

9th
ANNIVERSARY



GENERALI

24 HOURS OF ELEGANCE



Belgrade – Serbia • 6th - 8th September, 2019

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CONCOURS D'ELEGANCE

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24 HOURS of ELEGANCE 2019

The 9th edition of GENERALI 24 hours of Elegance proved to be a real challenge. Ok, it was easier when you have **GENERALI**, the titan of insurance, backing you, but still in the midst of Brexit crisis, in the hottest of summers, with Mercury retrograde, we were trying to create a **BRITISH** edition of our event, and bring the finest brands in the world to the **Royal Palace** and **Belgrade Waterfront**, our gracious hosts.

And when we talk about excellence it is really hard to choose amongst the British brands. Still, I was guided by irreverence of its artisans, audacity of its craftsmen, and top notch artisanship that is associated with many of Savile Row tailors and Jermyn Street hallmarks. Approaching the 10th edition in 2020, I really wanted to have a tailoring powerhouse that didn't just adhere to Savile Row tradition but pushed the boundaries. And I mean really pushed. So, the choice of **Edward Sexton** was an inevitable one. Spearheading this year's Masters of Excellence selection, is the true master of his craft, but as well the one who introduced the new aesthetics to bespoke tailoring and remained true to the look that sets him apart since inception.

This year we are thrilled to welcome creative director of Edward Sexton company, Mr. Dominic Sebag Montefiore, who will carry the torch of excellence in the decades to come.

And again when you deal with Brits, tradition must come into focus. So, please, who is more traditional than **Turnbull & Asser**, shirt-makers to Churchill, Bond and Prince Charles alike. We are thrilled to welcome James Cook, representing this legendary Jermyn Street temple of elegance.

And finally to complete the look of top of the pops British masters, **Gaziano and Girling's** masterpieces of ars sutoris are unavoidably Number One choice. When all this is wrapped in Harrisons of Edinburgh sublime cloth, you get the picture...this is really a crème de la crème selection of British excellence. As a cherry on top, **Viola Milano** ties sand accessories, of young but visionary men's style entrepreneur, Tom Eriksson just had to be added, so that we are not labeled one-nation biased. But, hey, being at the Royal Palace of Serbian Kings we had to counter balance the Brits with master craftsmen from our shores...hence **Blackbirdfield fascinators**, **Evica gloves**, **HOH bespoke timepieces** and **Marko Lukovic** car designs, give a glimpse into the untapped potential of Serbian creativity and artisanship of its people.

Thank to **British Serbian Chamber of Commerce** our Brit edition really got its contours when **Jaguar** decided to come on board and present its first electric vehicle, the **I PACE**, that took all the imaginable awards



this year. When you add to this roster of legendary British brands, perfumed notes of the finest **Hendrick's** gin and tonic, then we really have an event to talk about.

Really, if you try to excel in anything at the end you realize that only dedication will pay off.

But, let us not forget our hometown, where Belgrade Waterfront, relentlessly goes up and wide becoming a new home not only of the most ambitious real estate development in this part of the world, future home of St.Regis residences, but as well a home to our **Concours d'Élégance** for the fourth year. Automotive sculptures that are driven, a lasting testament to the brilliance of pioneering engineers, innovative designers and skilled coach-builders, this year are superbly presented. We are thrilled to show the masterpieces from world renowned collections, such as **Lopresto Collection**, who this year bring the **CISITALIA D47**, a formula driven for the last time by **Tazio Nuvolari**, champion of Belgrade Grand Prix in 1939, precisely 80 years ago. And we are proud that thank to our collaboration with **Motor Heritage Consulting**, **Scuderia Nuvolari** and **Museo Nuvolari**, Belgrade will once again host the trophy that Nuvolari held in his hands in 1939. Coming along in the parade around the Kalemegdan will be some of the best and the most important collectors such as **Gianni Morandi** of Florence, **Pietro Tenconi** and **Filippo Sole** from Milano/ MilleMiglia regulars and recent winners at Villa d'Este) and impressive gems from **Nicola Livon**, **Carlo Grelewski**, along with major classic car collectors from Belgrade.

So, all of this makes our 24 hours of Elegance 2019, one of a kind happening on global scale, that helps the ancient city of Belgrade, on crossroads of civilizations, to stay proud and definitely look into the brighter and definitely more elegant future...at least for 24 hours.

Elegantly yours,

Alex Djordjevic, founder & chairman

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HRH Crown Princess
Katherine Foundation

The HRH Crown Princess Katherine Foundation was founded by HRH Crown Princess Katherine in 2001 with the mission to help all those in need, regardless of religion or ethnic origin. The Foundation's aim is to improve lives of disadvantaged and vulnerable people throughout Serbia.

The Princess Katherine's Foundation, based at the Royal Palace in Belgrade is a main office of the Lifeline Humanitarian Organisation, an international charity registered in Chicago, New York, London, Toronto and Athens, under the patronage of HRH Crown Princess Katherine.

Most of the activities of the Foundation are focused on three sectors – health, education and social care.

In the Health sector priorities of the Foundation are provision of the most needed medical equipment and reconstruction of hospitals, but also further medical education of the medical doctors in Serbia.

The Foundation encourages the health care that must be accessible to everyone. Various projects, often aimed at the most vulnerable population, have been completed up to date. In the previous years almost every city in Serbia received a donation of at least one piece of the most needed medical equipment.

In the Education sector, the Foundation organised several large international medical conferences and medical training programmes for medical doctors in Serbia and abroad. Thanks to the activities of the Foundation and its cooperation with various other Humanitarian organisations and foundations from abroad, several grants provided funds which benefited numerous medical doctors from Serbia who were sent abroad for additional trainings and further medical education.

In the Social sector, through yearly events organised by the Foundation, numerous vulnerable groups such as children without parental care, autistic and mentally challenged children, children and adolescents with problems as well as refugees, elderly and people with special needs received aid and assistance.

The HRH Crown Princess Foundation is committed to helping and with your support will continue to play a leadership role in the effort to relieve the suffering.

They rely on us. We rely on YOU!!!



