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## **SCUDERIA BUCCI HISTORY**

### **TRIBUTE TO 100 YEARS OF BUCCI'S FAMILY AUTOMOTIVE HISTORY**

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## **LETTER FROM THE PRESIDENT**

### **THE HONOUR TO CELEBRATE 100 YEARS OF FAMILY HISTORY**

There are so many reasons to celebrate through this tribute. It is a great satisfaction after several years of effort dedicated to this project.

We are a team of people that has been working untiringly for four years in order to realize the ambitious project thought and designed by Clemar Bucci: to make a new Argentine super sports car.

This book is an act of recognition and gratitude to those who has been protagonists of the 100 years of family history in the Argentine motoring.

To Domingo Bucci, who managed to repair from bicycles to horse carts and, with the subsequent training on aviation techniques, passed the aerodynamic and mechanical development to his cars, making and preparing his own racing vehicles as well as other pilots'.

To his sons, Rholand and Clemar, my grandfather and great uncle, who followed Domingo's steps and keep themselves highly involved in the automotive industry.

And to the whole team of people who make it possible to introduce, today, the Bucci Special. They left hours of their own lives in this project.

Today, I am really proud of being part of this present and contribute to this beautiful history.

A fraternal hug and thanks to you all.

Pablo Bucci

President

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**Domingo Bucci**

**A pioneer for his time, a dreamer**

Domingo Bucci, founder of the Scuderia, was born in 1894 in San Carlos, state of Santa Fe, Argentina. Since he was a boy he managed to repair from bicycles to horse carts.

When he was 17 years old, he made his first trip to Italy for a short period of time. There, he knew about the Caproni School of Aviation, established in Milan, which offered flying courses. This, quickly caught Domingo's attention. He enrolled in the school to take the pilot course.

At Caproni School he met and befriended a classmate named Rholand Garros, who was leaning how to fly the Bleriot.

In 1913, Domingo went back to Argentina with a disassembled engine and the plans to build an airplane. With the help of a carpenter he accomplished the feat in Zenon Pereyra, state of Santa Fe and started to fly: he took passengers all over the state in trips which could be called "adventure flights".

His fascination for cars grew quickly and he began to build a race car. Soon, this passion leads him to establish a larger workshop than the one he already had.

In 1922 he opened a workshop in the city of Morteros, state of Santa Fe.

Domingo Bucci applied aviation techniques and incorporated everything he learned in the aerodynamic and mechanic development, to his automobiles. He built and prepared his race cars as well as other pilots'.

In 1923 he ran with a Hudson, winning the lifelong Cade cup three times in a row.

In 1926 he ran with a 1926 Hudson in the 500 miles race of Rafaela, an earthy oval similar to the Indianapolis one, winning the competition. This victory was repeated in 1928, while he was second in 1927 and 1929.

Afterwards, he won the most important races which took place in Argentina: the Gran Premio de Esperanza, where he defeated well known foreign racers such as Carlos Zatussek, Juan A. Malcom, Inglés, Lavarello, Pangaro, Forest Green and De la Rosa, who ran with special cars like Bugatti, Alfa Romeo, Delage and Mercedes Benz.

He won the Gran Premio Nacional twice and also twice was second at that race, every time with free power cars. Then, he ran in Chivilcoy, Córdoba, at San Martin racetrack, where he won.

Domingo Bucci died on March 7<sup>th</sup>, 1933 during a race in Arrecifes, state of Buenos Aires, at the age of 39 years.

His sons, Rholand and Clemar Bucci, both born in Zenon Pereyra, state of Santa Fe, helped him at his workshop. They followed his steps and kept themselves closely related to the automotive industry.

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## **Rholand and Clemar Bucci**

### **His successors, mechanics, entrepreneurs and racers**

Rholand Bucci, Clemar Bucci's eldest brother, was born in 1917 in Zenon Pereyra, state of Santa Fe. He worked as a mechanic most of his life, dedicating himself to prepare the family cars and accompanying his father and brother from the boxes.

