clocked up 1,000 miles – or somewhat more in the case of teams whose navigational skills are not quite up to scratch.
CLASSIC RACING ACCESSORIES
FOR GENTLEMEN DRIVERS

Brescia Rollerball Pen
REF. 95013-0364

Brescia Rollerball Pen, Clip Bearing Chopard Logo, Black Rubber Barrel, Palladium-Plated Cap, Black Resin Cap Top with Mille Miglia Logo, Palladium-Plated Trims

Carbon Collection Small Wallet
REF. 95113-0071

Carbon Collection Small Wallet, Black Leather and Fiberglass Carbon Effect

Sunglasses
REF. 9511-0027

Sunglasses SCH C93-6AAP, Metal/Crystallized Rubberised Black Frame with Carbon Trim and Rubber, Smoky Polarised Lenses

Classic Racing Cufflinks
REF. 95014-0066

Pair of Classic Racing Cufflinks, Stainless Steel and Black Rubber with Dunlop Tyre Pattern

Classic Racing Dashboard Table Clock
REF. 95020-0113

Thermometer, Hygrometer, Hours-Minutes, Black Smooth Leather, Brush Palladium Finish, Black Dials, L: 20CM, H: 6CM

Classic Racing Bracelet
REF. 95016-0204

Classic Racing Bracelet, 21CM Wrist Size, Black Rubber Strap with Dunlop Tyre Profile, Polished Palladium Finish Stainless Steel, Clasp with Black Lacquered Chopard Logo

Classic Racing Bracelet
REF. 95016-0206

Classic Racing Bracelet, 21CM Wrist Size, Red Rubber Strap with Dunlop Tyre Profile, Polished Palladium Finish Stainless Steel, Clasp with Black Lacquered Chopard Logo

Classic Racing Sunglasses
REF. 95217-0517

Sunglasses SCH C93-6AAP, Metal/Injected Rubberised Black Frame with Carbon Fibre and Rubber, Smoky Polarised Lenses

Classic Racing Dashboard Table Clock
REF. 95020-0113

Thermometer, Hygrometer, Hours-Minutes, Black Smooth Leather, Brush Palladium Finish, Black Dials, L: 20CM, H: 6CM
Since 1988, Chopard has been the historical partner and official timekeeper of the fabled Mille Miglia, the world’s most beautiful car race. Proudly created and assembled in our Manufacture, this unique 42 mm-diameter chronograph showcases the full range of watchmaking skills cultivated within the Maison Chopard.

MILLE MIGLIA CLASSIC CHRONOGRAPH

Chopard

THE ARTISAN OF EMOTIONS – SINCE 1860