HRH Crown Princess
Katherine Foundation

For more information about activities of the
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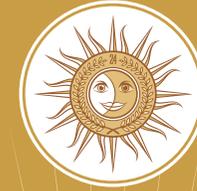


Život je jednostavno isuviše izuzetan da se ne iskuse neobične čari HENDRICK'S DŽINA, u pratnji neobične, a opet veličanstvene infuzije krastavca i ružinih latica.

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JAGUAR

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EDWARD SEXTON

Edward Sexton has been at the forefront of the British bespoke tailoring establishment for over 50 years.



From his workshop on Beauchamp Place in Knightsbridge, Sexton and his team create truly elegant couture suits, coats and separates, which draw upon Edward's uncompromising understanding of design and his commitment to handcrafted tailoring.

Sexton suits are iconic not only for their elegant, glamorous design, but also for the instinctive talent of Edward himself. Edward has a life's worth of experience in creating handmade tailoring of the highest possible standard. His tailoring philosophy is legendary and his understanding of the craft unparalleled.



As such, a Sexton bespoke suit is immaculately hand-cut, hand-sewn and hand-finished in-house by the Sexton workshop, retaining high standards in-house is of paramount importance. Edward and Dominic cut every garment individually, imbuing into the two-dimensional panels of the suit a unique understanding of proportion, finesse, silhouette and structure. The customer is not just fitted in their suit, a suit is moulded to the customer's figure, to enhance the impression of his physique and achieve a flawless, harmonious design. Once cut, every garment is sewn in-house by Edward's chosen craftspeople. Handwork is of paramount importance to the Knightsbridge bespoke service, and it is only Edward's dedication to the precise art of hand tailoring that allows a Sexton suit to achieve its unique balance of softness, richness and an expressive silhouette.



At every stage of the process, aesthetic balance and the necessity of creating an elegant garment is considered, lending a Knightsbridge Bespoke suit its unique sense of composure.



TURNBULL & ASSER

TURNBULL & ASSER

Founded in 1885, Turnbull & Asser is a British shirtmaker, creating luxurious shirts and ties in its workrooms.



Priding itself on superior craftsmanship and personal service, these qualities were recognised by HRH The Prince of Wales with the bestowal of a Royal Warrant in 1980. Rich in history and yet forward-thinking, Turnbull has dressed influential men and women including royalty and captains of industry to artists and stars of stage and screen in beautifully made English shirts. Today, the heritage brand continues to focus on ready-to-wear, Made to Measure, and Bespoke shirts and ties at the centre of its clothing range for individuals that appreciate quality and craftsmanship.



Turnbull's unrivalled expertise as a bespoke shirtmaker has seen customers extend from its London and New York flagship stores to across the world. Twice a year, the British heritage brand brings its bespoke specialists to key cities around the world through a series of international By Appointment trunk shows. For those that cannot visit the Turnbull stores, By Appointment is the perfect opportunity to get the true bespoke shirtmaking experience. Our Bespoke specialists will take you through the process of creating your shirts, from the initial 18-23 measurements to selecting your fabrics, collar and cuff options plus added personalisation. Your bespoke pattern will then get sent to our workroom in Gloucester where a sample shirt will be made.



After wearing and laundering it three times, the shirt fit will be true to size. Once you are happy with the sample, the remaining shirts will be created and sent to you. The By Appointment trunk show has a two-shirt minimum order.



powered by



GAZIANO & GIRLING

Gaziano & Girling is a unique shoe company.



Founded in 2006 by Tony Gaziano and Dean Girling, it has become the most innovative and versatile shoemaker in England, combining handcrafting and manufacturing skills to put itself at the top of both the bespoke and benchmade industries. Tony and Dean worked for a variety of bespoke makers, designers and manufacturers before coming together to launch Gaziano & Girling. Their aim was to bring a new look and quality standard to a sometimes somnolent industry, with fresh designs in bespoke and both greater handwork in their benchmade shoes. The result is beautifully made footwear that suits men both young and old, conservative and contemporary. Traditional English models are updated with touches of continental flair - in the shape of the last, the finesse of the waist and sharp designs - that together raise a functional shoe into a work of art.



There have been several important stages in the evolution of Gaziano & Girling. Perhaps the most significant was the establishment of their own manufacture in 2009, which allowed Tony and Dean to fulfill their dream of an independent production centre. As craftsmen first and foremost, this was key to the company's identity. When the workshop was expanded in 2013, it was also a significant moment for the region, as it was the first new factory in Northamptonshire for over a century. The final, and most recent stage in the company's evolution was opening a flagship store on Savile Row.



Throughout its history Gaziano & Girling has benefited from a passionate following online, and customers have often been willing to order remotely. There's nothing like having a flagship store, however - and nowhere better than Savile Row. Surprisingly, there has never been an English shoemaker on the Row, and Gaziano & Girling are proud to be the first there, among the finest tailors in the world.



HARRISONS

HARRISONS OF EDINBURGH

THE FINEST CLOTH, DISTRIBUTED WORLDWIDE,
WOVEN IN THE UK SINCE 1863.



Founded in 1863, the Harrison's of Edinburgh is one of world's oldest and most iconic fabric conglomerates, started in the UK by Sir George Harrison.

What initially began as a business of wool drapes, hatters and hosiers, has today, come to have evolved into being producing house of high quality, premium suiting fabric, with a series of niche cloth makers under its belt.

The city of Edinburgh has come through ages, seeing remarkable upliftment of its local population and no doubt then, the town is synonymous with the renowned mills, with the Harrison Arch being a prime landmark.



The company began exporting to the US in 1900, also embracing its trademark, the 'Thistle', which adorns each and every yarn doled out from the factory to the present day, depicting a mark of finesse and trust.

The business is run today by Mark and James Dunsford (Pictured below right, with Mark on the right), who both joined the family business of Lear Browne & Dunsford back in 1987, and have overseen the steady expansion of it, both at home and abroad.

During their tenure they have overseen many acquisitions besides Harrison's, including H.Lesser & Son and, most recently, Smith Woollens and W.Bill, which have proved to be excellent additions to their portfolio.



Both Mark and James share a great passion for the trade and are dedicated to maintaining the supply of the highest quality fabrics and the service that their customers have come to expect.