Clemar Bucci was born in 1920, also in Zenon Pereyra. His first steps in motorsport were made in 1938 on a Mitget built by him.

He ran that car for two years and obtained several victories. Afterwards, he ran some races with limited power cars inside the country, winning at Pergamino, Alto and twice in Capitán Sarmiento.

In 1947, he passed to the free power category with a one-seater 16 cylinders Cadillac, winning five races in a row.

On that same year, Clemar Bucci won the Campeonato Argentino and he became the first Argentine runner who participated in the Grand Prix races, in the old continent.

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**Clemar Bucci**

**His beginnings at F1**

Once in Europe, he ran his first race in Geneva, on March, 1948, with a Maserati car from the Milan Scuderia in Italy. In this race, he accomplished the lap record.

On June, 1948, he ran in Montecarlo with the same Maserati and obtained the second best time of the race, gaining the fifth place.

Afterwards, he ran in San Remo with a one-compressor Maserati 4cl from the prewar period, being third and achieving, again, the lap record.

Then, he ran the Gran Premio de Suiza in Berna, where he was fourth. In 1948, he ran in Pena del Ring (Barcelona) and must pull out when he was third due to technical issues. Afterwards, he ran in Monza, being sixth and obtaining the second best time of the race.

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**Clemer Bucci**

**His career in Argentina**

Back then, in 1949, and once he was back in Argentina, Clemer suggested General Peron that an Argentine F1 team should be put together. After a long wait, a Maserati 4clt arrived for Clemer to run in Europe. On that same year, Clemer handed that car over to Juan Manuel Fangio.

Later on, in 1950, Clemer ran in Argentina the Gran Premio Eva Perón with a 1937 4500 cc 12c Alfa Romeo, finishing in the third place. That race was won by Luis Villoresi driving a Ferrari. The second place went to Serafini and the fourth to Juan Manuel Fangio.

In 1953 he ran at Buenos Aires racetrack. Being fourth, behind Mike Horton and ahead of Juan Manuel Fangio and Froilán Gonzalez, he must pull out due to the crack of an engine block.

On that same year, he accomplished the South American speed record with the 12 cylinders Grand Prix Cicitalia Porsche, being the only Argentine racer who ran that car.

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## **Clemar Bucci**

### **His travel back to Europe in the 50's**

In 1954 he travelled back to Europe convened by Amadeo Gordini, with the proposal of being part of the F1 Escuderia Gordini's team in Paris. There, along with other pilots such as Jean Bera and Pilet, they achieved an outstanding performance in Ruan, Berna and Monza.

Furthermore, he ran the Nurburgring race in Germany and the Gran Premio Pescara.

He participated in the Silverstone race and, then, in the Sport category, hired by the Ferrari team, together with Alberto Magliogli (1954 World Champion).

There, he also accomplished an outstanding performance within the Gran Premio de Buenos Aires. He lowered Maglioli's time in 7 seconds. Maglioli was running with another 3000 cc Ferrari. Both Bucci and Magliogli abandoned the race due to technical reasons.

In 1955, Clemar Bucci ran in the free formula with Maseratti and on that same year he participated in the F1 at Buenos Aires City, with a great performance.

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## **Bucci Brothers**

### **From races to car parts entrepreneurs**

Being retired from the car races, he kept on working at Bucci's factory, together with his brother Rholand Bucci, manufacturing car parts for automotive industries such as Ford, Chrysler and Siam Di Tela, among others.

Always inspired on the automobile design, they finally achieved the manufacturing of a sports car named Bucci Special, with a front Alfa Romeo engine.

Later on, they designed and manufactured another car prototype and a 3000 cc engine for the Sport prototype category, with a chassis similar to the Mc Laren's but shorter (only 2,28 mts. between axes). They also developed a F4 with BMW engine.

