


CLASSIC DRIVER



1949 Giannini 750 - Dagrada Siluro

Dagrada Siluro

Price	Price on Request	Drive	LHD
Year of manufacture	1949	Interior colour	Brown
Gearbox	Manual	Condition	Used
Competition car	Yes	Location	
Number of seats	2	Fuel type	Petrol
Number of doors	2	Exterior colour	Red
Performance	60 PS / 45 kW / 60 BHP	Car type	Convertible / Roadster
Drivetrain	2wd		

Description

Constructed in 1949

1949 Tre Ronti-Teolo, 1e Classe 750

1949 Susa-Moncenisio - 7th Bordnoni 18'12"2.

1950 Coppa Toscana

1950 - Mille Miglia - Franco Bordoni + Angelo Dagrada - #227

https://youtu.be/cYmXS_SQ74 0:35 - Dagrada

1950 Circuito Collemaggio L'aquila

1950 Parma-Poggio die Berceto - 1e overall (Cars open up to 750.

Bordoni Franco (Dagrada) who makes 50,500 kilometers in 34'03 "2 at an average of 88,981 km)

17-6-1951 - Circuito litta Die Castello Teramo

1951 Circuito Collemaggio (Aquila) 1951

1951 Gran Premio Pietro Cidonio L'aquila & Lugio

1951 Circuito Ascoli Piceno

1951 Gran Premio Modena - #32 Franco Bordoni

1952 Circuito die Senigallia

1953 Verese camp dei Fiori Xeconti Giorgio - Bordoni 3th in Category (now with attached wings)

Angelo Dagrada was born in Milan on 30 June 1912 and built his experience working as a motorist at the Motori Marini. In the immediate post-war period he began to operate autonomously at the Aisea garage, located in Milan on the via Arona n. 16. Dagrada was asked by Vasco Pasquinelli to race his newly bought 750's Sport from Dario Dal Monte Casoni's, now with a Meteor body. The original engine, prepared by the Varese Nando Tajana, was fitted with the Testadoro hemispheric head and a crankshaft on triple support bearings. The poor reliability of the head allowed Dal Monte to classify eighth at the Circuito di Varese in 1947, the only race completed in that season.

Dagrada intervened on the engine by adopting a more reliable Siata head and so Pasquinelli was able in 1948 to reach sixth in class at the Como-Lieto Colle (test valid for the Italian Championship) and third among the 750's at the Tresenda-Aprica.

In 1949 Angelo Dagrada built a new 750 by installing the same engine with a Siata head on a tubular frame of its own construction. The car was among the lightest in the class, weighing only 341kg, and among the fastest. While Pasquinelli finished fifth in class at the Como-Lieto Colle with the old car, the Italian fighter ace Franco Bordoni Bisleri came third with his new 750 Sport at the Circuit of Senigallia. After finishing seventh at Susa-Moncenisio, Bordoni came first at the hillclimb of Cansiglio (18 September), second in Oropa a week later and again proved victorious at Treponti-Teolo. That year, Bordoni also graduated as Italian Champion of the 1100 class Turismo with a Fiat 1100B which was also looked after by Dagrada. He won again the class at the Inter-Europa Cup with a Maserati 1500, victory replicated with the same car also in the following year.

An advertising poster appeared in "Italian Auto" at the end of 1951 stating "...the year 1950 was full of satisfactions. Out of twelve races raced, the Dagrada cars conquered six first places, six seconds and a third". The best driver of the Milanese car was still Franco Bordoni, winner of the 750Sport at the Parma-Poggio di Berceto and Raticosa, as well as at the Modena Circuit, finishing fifth in the Italian Championship of the class. In the meantime, the Dagrada team was enlarged with another 750 Sport built for the Milanese Alberto Della Beffa, identical to that of Bordoni except the front.

Like the advertising poster stated in 1951, the year proved to be even more 'full of satisfactions'. The season turned out very successful with 14 victories, four second places, a fourth place, one fifth and one sixth. Alongside Della Beffa and Bordoni, at the end of the season in the Championship standings with the victories achieved at the Modena, Teramo and Ascoli Piceno circuits, the Squadra Dagrada fielded a third Sport car, equal to that of Bordoni, for the Edoardo bustocco & Lualdi Gabardi. Other class successes in the Tourism category came again from Lualdi (three wins, two of which with a Lancia Ardea and the other with a Fiat 100), from Gino Bertoia (two with an Lancia Aprilia) and from Geo Nosari (two firsts in class with the Fiat 500).

Misfortune struck in 1950 for Angelo Dagrada. Dagrada was involved in a serious road accident at Pontedecimo-Giovi when his car had a head-on collision with the one led by Guiseppe Farina. Again in 1952, a new accident forced "Angiolino" to abandon almost all the races up to 1955. The Dagrada of Bordoni continued to run in the hands of Luciano Gramegna and later Mario Ciarelli. Adaptations in the bodywork were made to the new technical regulations and technical development was constantly done on the twin-shaft 750 engines of the Stanguellini and the even more efficient and lightweight frames made by Berardo Taraschi. In 1951, the Milanese coach was able to get 48hp from his 750cc by using connecting rods and rockers distantly derived from the Fiat 500C.

In 1953 there was also the involvement of the coach in the development of the semi-official Fiat 8V. The Otto-Vu was managed by the Scuderia Ambrosiana di Milano which was quite successful at the Mille Miglia.

The Dagrada we can offer you is indeed the First 750 S built by Mr. Dagrada himself on the tubular frame and fitted with the famous Giannini G1 engine with triple main bearings raced by Bordoni. Even Bordoni himself was quite a character. With the money he inherited from his family's liquor factory, he raced a lot of cars. From a small engined Dagrada up to a Maserati 200s. He even holds the record, as a fighter pilot for the Italian Army, to shot down the most allied planes in the second World War. 19 in total.

The car has been restored by Strada e Corsa while it was owned by one of the biggest collectors of Fiat 8V's in Belgium. The current owner had the bodywork completely stripped and repainted shortly after purchase to reveal all the dents and imperfections the original body shows. In his ownership, this mighty little car participated in the 2014 Mille Miglia and the 2016 Mille Miglia where it was clear that we had asked a bit too much of the little engine. The engine has been rebuild completely together with the gearbox giving it a little bit more power as a side benefit. During this process, the car has been fully disassembled to rebuilt the back axle, reinforce the original body on the bottom, redo the exhaust, rebuilt all the running gear and fit new electrical wires with tailer made seats to resemble the original ones.

After this extended pitstop, the car has been proven faultless in the 2017 Mille Miglia and is eager to take on the 2020 edition. Since the car is very original with an A/3 Fiva card and participated in the 1950's Mille Miglia, this is your 100% entry guaranteed little jewel.

The car will impress you in acceleration and corners all the way up to 130km/u. Do not mistake this car for a toy car, it will bite you in the ankles and disappear before you can blink.

With the car comes a lot of original spare parts for the car but we are sure you don't need it!

Be amazed and please come check it out!

Bordoni in the 1950's Mille Miglia from 0:35 onwards: https://www.youtube.com/watch?v=cYmXS_SQ74&feature=youtu.be

More details and prices on our website: <http://hcs.be/nl/GianniniDagrada750Siluro.html>

Historic Competition Services



Title Mr

First name Julian

Last name Messent

Sint-Jansveld 5

2160Wommelgem

Belgium

Phone +32-33533331

Fax +32-33536652

Mobile phone +32-489712608

<http://www.historiccompetitionservices.be>

<https://www.classicdriver.com/en/car/giannini/750/1949/623949>

© Classic Driver. All rights reserved.