VIOLA MILANO

VIOLA MILANO

Viola Milano was founded in Milan, born to create and design the world's most timeless, elegant and understated luxury collection of handmade men's ties and accessories.



A true love affair based on passion, desire and mastery, transformed Viola Milano into a total look lifestyle brand. By combining the best Italian craftsmanship, superb luxury fabrics, impeccable fit with an understated Italian cut, Viola Milano is today known as the "Rolls Royce" of Italian clothing & accessories.

We are proud about our dedication to quality and craftsmanship, and the recognition it has earned us in the international menswear arena. At Viola Milano we believe that there is an inherent value in beauty itself, for no other purpose than to appreciate it.



We believe that the best, most satisfying way to do things is not necessarily the quickest or the most convenient. Instead, we at Viola Milano have always strived to make products that reflect our ambition to create expertly crafted, handmade items for the sake of beauty itself. Caring to preserve Europe's strong traditions of quality craftsmanship, we work with talented artisans in the United Kingdom and Italy. Much of the inspiration that forms the basis for our collections comes from legendary style icons like Cary Grant, Clark Gable and of course, the one and only, Gianni Agnelli. The strong sense of personal style and not just conforming to rules and trends but instead continuing to break new ground, and by doing so, expressing yourself, that's what true style is all about.



While we do find man himself fascinating, a lot of our inspiration is not just gathered from men, but from their creations. By traveling and exploring the beauty of the world, our minds are broadened and gain new impressions that come together to create new ideas. Art and artistic expression in all forms, from renaissance paintings and architecture to modern day photography, help spark the imagination so necessary for the creative process.

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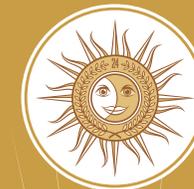


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*WLTP (Worldwide harmonised Light vehicle Test Procedure) je novi proces, započet 2017, koji meri gorivo, potrošnju energije, opseg motora i emisiju gasova putničkih vozila u Evropi sa ciljem da prikaže cifre približne vožnji u stvarnim uslovima. Testira vozila sa opcionalnom opremom zahtevnijim procedurama i stilovima vožnje.** Sve karakteristike u unutrašnjosti vozila su predviđene za korišćenje od strane vozača samo kada je to bezbedno. Vozači su dužni da imaju vozilo pod kontrolom u svakom trenutku.



24 HOURS OF ELEGANCE

STAR CARS
OF BELGRADE
CONCOURS
D'ELEGANCE 2019



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**BRITISH - SERBIAN
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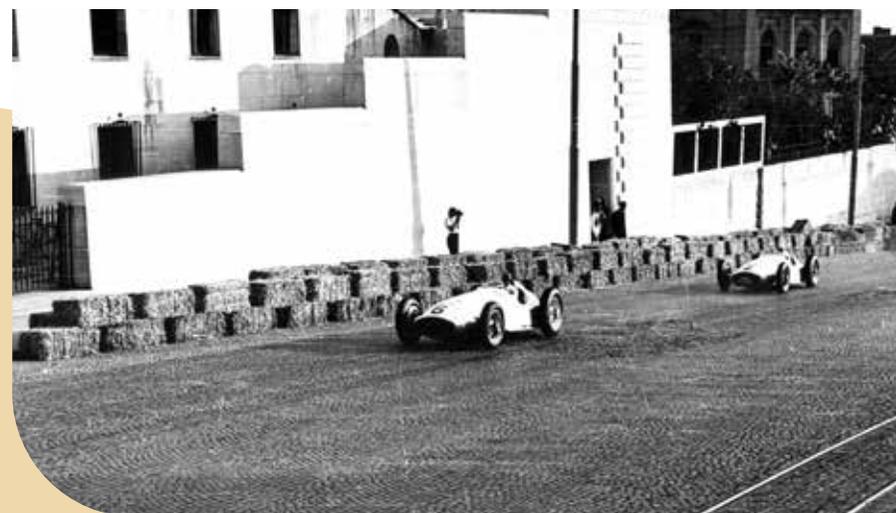
GRAND TOUR HISTORIQUE

All texts and photo are part of the book "The first international auto & moto races in Belgrade" by Nebojša Dorđević.



Homage to the last pre-war 1939 Grand Prix race at Kalemegdan Park, Belgrade. The Grand Prix in Belgrade was held in 1939 in Kalemegdan Park, which was the largest sporting event in Belgrade during the golden era of motorsports. It brought together about 75 000 spectators, out of a total population of 360 000, during that time. This was the last Grand Prix to be held at the beginning of the Second World War, and was organised in honour of the young King Petar Karadjordjevic II's birthday.

Bosko Milenkovic participated in the race, driving a Bugatti 51. Tazio Nuvolari, one of the world's greatest drivers of all time, won that year's race driving an Auto Union type D, V 12 cylinder, 485 hp - finishing the race in 1 hour 4 minutes and 3 seconds.





1947 CISITALIA D47

Cisitalia was an idea of industrial Piero Dusio, in Turin, 1945.



Piero Dusio was to the Cisitalia brand what Enzo Ferrari is to Ferrari, Ferruccio Lamborghini to Lamborghini, Alejandro De Tomaso to De Tomaso or Colin Chapman to Lotus. Piero Dusio was the creator of the Cisitalia brand and the promotor of most of the models that carried that name. Being himself an excellent pilot, Piero thought to build a limited number of light single-seaters with the idea of continuing mass production later. With the support of engineers Dante Giacosa and Giovanni Savonuzzi, today famous worldwide, Piero built a series of fast single-seaters of 1100 cc tubular chassis.

Cisitalia's single-seaters debut was on September 3rd of 1946, in the Valentino circuit. It was a total victory. The little "Cisi" wins despite competing with larger displacement cars. The domain remains in the formula 2, with Piero Taruffi laureate, Italian champion in 1949, allowing him to probe himself towards the largest drivers of the time.