The V8 engine of the Sport prototype was a Ford Bucci 3000 built by Clemar Bucci, with 4 camshafts and 32 valves, which reached the 9000 RPM and had an injection system as well.

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## **Bucci Brothers**

### **The first national sports car of the 60's**

Carrying on with the automotive design, in 1969 the Bucci factory gave life to a National Super Sports car called "DOGO". It was a forward-looking automobile with designed features ahead of their time.

In this picture, we can see Clemar Bucci, its designer, next to the DOGO SS with central engine, 5 speed Porsche gearbox, disc brake on all four wheels, "Gull wings" doors and specially designed wheels.

The DOGO was launched at the Exposición del Confort at Sociedad Rural Argentina and was a pioneer and trend-setting design. Unfortunately, the current situation of the country did not allow the industrialization of this vehicle.

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## **Cleamar Bucci & Son**

### **The new generation**

In 2001, Cleamar Bucci, together with Cleamar Jr. built several recreations of the 1955 Mercedes Benz SLR Flecha de Plata (Silver Arrow), entirely handmade, with aluminum body and tubular chassis.

The scale in which those recreations were made was identical to the original and the process was carefully supervised by Cleamar.

As per the mechanic, brakes, gearbox and differential, they were Mercedes Benz.

Cleamar Bucci Jr. (D), Art Director and Professional Photographer, inherited from his father the passion for cars, something that leads him to be closely involved in this new stage of the family history.

In his genes, was embossed the passion for the motoring world. At the early age of 15 years he designed and patented an inlet and exhaust device.

With the appearance of part of a 300 sl Mercedes Benz during the 1952 Panamericana race, which was used as a spare parts supplier during the mythical race, it was completely rebuilt in aluminum.

## **THE RECOGNITION TO THE RACER**

On May, 2009, Bernie Ecclestone invited Clemar Bucci to the Monaco race in order to give him recognition.

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### **The Bucci Special project**

#### **The divine proportion**

Always creative, enthusiastic and lively, with an energy and a capacity not according to his age, on 2009, being 87 years old, he involved himself, and his team, in a pharaonic project: to build a new argentine super sports car.

Cleamar gathered his design team and produced a series of drawings which were digitalized and took shape.

In his head there was an idea: to design a two-seater super sports car which met two distinctive characteristics: elegance and innovation.

That is how this new adventure started and continued until his recent death on January, 2011.

Such was his admiration for his creation that he considered the Bucci Special a piece of art and, to describe it, he used a Leonardo Da Vinci's phrase: "The perfect beauty is a divine proportion...".

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## **The Bucci Special project**

### **The manufacturing process**

Scale models were made and from there they started to manufacture the moulds with which the pieces were modeled in carbon fiber.

The chassis was made with seamless pipe; the grids and brakes were taken from a 600 sl Mercedes Benz, as well as the 12 cylinder 650 cc V engine. The gearbox was a 7 speed CIMA hydraulic one.

Clemar Bucci, before his death, ended the chassis. He managed to see an important part of the carbon pieces already in place and he also was able to strain the aluminum wheels.

Pablo Bucci, Rholand's grandson and Clemar's grandnephew, who was part of his team, took the lead of Scuderia Bucci, going ahead with the manufacturing of the Bucci Special since March, 2011.

Since then, all the body carbon pieces were placed, the chassis was assembled, the floor was built, the inside part of the car closed, the seats, front, back and turning lights, watches, side and back grids, steering wheel and windshield were designed and built, etc.

All the pieces were made and assembled in Argentina.

The **Bucci Special** is the first supercar Sud Americano fiber invited to participate in an International Motor carbon, 20 June 2013 was presented at the **Motor Show in Buenos Aires** attended by 560,000 people.

**The Museo Juan Manuel Fangio** de Balcarce presented the **Bucci Special** in its main hall for nine months until October 19, 2014, happened to be portion of Bucci Foundation collection.

**The Bucci Museum**, in Zenon Pereyra, Santa Fe. Opened by the Foundation Bucci October 19, 2015