Following the same concept, Piero decided to continue with the two-seater sport. The great driver Tazio Nuvolari takes moral victory at the wheel of a Cisitalia 202 SMM, later named Spyder Nuvolari, in the legendary Mille Miglia in 1947. He comes second, despite

a mechanical failure that stops and delays him twenty minutes, behind a great Alfa Romeo 2900 8-cylinder, driven by the pilot Blondetti. Seven Cisitalias participate in this race. Small "Cisi" of only 1100cc ranked second, third and absolute fourth.



FILIPPO SOLE collection



1938 Lancia Astura Cabriolet Pinin Farina

This Lancia Astura, chassis #41-3195, is an IV Cabriolet series with a Type 91 engine and a displacement of 2972 cc.



The car, one of the last Astura's built, was ordered before the war in 1938, by Count Galeazzo Ciano, son-in-law of Benito Mussolini ("il Duce") and, during the years of fascism, Italian minister of foreign affairs. He was also a passionate airplane pilot. The rolling chassis was delivered to Pinin Farina, but the war years then intervened and the car remained, undressed, in the Pinin Farina workshop for the following decade. It was only after the end of the conflict that the car received a body, a Cabriolet one. Then, in 1948, it was shown at the first post-war Turin Car Show. It was immediately bought by a Frenchman, Baron Gourgard of Paris, and over the following years remained in France, where, changing hands a further two times, it was kept well maintained and barely used. In the early 1970s it returned to Italy, and has been there ever since.



It was purchased recently by a young Italian collector, Filippo Sole, who was looking for an important pre-war car to indulge his passion for classics. "The car was in solid condition," he says, "but the paint was very cracked, as were the interiors. We started a restoration with the idea of obtaining a drivable car. However, with

this objective in mind, the project quickly evolved into a complete restoration of the vehicle to concours level. Working day and night, we completed the work in five months, which could well be a new record!

This year it has been awarded BMW trophy by the audience at the Concorso d'Eleganza Villa d'Este 2019.



The Lancia Astura Cabriolet Pinin Farina is a typically graceful and elegant example of the post-war Battista "Pinin" Farina atelier, on one of the most desirable frames of those times.

GIANNI MORANDI collection



Fiat 1500 6c Lanzarone Stanguellini

Acclaimed collector Gianni Morandi bought it in 1988, and the color of its skin was not very attractive back then. It was pale yellow, while underneath it was red.



During that period he was searching the length and breadth of Italy, looking for classic cars. His addiction had started a few years before however, after I bought a 1954 Fiat 1400 A with his father. That was the birth of his passion for 'heritage' vehicles, after having been doing off-road racing for many years.

The car was probably built for the Targa Florio originally, and it lived most of its long life in Palermo before settling down in a small town in Tuscany with its current owner. It was created for the Sicilian gentleman driver Giovanni Casales, who's done the Targa several times with a Cisitalia, and it was considered like a spare car to use if needed, as there is no information about its participation in the race.



Gianni, 50 years old, is now an experienced collector and one who took part in the last two editions of the modern Mille Miglia with his 1929 Officine Meccaniche 665 S "Superba" 2000. "After a while, he was introduced to some dealers in Sicily and the 1500 was a sort of barn find for him as it was more or less abandoned under a shelter when I saw it. Then, for ten years he didn't do anything with it because some

components were missing and the chassis was damaged. So he just carried on with some other cars' restorations. Later he purchased another Fiat in Sicily, a 1947 red 1100 S Berlinetta. So, it was constructed by mating a Fiat 1500 front end and part of the rear chassis of a Lancia Aprilia, and it was slightly awry when I got it. While the body was not damaged because it was put on a wooden frame, the chassis had been somehow accidentally stretched. Its bodywork is made of 1.8mm-thick aero-grade aluminum with internal chrome alloy. A material which gave us some problems during the restoration as it is not easy to weld, at all: only the nephew of the coachbuilder finally succeeded, while his father and grandfather said they were getting bubbles and other issues. The only thing that was really missing from the Barchetta was the lid of the trunk and so it had to be fabricated from scratch.

While the original Pirelli Stella Bianca tires are, almost incredibly, the same that were installed in the Fifties, just a short time after the Barchetta saw the light for the first time. The whole restoration job was finished in December 2017 and involved five or six different artisan companies to complete it.



SCUDERIA TAZIO NUVOLARI ITALIA



Austin Healey 100 Le Mans



Lancia Flaminia Coupe Pininfarina

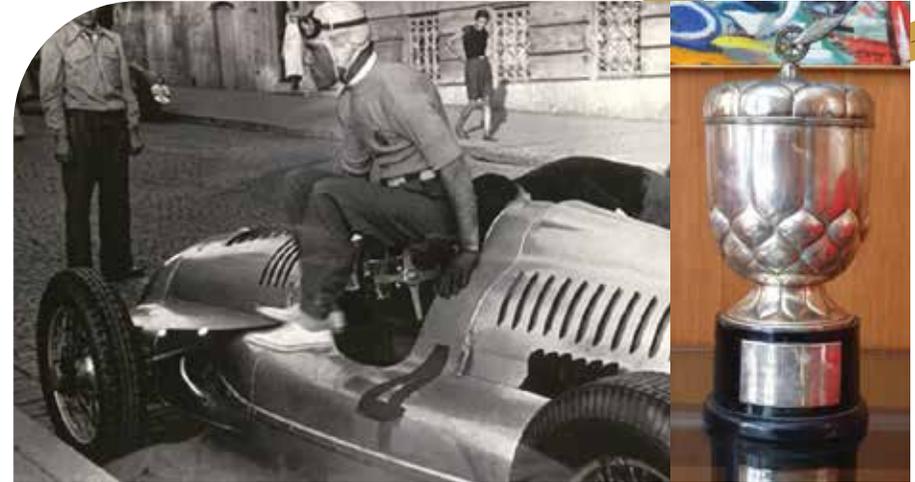


Jaguar XK 120



MGA 1500 Roadster

NUVOLARI IS BACK TO BELGRADE!



"This year I am going to make a dream coming true! That of bringing back to Belgrade the original trophy that the Italian legendary pilot Tazio Nuvolari was given on September 3rd, 1939 as winner of the First Belgrade Grand Prix!" With these words Dr. Giorgio Andrian, Motor Heritage Consulting CEO and srpski zet, comments his personal contribution in creating and organizing this unique event dedicated to the memory of the famous pilot known also as Mantovano Volante (The flying Man from Mantova). The trophy is kindly offered by the ACI (Automobile Club Mantova (<http://www.mantova.aci.it/>), the official owner of the precious object and the Museo Tazio Nuvolari (<http://www.tazionuvolari.it/>), the place where the original memories of the pilot are kept. "This is the best way for us to contribute to keep the memory of our legendary pilot", affirmed Mr. Alberto

Marengi, President of the ACI Mantova in his recent press release; "and a way to be present in Belgrade, the place where the last important Grand Prix took place before the WWII exploded". The trophy will arrive to Belgrade accompanied by a group of selected sport historical cars, belonging to members of the prestigious 'Scuderia Nuvolari' (<http://www.scuderiatazio-nuvolariitalia.it/>). "We decided to come along personally" said Arch. Benedini, the External Relations Officer of the Scuderia Nuvolari, "when we were informed about the special revival that the City of Belgrade was going to organize on the occasion of the 80th anniversary of the 1939 GP!". All of them are special guests of the GENERALI 24 hours of ELEGANCE 2019.



SERBIAN FEDERATION OF HISTORICAL VEHICLES



Gruja Apostolović collection
1952 BUICK ROAD MASTER

Serbian Federation for Historical Vehicles (SFHV) was officially founded on 20 September 2010. The Federation brings together the top ten clubs in Serbia

with over 300 cars and 250 members. The Federation has actively participated in the FIVA General Assembly in Ljubljana in 2010.



Stevan Heil collection
1970 JAGUAR



Dalibor Ružić collection
1967 JAGUAR 340



Vladimir Atanacković collection **1966 BMW 700**



Predrag Obradović collection
1957 BMW 503



Bratislav Petković collection
1977 FERRARI 308 GTB

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NOVI RANGE ROVER EVOQUE

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ABOVE & BEYOND



Novi Range Rover Evoque se savršeno snalazi i u gradskoj gužvi, i na planinskim putevima. Poznat po svojim terenskim mogućnostima, sada ima adute i za grad: ClearSight Ground View kamera projektuje pogled ispod karoserije, kako biste videli sve nezgodne ivičnjake prilikom parkiranja. Evoque stvarno može sve-jedino, nikako da izbegne poglede pune divljenja.

BRITISH MOTORS

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www.britishmotors.rs

www.porscheexperience.rs

Emisija CO₂: 143 - 188 g/km. Kombinovana potrošnja goriva 5,4 - 8,2 l/100 km.

FRANCO LOMBARDI collection



1971 DINO FERRARI 246 GT, BERLINETTA PININFARINA



In the production and sport history of the Casa di Maranello there is a family of engines and cars linked to Enzo Ferrari's prematurely lost son, so much to bear his name. The origins date back to the famous 6-cylinder V, which Dino Ferrari designed around the mid-1950s, and soon became a top engine with exceptional features. From this version on there have been countless versions, in a range of cylinders and powers that made brilliant history (Formula 2, Formula 1, Sports Cars and Prototype), until the birth of a special automotive brand called, Dino Ferrari. Dino Formula 2 was successfully raced by renowned champion Maurice Trintignant, uncle of the famous Jean-Louis Trintignant, actor and film director. The successes in the competitions, Gran Turismo paid off with the birth of the classic Berlinetta of Pininfarina (the 206 and 246 GT), which undoubtedly represented one of the most

fascinating chapters of the Ferrari legend. The Dino Ferrari 246 GT, 1971, TS 176444 has been purchased by Franco Lombardi, current owner, from the Ferrari dealership of Cremona in 1995, immediately prepared with sports equipment by the famous Carrozzeria Scaglietti in Modena. Homologated by A.S.I. Targa Oro, FIVA and FIA, participated in various racing and amateur racing events on circuit and road rallies organized by Ferrari Clubs partners of Ferrari Club Italia to which the car was inscribed. Currently it participates in national and international regularity races with FIVA and FIA Regulations for which it is prepared and has regular official papers.

1986 ROLLS ROYCE CORNICHE II

Rolls Royce - Corniche II, exclusively produced for the US market in 1986. Even at that time it had special injection motor and hydraulics.

SAŠO HORVAT collection



Previous owner was the President of Rolls Royce club of North America, and now it makes part of the collection of the renowned Slovenian collector Saso Hrovat.

The Rolls-Royce Corniche is a two-door, front-engine, rear wheel drive five-seater manufactured and marketed by Rolls-Royce as a coupé and convertible from 1971 to 1995.

The Corniche was a development of the Rolls-Royce Silver Shadow, with the two door variants of that model marketed as the "Silver Shadow Mulliner Park Ward two door fixed head coupé & drop head coupé" from 1966 until when the Corniche name was applied. The exterior design was by John Polwhele Blatchley. (citation needed) The model was assembled and finished

in London at Mulliner Park Ward as continuation of the 1965 Silver Shadow coupé and 1966 drophead, with the Corniche name applied in March 1966. The Corniche was also sold as a Bentley, though that model became known as the Continental in 1984. The first car with the Corniche nameplate was a 1939 prototype based on the Bentley Mark V and never produced because of the onset of World War II. The Corniche nameplate stems from the originally French and Italian term for a coastal road, especially along the face of a cliff. The last 25 Corniche models to be built, completed in the summer of 1995, were unique turbocharged versions and were called the Corniche S. In total, 5,146 Corniche Convertibles had been built, plus 1,108 Saloons (Coupés, that is), and 140 Bentley Corniches.

CARLO GRELEWSKI collection



1955 Mercedes-Benz 190 SL

The Mercedes-Benz 190 SL (W121) is a two-door luxury roadster produced by Mercedes-Benz between May 1955 and February 1963.



Internally referred to as W121 (B11 or B2), it was first shown in prototype at the 1954 New York Auto Show, and was available with an optional removable hardtop.

The 190 SL presented an attractive, more affordable alternative to the exclusive Mercedes-Benz 300 SL, sharing its basic styling, engineering, detailing, and fully independent suspension. Both cars had double wishbones in front and swing axles at the rear. Instead of the 300 SL's expensive purpose-built W198 tubular spaceframe, the 190 SL's R121 structure used a shortened unitary floorpan modified from the W121 base saloon.

The car was available either as a soft-top convertible (initially priced at DM 16,500/US\$ 3,998) or with removable hardtop (DM 17,650/\$ 4,295). A small third-passenger transverse seat was optional. During its first years the 190 SL was available as a sports-racing model with small perspex windscreen and spartan one-piece leather covered bucket seats and aluminium doors. In 1959, the hardtop's rear window was enlarged. In 1956, a few six-cylinder prototypes were built for testing. A 190SL with a unique engine, using the 300SL block, squeezed into the engine bay with a one-off mix of Benz-bin parts was entered in the 1956 Alpine Rally, but the costs of production would be prohibitive.



Two other prototypes, fitted with fuel injected M180 220SE engines were baptised the W127 / 220SL. In June 1956, Rudi Uhlenhaut and Karl Kling lapped the Nürburgring Nordschleife circuit in the two W127s a good 25 seconds faster than a regular 190SL. On April 12, 1957,

MB's board decided to build the W127, six-cylinder 220SL alongside the 190SL, but production challenges postponed manufacturing until it was overtaken by the 230SL 'Pagoda'.

Both the 190 SL and the 300 SL were replaced by the Mercedes-Benz 230SL in 1963.





1954 O.S.C.A. Foglietti Valentini MT4-2AD

In 1937 the three surviving Maserati brothers, Ettore, Ernesto and Bindo, sold out to the Orsi Group in Modena to avoid bankruptcy.



The assignment contract included a ten-year consultancy for the Maserati brothers. After that period, in 1947, they decided to come back to San Lazzaro di Savena, near Bologna and found the Officine Specializzate per la Costruzione Automobili Fratelli Maserati S.p.A. – O.S.C.A. for short – to build limited edition competition cars. The Maserati brothers were real racers, and their little O.S.C.A.s built, were real racing cars, the ultimate expressions of a long line of outstanding cars that bore their name, beginning in 1926. O.S.C.A.'s first automobile was the MT4, for Maserati Tipo 4 cilindri. Their goal was to develop an automobile to compete in the 1100 cc racing class. Over the next eight years the MT4 was developed into the most successful under-1500 cc sports/racing car in the world. O.S.C.A. fit seven different versions of their alloy Inline-4 engine into the MT4, and all fell below the 1.5 liter mark. Of the around 200 O.S.C.A. cars produced, perhaps 80 were MT4s, and of the MT4s, records show 40 barchettas with Morelli di Ferrara bodies. The MT4 was OSCA's most prolific model, but the company also produced a variety of models in both single and two-seater configuration fitted with four, six, and even twelve-cylinder engines, from 750 cc to 4500 cc.

1954 O.S.C.A. Foglietti Valentini MT4-2AD, chassis n°1144 is a one-off. It's equipped with the original matching number O.S.C.A. DOHC 1100 engine (n°1127). Started as "standard" MT4 by Morelli, it was first modified by the specialist Ernesto Foglietti in the front. The body, designed differently from the other MT4s (with a Lotus flavor) was entirely in aluminum, the bottom consisted of a single shaped aluminum sheet. The exhaust pipes ran along the lower left side. In addition, the car was equipped with a long rear fin following the headrest. 1144 was owned and raced in 1954 by the racing driver Umberto Bini, it was 1st in class that year at the Gran Premio di Napoli, Coppa d'Oro delle Dolomiti and Circuito di Reggio Calabria. In the hands of owner-driver Carlo Monzino the following year it ran the 1955 Mille Miglia, with the owner-driver Rinaldo Masperi ran the 1956 and 1957 Mille Miglia.

For 1963, its last year in competitions, to meet the new rules of the sport category, its displacement was (temporarily) reduced to 1000 cc.

1939 SIATA FIAT 1100 coupe



This berlinetta Aerodinamica, name as it was called this type of body, is absolutely typical of Italy's entirely charming and engaging Fiat-based racing specials that were produced in very considerable quantity both before and after the Second World War.

In 1926 Giorgio Ambrosini founded in Turin the S.I.A.T.A. (Società Italiana Auto Trasformazioni Accessori) company for the production of racing kits for Fiat engines, special four and five-speed gearboxes and volumetric compressors. In 1937 Ambrosini took over the Andrea Mantelli's Carrozzeria Italiana and started the construction of complete cars.

This particular car was ordered by Arialdo Ruggeri of Gallarate (VA) to S.I.A.T.A. as confirmed by the mortgage indicated on the chronological documentation. Arialdo Ruggeri was later the founder of the Scuderia Milan in 1946 together with his brother Emilio. This curious Fiat 1100 was based upon a modified Fiat 508 C chassis and fitted with a S.I.A.T.A. tuned 1089cc Fiat 508 C engine.

It is believed that the S.I.A.T.A. involved the Viberti, who created the fashionable aero-dynamic bodywork according to the engineer Luigi Rapi projects, and results of aerodynamic tests in the wind tunnel at the Polytechnic of Turin for the aerodynamic Lancia Aprilia previously built for the Colonel Mario Leoncini. The profile refers in fact a section of a wing of aircraft and construction with aeronautic concepts allowed a very light construction (560 kg total). The two cars are very similar in shape.

The S.I.A.T.A. Fiat 1100 Coupé took part in the Gran Premio di Brescia delle Mille Miglia with Ruggeri/Dansi as crew, coming in sixteenth over-all and sixth in the up to 1100 cc class of the Sport category. From a photo, it can be induced that the car also took part in the Mille Miglia of 1947, but its crew and its result are not known.

Following an attachment order issued by the Civil and Criminal Court of Milan the car was stored for three decades from 1951 to 1971.

NICOLA LIVON collection



1955 Lancia Aurelia B24 Spider America

Lancia gave its chief designer, Vittorio Jano, a clean sheet of paper when it replaced the Aprilia which had been the company's mainstay since 1937.



Jano, the man responsible for most pre-war Alfa Romeos, worked with a brilliant young engineer named Francesco de Virgilio. The result of their partnership, the Aurelia, was one of those rare cars which owed nothing to its predecessor.

When the Aurelia was unveiled it was, by common consent, the most superbly engineered saloon car there had ever been. A short wheelbase version, the B20, was third in the 1951 Mille Miglia and another was second in the 1952 event, splitting two Mercedes-Benz 300SL 'gullwing' coupes. Later that year, the Aurelia finished 1-2-3 in the Targa Florio, a remarkable achievement for a production saloon car.



With such a record in racing, the Aurelia cried out to have an open sports version in the catalogue and, in 1955, Lancia duly obliged. Pinin Farina styled a sleek two-seater, baptised 'Spyder America' in deference to its main target market, which was a triumph of simplicity and elegance characterised by its distinctive panoramic windscreen and stylish quarter bumpers. Since the Aurelia had unitary construction, Pinin Farina

made the entire body/ chassis unit which was one of the first jobs awarded to their new manufacturing plant.

The Aurelia underwent constant development and there were six distinct series. From the fourth series on, a de Dion rear axle replaced the original trailing arms. All B24 Spyderys had the de Dion layout and the 2541cc version of the engine which was tuned to give 118 bhp. Top speed was estimated to be 115 mph (184 kph), but more important was its superb handling and road holding which made it unbeatable on country roads.

A mere 240 examples of the two-seat Aurelia B24 Spyder America were made (in both left and right-hand drive forms) as production was limited by the capacity of the Pinin Farina factory - and fewer still exist today. The combination of rarity, engineering excellence and Pinin Farina's gorgeous body makes this superb car a blue chip investment.





MARKO LUKOVIĆ

Prof. Marko Luković rođen je 1977. godine u Beogradu, (Srbija), gde danas živi i radi kao industrijski i automobilski dizajner.



Profesor je Univerziteta umetnosti u Beogradu i radi na Fakultetu primenjenih umetnosti (FPU), na Odseku za industrijski dizajn, od 2002. godine. Angažovan je i na katedri za Unutrašnju arhitekturu na Filološko-umetničkom fakultetu (FILUM) Univerziteta u Kragujevcu, od 2018. godine. Član je ULUPUDS-a od 2001. godine.

2001. - Diplomirao je na Fakultetu primenjenih umetnosti u Beogradu.

2008. - Magistrirao je na Fakultetu primenjenih umetnosti u Beogradu, serijska proizvodnja kamiona Eurozeta za Iveco -Zastava kamione iz Kragujevca, Srbija

2016. - Doktorsku disertaciju je uradio na Univerzitetu u Bolonji, Italija, realizovan solarni automobil Emilia 4 za nacionalni takmičarski italijanski tim Onda Solare.

Sa sopstvenim timom specijalista različitih struka uspešno je angažovan u raznorodnim oblastima dizajna od 2000. godine i ima veliko iskustvo u praktičnom radu na projektima za vrhunsku industriju.



Dobitnik je 25 međunarodnih i domaćih nagrada i priznanja za dizajn, od kojih su najznačajnije:

- Pobjednik prvog Pežo-dizajn konkursa - prototip koncept automobila Peugeot Moonster, Francuska 2001, realizovan i premijerno prikazan na Salonu Automobila u Frankfurtu, 2001.godine.

- Prva nagrada na 42. Oktobarskom salonu u Beogradu 2001.

- Nagrada za auto-dizajn francuske dizajn kuće Heuliez 2000.

- Plaketa ULUPUDS-a 2003. koncept malog gradskog automobila

- Plaketa ULUPUDS-a 2014. Leaf, solarna ulična lampa, Plasmatech, Kipar

- Plaketa ULUPUDS-a 2019. realizovan solarni automobil Emilia 4, Italija



- 4 zlatne medalje za dizajn proizvoda "Nikola Tesla", Savez pronalazača, Beograd

- 2 srebrne medalje za dizajn proizvoda "Nikola Tesla" Savez pronalazača, Beograd

- Specijalna nagrada za dizajn različitih industrijski proizvoda Savez pronalazača, Beograd

- Finalista konkursa za dizajn novog taksi vozila za grad Prag, magazin Auto Design & Styling, Češka

- Nagrada za dizajn automobila za 2021. Supersonic - Michelin Challenge Design, Detroit, SAD, 2011.

- Nagrada za dizajn autonomnog automobila TwinWay - Michelin Challenge Design, Detroit, SAD, 2014.

- Nagrada za dizajn sportskog auta Hyperion 2030 - Michelin Challenge Design, Detroit, SAD, 2015.

Govornik i predavač na više od 30 međunarodnih i domaćih dizajn konferencija i kao član stručnog žirija: Barcelona-Španija, Delft-Holandija, Bolonja-Italija, Pariz-Francuska, Bukurešt-Rumunija, Sofija-Bugarska, Krakov-Poljska, Bratislava-Slovačka, Ljubljana-Slovenija, Zagreb-Hrvatska, Beograd, Novi Sad, Kragujevac ...

Preko 90 međunarodnih i domaćih samostalnih i kolektivnih izložbi: Pariz, Ženeva, Los Angeles, Detroit, Tokijo, Berlin, Varšava, Frankfurt, Rim, Bolonja, Monca, Sofija, Bratislava, Krakov, Prag, Zagreb, Ljubljana, Banja Luka, Trebinje, Prijedor, Beograd, Novi Sad, Kragujevac, Niš ...





OLDTIMER CLUB BELGRADE

The club has been active since 2004.



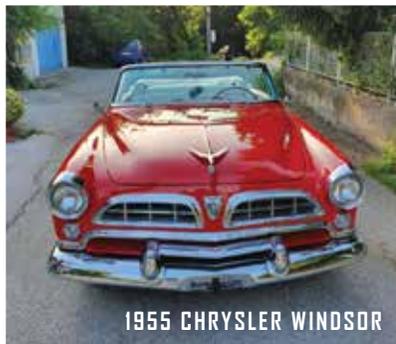
1958 CHEVROLET CORVETTE

So far they have organized over 60 events in which the main participants were old-timers. Every year they have a stand at the Motor Show in Belgrade, that is used for the promotion of classic cars. The club has about 100 members with over 200

vehicles (cars, motorcycles, trucks, buses, military vehicles...). Preservation, care and protection of old (historical) vehicles as a monument of technical culture, tradition and heritage of our society.



1960 BUICK ELECTRA 225



1955 CHRYSLER WINDSOR



1964 IMPERIAL CROWN CONVERTIBLE



1958 CHEVROLET CORVETTE



1971 JAGUAR
E TYPE



1967
JAGUAR MK II



1968 CHEVROLET CORVETTE



NEMANJA JEVTIĆ



Nemanja Jevtić is an landscape architect, graphic designer and painter. His works are mainly made in airbrush technique, in acrylic and watercolours, and periodically in other art techniques and mediums. Classic and vintage cars, locomotives, airplanes, motorbikes and ships, are the subject of his

interests. He exhibited his works on Belgrade fair and classic cars events, for weekly magazines and periodicals, group and solo exhibitions. His paintings are present in foreign and domestic collections.



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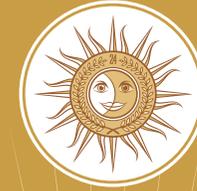
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"Blackbirdfield" fashion brand was created in Belgrade by Milosava - Peggy - and Dragan Smiljanic. All Blackbirdfield hats, fascinators as well as decorative head ornaments are handmade and thus represent unique fashion creations.



BLACKBIRDFIELD
FASCINATORS



Dragan Smiljanic developed his life-long passion for working on the creation of hats, fascinators, as well as decorative head ornaments by constantly experimenting with the world of nature, trimmings and the world of unique textiles.

In order to create a unique, sophisticated and clearly recognizable fashion product, made exclusively by hand, Blackbirdfield combines the traditional and contemporary techniques of the world's fashion hat ateliers with conventional and modern materials. The constant union of old and new in the sphere of design is used to create contemporary, wearable, classic and sculptural forms with a striking Blackbirdfield aesthetic. Blackbirdfield brand collections consist of hats, toques, cocktail hats, fascinators, as well as decorative headpieces that strive to complement fashion look and

distinction of each woman. Blackbirdfield creations feature exceptional design that has been sought after and worn by clientele across the globe. Blackbirdfield creations are worn by many ladies, some of whom have chosen to embellish their wedding with Blackbirdfield ornaments, while some have fulfilled their style with our hat or fascinator at Royal Ascot or Careva cuprija. Our fashion creation is also visible through magazines distributed in the Republic of Serbia and the region as well as internationally, including Harper Bazaar Serbia, Bazaar, Gloria, Beauty and Health, Politics, Alsharkiah, Vogue Italia ...

Our fashion studio has collaborated with many top fashion designers at Serbian Fashion Week, Belgrade Fashion Week, Serbian Fashion Selection, but also at the catwalks of New York Fashion Week, Paris Fashion Week, Berlin Fashion Week, Berlin Alternative Fashion Week, Poland Fashion Week, Shanghai Fashion Week, Harben Fashion Week ...

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EVICA - FINE GLOVES

Penezic started off as a clothing and handbag designer but switched to leather gloves in 1997 while living in Germany.

EVICA
FINE GLOVES



Noticing the limited variety of glove styles, she began creating new designs with embroidery and decorations. Penezic creates her pieces by hand, relying on traditional methods. The handmade approach contributes to the uniqueness of each pair of gloves. She had her first exhibit at a Belgrade fair and has presented collections in Paris several times. She also had several solo shows like the 2011 exhibition at the Ethnographic Museum in Serbia. A Hong Kong exhibit garnered her an award in 2010. Her work has been seen at the Belgrade Fashion Week accessories show and has appeared in fashion publications like Serbian Elle Magazine. She also presented her glove designs at the 8th International Exhibition of "Wearable Art". Her leather gloves are worn by royals like Kate Middleton, as well as singers Deborah Harry and Kelis.

Penezic collaborates with clothing designers like Roksanda Ilincic and Ana Šekularac for their runway shows. She also designs for operas, as well as theater and movie productions, such as the Serbian film "St. George Shoots the Dragon". Her gloves can be found in boutiques in several European cities. She is a member of "The Applied Artists and Designers Association of Serbia" and currently sits on its arts council.





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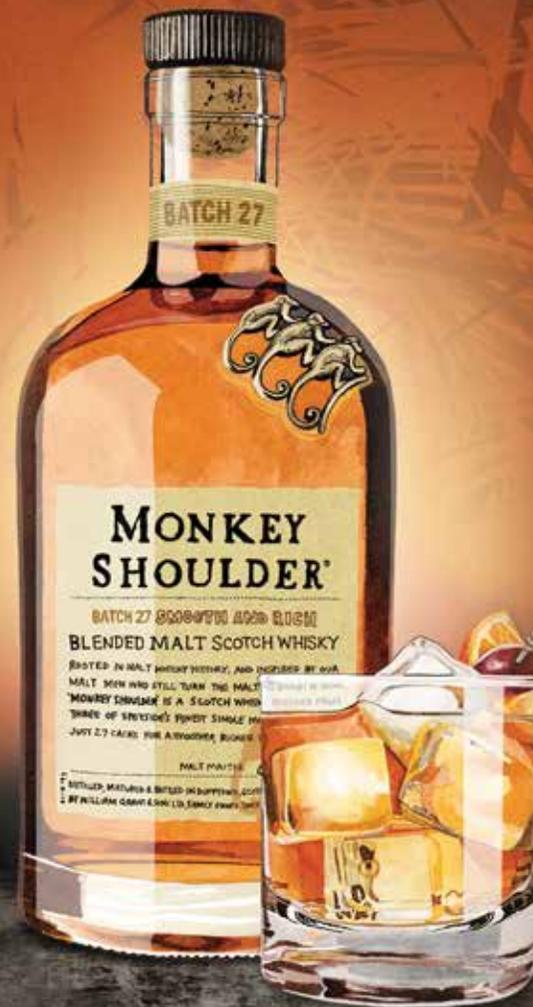
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